

WHITEHALL ROAD, UXBRIDGE - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Sophie Wilmot Residents Services
Papers with report	Appendix A - Location Plan Appendix B - Survey Locations Appendix C - zebra crossing feasibility design

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from parents of pupils attending Whitehall Infant and Junior School requesting traffic calming measures along Whitehall 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 £85, per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents', Education and and Environmental Services.
Ward(s) affected	Uxbridge South

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Listens to their request for traffic calming measures in Whitehall Road, Uxbridge.
2. Notes the work undertaken by the Council's Term Consultants Project Centre on measures for Whitehall Road, details of which are set out in the body of this report.
3. Notes the results of previous traffic and pedestrian surveys undertaken along Whitehall Road, details of which are set out in the body of this report.
4. Subject to the outcome of the above, considers asking Officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back.

5. Notes the work being undertaken by the Council's Road Safety and School Travel Team, as detailed within the body of this report, and encourages both schools to work with the Council on travel initiatives.

Reasons for recommendations

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 122 valid signatures has been received by the Council, requesting traffic calming measures outside the rear entrance to Whitehall Infant and Junior Schools on Whitehall Road, Uxbridge. The petition outlines the following:

'Parents and staff of both Whitehall Infant and Junior Schools are extremely concerned at the lack of traffic calming measures on Whitehall Road, outside the rear entrance to both schools. There have been a number of 'near misses' when parents/children are crossing the road to enter the school premises. At present, there are no traffic calming measures in close proximity to the entrance and vehicles travel, at, or in excess of 30 miles per hour which puts the lives of children and parents in danger. We are asking that you review and install some measures to significantly improve the safety of children and their parents whilst arriving and leaving the school premises. We have raised the petition and please find attached 124 signatures from concerned Hillingdon residents asking that you implement appropriate measures to improve the safety of those crossing Whitehall Road.'

2. The main entrance to both Whitehall Infant and Junior Schools is on Cowley Road, with the access to the school on Whitehall Road providing a rear entrance point at pick up and drop off times only. Both of the schools currently have around 400 pupils each on the roll. Neither Whitehall Infant nor Junior schools currently have up to date School Travel Plan documents, although they are beginning to work with the Council's Road Safety and School Travel Team on various initiatives currently run by the team.

3. Whitehall Road, Uxbridge runs from its junction with Cleveland Road to Hillingdon Road, although no access is provided on Hillingdon Road from Whitehall Road. There are a number of residential roads leading off of Whitehall Road, most notably Hinton Road; Myddleton Road; Walford Road and Chiltern View Road. The speed limit for the entire length of Whitehall Road is 30mph as denoted by the presence of street lighting. There are formalised parking bays along the road and related parking restrictions. A location plan is provided in Appendix A.

4. In 2017, the Council commissioned consultants to undertake a study of The Greenway and to examine the potential of the provision of a zebra crossing on Whitehall Road outside the rear entrance to the school. As part of the considerations pedestrian counts were undertaken both to the north and south of the rear access in order to identify demand for a formal crossing in this area. A summary of these surveys are provided in Table 1. A location plan of the surveys is provided in Appendix B.

Survey Period	North of School Access		South of School Access		Total	
	E to W	W to E	E to W	W to E	E to W	W to E
AM PEAK	31	55	80	20	111	75
PM PEAK	29	81	22	24	51	105
7am to 7pm	185	248	239	157	424	405

5. The results show that on average there are around two people crossing the road in each direction per minute in the AM and PM peak periods.

6. The Council undertook automated traffic counts in November 2016 at three locations along Whitehall Road: north of Myddleton Road; near Uxbridge Children Centre and south of Chiltern View Road. A summary of the 85th percentile speeds recorded during this survey are provided in table, 2. The survey locations are shown in Appendix B.

Survey Location	85 th percentile speed per direction (mph)	
	Northbound	Southbound
North of Myddleton Road	23	22
Near Uxbridge Children's Centre	28	29
South of Chiltern View Road	26	27
<i>AVERAGE</i>	26	26

7. The summary of the results show that the average 85th percentile speed is at or just below the 30mph which is the current speed limit for the road. The Cabinet Member will be aware that the so-called 85th percentile speed is the speed at or below which 85% of traffic is travelling, and is the standard robust statistical tool used by traffic and road safety professionals when analysing speed trends. This data is now two years old and consequently the Cabinet Member may be minded to consider commissioning of further traffic surveys to identify if any changes to vehicle speeds have occurred. The current cost of one ATC survey for the period of one week is £85. The total for the three locations would be £255.

8. Accident data has been provided by Transport for London, for the most recent five year period available, up to June 2018. During this time period, there has been a total of two personal injury accidents, both of which are detailed below:

- Hinton Road j/w Whitehall Road: accident occurred in light, dry conditions, resulting in slight injury to a pedal cyclist following a collision with a car.
- Whitehall Road 56m N of j/w Burness Close: accident occurred in dark, dry conditions, resulting in serious injury to a pedal cyclist following a car vehicles negligently opening car door into the path of the pedal cyclist.

9. As part of the consideration for the potential for a zebra crossing along Whitehall Road, a standard PV² calculation was undertaken. This is a calculation set by the Department for Transport for assessing the need for pedestrian crossing facilities by calculating the conflict between pedestrians and vehicles. The results for the PV² calculation show that a crossing in this area would be statistically unjustified due to the current low levels and speeds of traffic and pedestrians. However, a feasibility design of a zebra crossing on Whitehall Road has been considered.

10. The feasibility design for a zebra crossing in this location has been undertaken by the Council's Term Consultants Project Centre. The feasibility proposal includes a build-out on each side of the road in line with the current parking bays to improve visibility for pedestrians waiting to crossing. A total of two parking bay will be lost, one on each side of the road to accommodate the crossing zigzag markings and improve visibility. A copy of the design is provided in Appendix C. There are currently no plans to install this crossing at this time due to the installation currently not being supported by traffic data.

11. Both the Infant and Junior School are beginning to work with the School Road Safety and Travel Team on travel initiatives such as pedestrian training and Bikeability. The schools will be encouraged to get involved in other initiatives run by the Council such as the Parent Parking Pledge and Junior Road Watch; details of these schemes are provided below:

- The Council's Parent Parking Pledge initiative can be tailored specific to each school dependent on their travel and safety concerns around the site. Parents are encouraged to sign up to the pledge and in turn receive a car window sticker which highlights they have accepted the schools' policy on driving in and around the school area.
- Junior Roadwatch gives primary school children the opportunity to take part in speed awareness engagement in their local community near their school. Children aged 9 to 11 will work with the Council's Road Safety and School travel Team and police officers to educate speeding motorists on the importance of road safety.

12. In conclusion, the current results of traffic, speed and accident data, held by the Council, do not in themselves justify the installation of a zebra crossing or traffic calming on Whitehall Road. However, following the hearing of this petition, the Cabinet Member may be minded to instruct fresh traffic surveys to be undertaken to determine if there have been changes in traffic patterns along Whitehall Road, which may support the testimony of the petitioners. In the short term the Cabinet Member may also be minded to encourage both schools to work with the Council's Road Safety and School travel team on travel initiatives.

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 be identified from Revenue Budgets 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 recommendations in this report and concurs with the financial implications as set out.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Whitehall Road, which amounts to an informal consultation. A meeting with the petitioners 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 the residents' responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

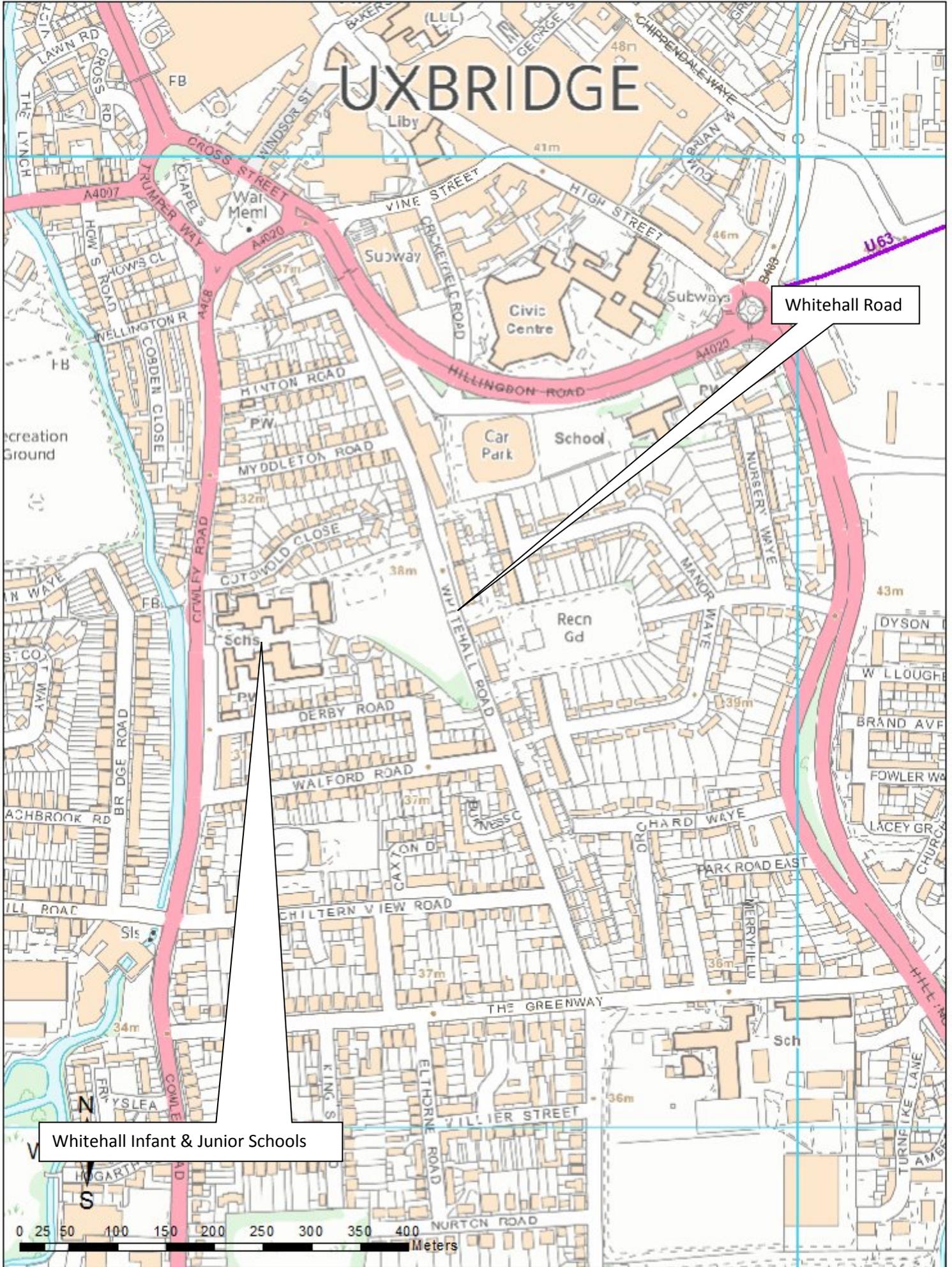
Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

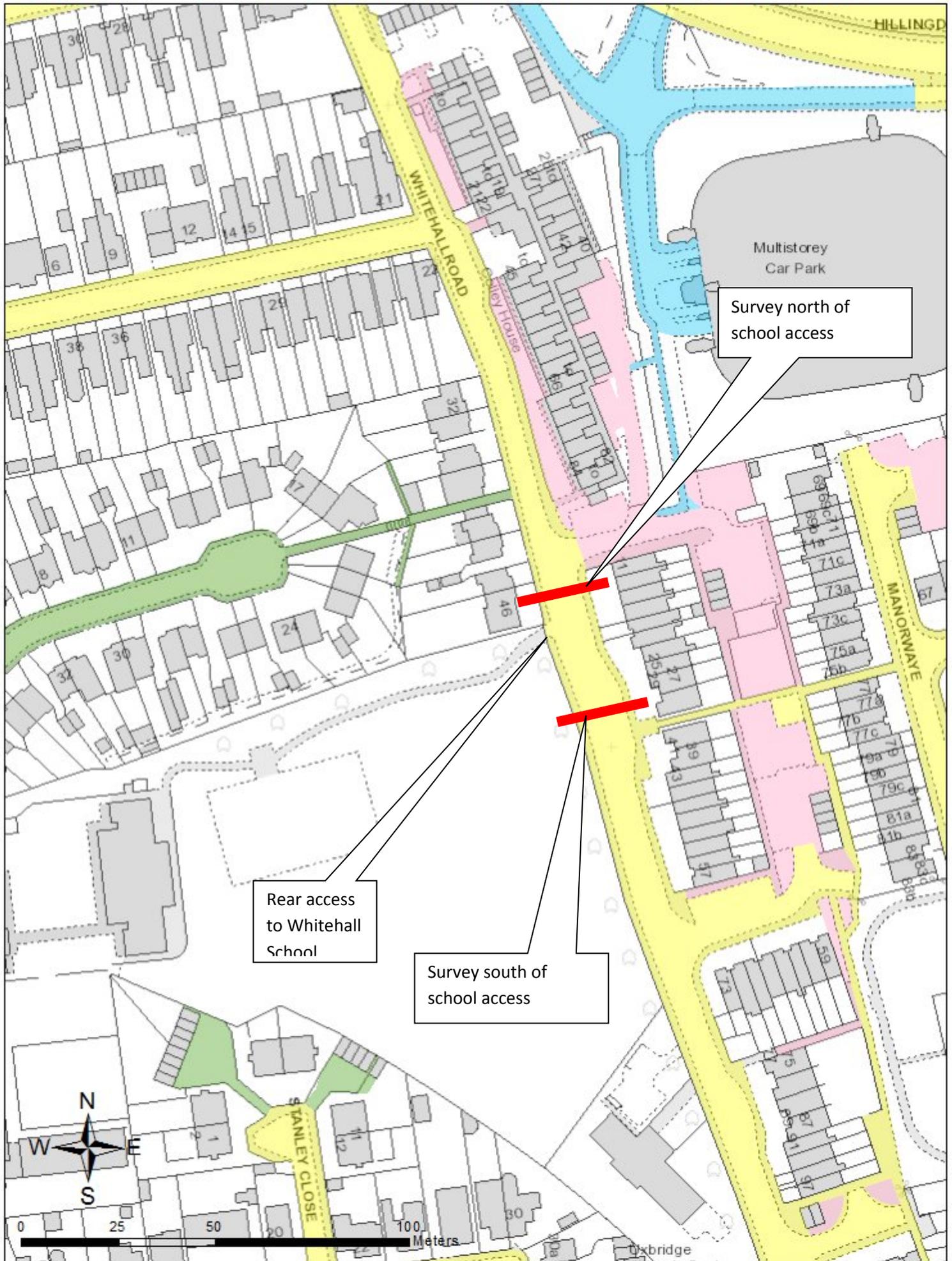
Petition received

Appendix A - Whitehall Road - Location Plan



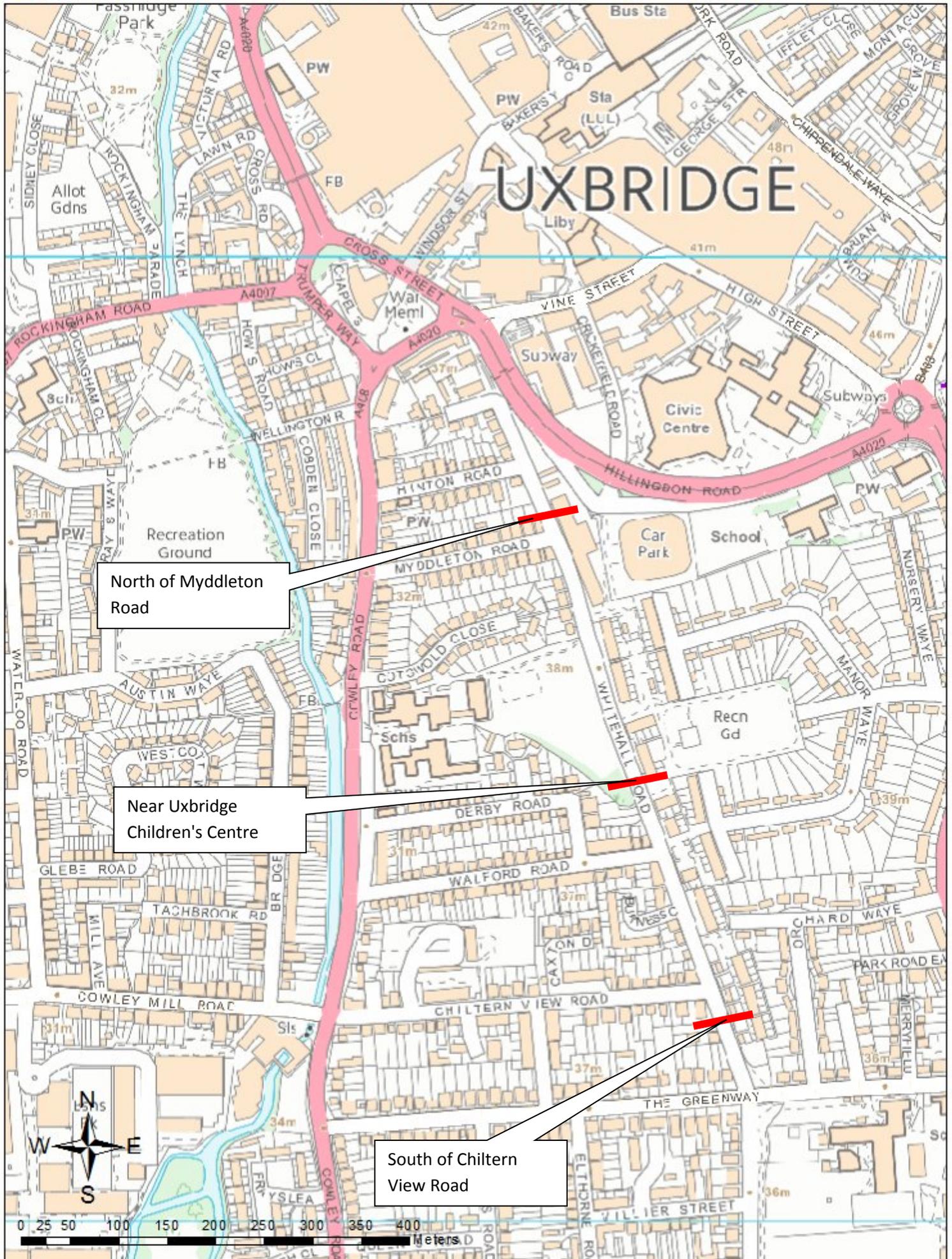
Map Notes

Appendix B - Whitehall Road - pedestrian survey locations



Map Notes

Appendix B - Whitehall Road - traffic survey locations



Map Notes

LEGEND:

- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED CARREWAY CONSTRUCTION
- PROPOSED CARREWAY PAVING OVERLAIN
- PROPOSED H&K KERB
- PROPOSED BLISTER FACILE - RED
- PROPOSED CYCLE MARKING
- PROPOSED CHANNEL KERB

28/02/18 ORIGINAL ISSUE AD 130 JPC
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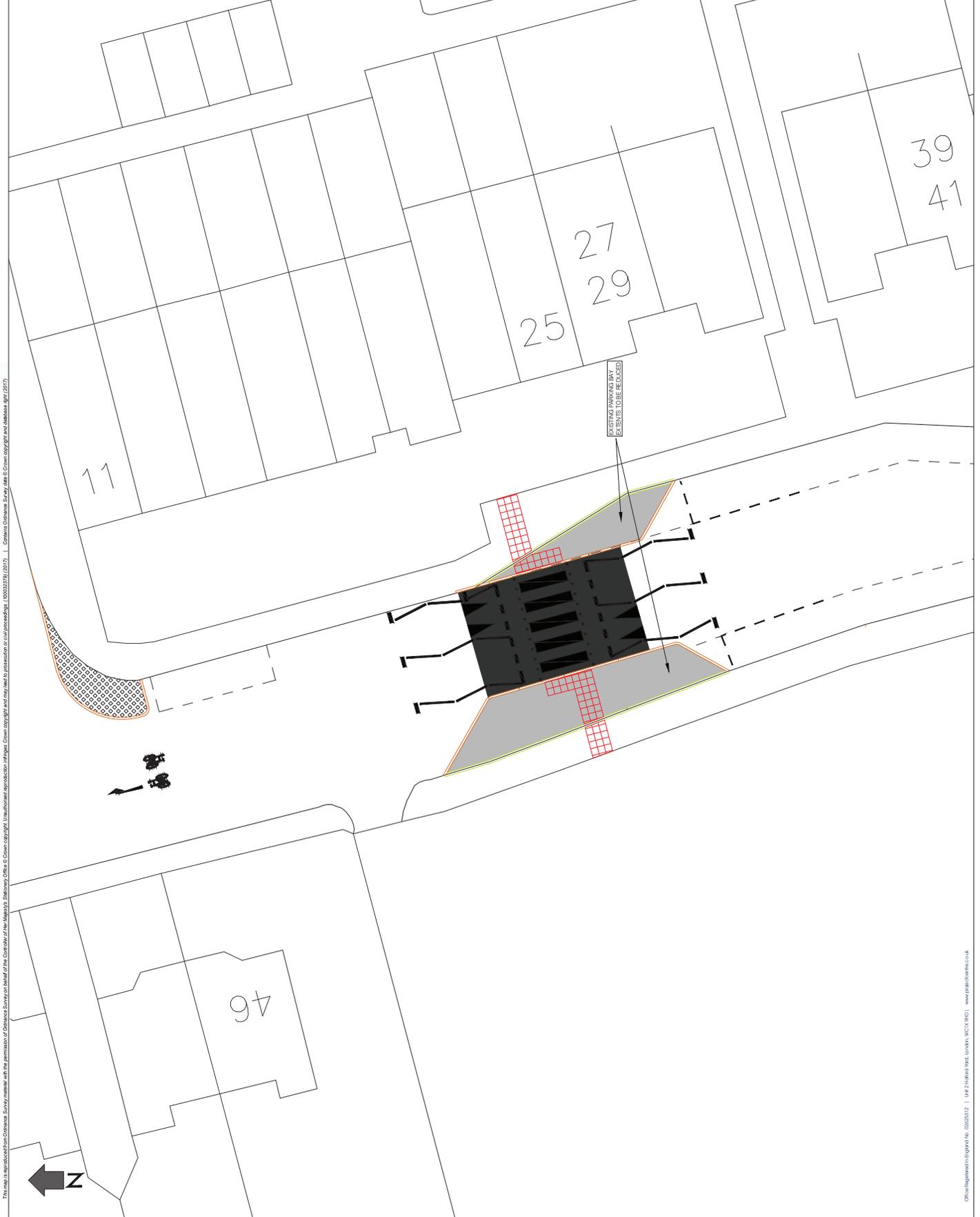
HILLINGDON
 LONDON

Client: THE GREENWAY AND MATERIAL ROAD ROAD SAFETY SCHEME

Drawing Title: WHITE LINE AND CYCLE MARKING GENERAL ARRANGEMENT

Drawing Status: FOR INFORMATION

Drawn: AD 130 JPC
 Scale: 1:100
 Date: 15/11/17
 Drawing No: 1000002803-010-04



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