

ROCKINGHAM ROAD, UXBRIDGE - PETITION CONCERNED WITH EXCESSIVE TRAFFIC SPEEDS AND PEDESTRIAN SAFETY

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of the area concerned with excessive traffic speeds and pedestrian safety on Rockingham Road, Uxbridge.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	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.
Relevant Policy Overview Committee	Residents', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Uxbridge South

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their concerns with excessive traffic speeds and pedestrian safety on Rockingham Road/St John's Road, Uxbridge.
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 in the Road Safety and School Travel Team to contact St Mary's Catholic Primary School and invite them to meet with the team in order to assist the school in developing their School Travel Plan.

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 40 signatures has been received by the Council. In an accompanying statement submitted with the petition, the lead petitioner states:

"We would like to raise a concern about the lack of road safety arrangements from pedestrian crossing/lights positioned at the intersection of Oxford Road (A4020) and Rockingham Road (A4007) leading towards St Mary's Catholic Primary School.

From the pedestrian crossing on the bridge over the canal is not very safe as there are no traffic lights and the drivers do not comply with the speed limit. The crossing is very popular and very frequently used in the community as that is the only way to the school from Uxbridge Town Centre.

Furthermore, the stretch of the pavement alongside of Curry Culture Restaurant which is directly next to the main road is very narrow and hence very dangerous. Again, that is the only way to school from Uxbridge Town Centre."

2. In addition, the petition goes on to make some helpful suggestions as to what measures the petitioners would like to be considered:

"We would like to suggest some possible solutions to the existing road safety problems;

- *Speed bumps along Rockingham Road*
- *Traffic lights/safety warden at the crossing on the bridge.*
- *Railings along the pavement next to Curry Culture Indian Restaurant*

We are looking forward to hearing from you. We highly appreciate your time and interest into this matter."

3. As the lead petitioner has alluded to in their submission, Rockingham Road/St John's Road (A4007) is a major route that links Uxbridge to Iwer Heath and beyond in South Buckinghamshire. Rockingham Road/St John's Road are classified as borough main distributor roads and also forms part of the No.3 bus route. The location of Rockingham Road/St John's Road is indicated on Appendix A of this report.
4. The petitioner has perhaps inadvertently detailed some of the challenges that the Council will need to consider when trying to address the petitioners' concerns, not least the fact that the width of the carriageway and footways in some sections of the road are very limited. For

example, the width of the southern footway in front of Curry Culture Indian Restaurant and the neighbouring properties narrows to approximately 1.4 metres wide. The carriageway width at this point is also just 6.2 metres wide which is just sufficient for two goods vehicles to pass. Whilst the introduction of pedestrian guard railing is an option the Council has used in other areas, the narrowness of the footway is not sufficient to install this measure and still allow access for pushchairs, mobility scooters and wheelchairs to safely use the footway. Due to the width of the carriageway at this point, there is unfortunately no opportunity to widen the footway. The northern footway is wider at this point so pedestrians have the option to use this side of the road and then use the zebra crossing immediately outside St Mary's Catholic Primary School to cross safely.

5. As the Cabinet Member is aware, the Road Safety and School Travel Team work with schools across Hillingdon on various road safety initiatives to help improve safety. This includes but is not limited to offering schools pedestrian training, cycle training, running Junior and Mini Road Safety Officer schemes at the school where the pupils champion road safety. The team also work with schools on delivering the School Travel Plans that are accredited by Transport for London. The travel plan provides an opportunity for the school community to raise safety concerns around the school and often is a pre-cursor to identifying funding opportunities for highway engineering measures to improve road safety. It is therefore recommended that the Cabinet Member asks officers to contact St Mary's School on his behalf and invite them to engage with the Council's Road Safety and School Travel Team to work on their School Travel Plan.
6. It is clear that the petitioners are also concerned about vehicle speeds along Rockingham Road. 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 Rockingham Road/St John's Road, at locations to be agreed with the petitioners and Ward Councillors, 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 the report and concurs with the financial implications outlined above, noting that the proposed traffic surveys will be funded from the 2018/19 approved budget for the transportation 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