

# HARLINGTON ROAD, HILLINGDON - PETITION CONCERNED WITH EXCESSIVE TRAFFIC SPEEDS AND ROAD SAFETY.

|                             |   |
|-----------------------------|---|
| <b>Cabinet Member(s)</b>    | Councillor Keith Burrows                                  |
| <b>Cabinet Portfolio(s)</b> | Cabinet Member for Planning, Transportation and Recycling |
| <b>Officer Contact(s)</b>   | Steven Austin, Residents Services                         |
| <b>Papers with report</b>   | Appendix A  |

## **1. HEADLINE INFORMATION**

|   |  |
|---|--|
| <b>Summary</b>                                  | To inform the Cabinet Member that the Council has received a petition from residents concerned with excessive traffic speeds and road safety on Harlington Road, Hillingdon.               |
| <b>Contribution to our plans and strategies</b> | The request can be considered as part of the Council's annual programme of road safety initiatives.  |
| <b>Financial Cost</b>                           | Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85. |
| <b>Relevant Policy Overview Committee</b>       | Residents', Education and Environmental Services Policy Overview Committee   |
| <b>Ward(s) affected</b>                         | Brunel   |

## **2. RECOMMENDATION**

**Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:**

- 1. Listens to their concerns with excessive traffic speeds and road safety on Harlington Road, Hillingdon;**
- 2. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member;**
- 3. Asks officers to raise the concerns over aggressive driving, speeding and vehicles failing to stop at the zebra crossings to colleagues in the Metropolitan Police Service who are the enforcement body for these motoring offences; and**
- 4. Asks officers to raise the concerns over speeding by buses with TfL/London Buses so that they can investigate further as appropriate.**

## Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Policy Overview Committee comments

None at this stage.

## **3. INFORMATION**

### Supporting Information

1. A petition with 24 valid signatures has been received by the Council under the following heading:

*"Improve safety on Harlington Road, such that our children, elderly and any other pedestrians is confident that they are at a significantly reduced risk of being a victim of a traffic incident.*

*Ensure that those driving through Harlington Road are obeying the Highway Code.*

*Ensure appropriate controls are in place to allow residents to have confidence that offences can be followed up with rectifying actions from the authorities".*

2. In a detailed accompanying statement the lead petitioner helpfully outlines some of their main concerns:

*"There are too many vehicles driving through Harlington Road and this constantly threatens the safety of residents to an unacceptable level. The section of road between Uxbridge Road and Lees Road is no longer fit for the volume and type of traffic. So much so that the traffic represents a significant safety risk to pedestrians and other users of the road.*

*There have been a string of incidents at the zebra crossing at the junction with Nicholls Avenue, where cars and lorries drive too fast and fail to stop, there have been incidents where car drivers have purposely driven at people whilst on the crossing. There is video evidence to support both these types of scenarios and captured in the last two weeks. This is not untypical. This zebra crossing serves children that attend Hillingdon Primary School with a big sign next to it.*

*Buses also drive too fast on the narrow roads and there has been one recent incident where a parked Volvo car was pushed onto the pavement and completely blocked the pathway. Had a pedestrian been present then they would have suffered severe or fatal injuries.*

*The speed of vehicles coming off the double roundabouts at the junction with Lees Road is often more than 30 mph and accelerating. Drivers fail to stop and accelerate in to the zebra crossing at the junction.*

*The pathways are narrow in parts and uneven. It is a terrifying experience walking along these paths when lorries are passing by or when pedestrians are competing with cyclists for space on the pavement. It is even more terrifying when you have two buses or lorries passing in opposite directions.*

*In short the safety of pedestrians is being put at risk by;*

- *Speeding large vehicles (lorries and buses)*
- *Aggressive driving*
- *Absent traffic management (no police or other controls)*

*We are afraid there will soon be a fatality. There is video evidence to support the above statements”.*

3. As the lead petitioner had alluded to in his submission, Harlington Road (A437) is a major route that links Hillingdon/Uxbridge in the north, to Hayes in the south and is classified as a borough main distributor road. Harlington Road also forms part of the A10 bus route. The location of Harlington Road is indicated on Appendix A of this report.
4. The petitioner has helpfully detailed many incidents of drivers deliberately disobeying the speed limit, driving aggressively, failing to stop at the zebra crossings and in some instances deliberately driving at pedestrians using these facilities. Clearly this type of driver behaviour is of great concern to residents and the Council. However, the offences of driving without due care and attention, dangerous driving and speeding are enforced by colleagues in the Metropolitan Police Service and can result in an endorsement and/or penalty points on the driver's license. In light of the petitioners' concerns, it is recommended that Council Officers raise these concerns with the Police Service at the next regular meeting we have with them.
5. It is clear there are many concerns about vehicle speeds and driver behaviour which petitioners included in this petition. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions, the Cabinet Member could recommend undertaking independent speed and traffic surveys on Harlington Road, at locations to be agreed with the petitioners, in order to help inform any possible solutions and to also assist colleagues in the Police Service to identify possible resources for targeted enforcement.

## **Financial Implications**

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications outlined above, noting that the proposed works will be funded from the approved budgets for the transportation and projects service.

### **Legal**

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

### **Corporate Property and Construction**

There are no corporate property and construction implications arising from the recommendations in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.