

HAREFIELD ROAD, UXBRIDGE - PETITION REQUESTING A 20MPH SPEED LIMIT AND A "SLOW DOWN" SIGN

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting a 20mph speed limit and a "slow down" sign for Harefield 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 Environmental Services
Ward(s) affected	Uxbridge North

2. RECOMMENDATIONS

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

- 1. listens to their request for a 20mph speed limit and a "slow down" sign for Harefield Road, Uxbridge.**
- 2. subject to the outcome of the above, considers asking officers to undertake traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**

Reasons for recommendations

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

PART I - MEMBERS, PUBLIC AND PRESS

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 20 valid signatures from residents who live on or close to Harefield Road has been submitted under the following heading:

'This is a petition which will be forwarded to Hillingdon Council regarding the speed limit on Harefield Road. Many cars are dangerously exceeding the current speed limit in both directions and its only a matter of time before a serious accident will occur. The Council should reduce the speed limit to 20mph and should install a "SLOW DOWN" sign. To help make this happen please sign this petition.'

2. The majority of the signatures on the petition are from residents of Beacon Close which is a residential cul-de-sac adjacent to Harefield Road. Other signatures are from staff and residents of Clare House which is a care home located on Harefield Road.

3. Harefield Road (B467) is classified as a borough secondary distributor road and is a main north-south route between Uxbridge Town Centre and the A40 at Swakeleys Roundabout. Both the U9 and U10 bus routes run along Harefield Road and it also forms part of the emergency route network for the emergency services.

4. Harefield Road was marked on a 1757 map of the County of Middlesex by John Rocque and the current road layout is broadly the same as it was then. The width of the carriageway varies from between 8.7 metres at its widest point and 5.4 metres at its narrowest.

5. Harefield Road benefits from being within the Uxbridge North Parking Management Scheme and where possible on-street parking places have been implemented as many properties, particularly in the southern end of the road, do not have access to off-street parking.

6. As a result of the concerns raised by petitioners, the Cabinet Member maybe minded to instruct officers to commission sets of 24/7 Automated Traffic Counts on Harefield Road at locations agreed with Ward Councillors and petitioners. These will collect speed and vehicle classification information over a seven day period. The Petition Hearing will provide an excellent opportunity to hear the testimony of petitioners which will helpfully inform any investigations.

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 to 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 Harefield 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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory or statutory consultation.

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.