

# HAREFIELD ROAD, UXBRIDGE - PETITION REQUESTING TRAFFIC CALMING MEASURES, 20MPH SPEED LIMIT, A PEDESTRIAN CROSSING AND A REVIEW OF THE PARKING MANAGEMENT SCHEME

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Steven Austin – Infrastructure, Transport and Building Services
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting traffic calming measures, a 20mph speed limit, a pedestrian crossing and a review of the Parking Management Scheme in Harefield Road, Uxbridge.
<b>Putting our Residents First</b>	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is estimated at £85 per location, which will be managed through existing Transportation revenue budgets.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee
<b>Relevant Ward(s)</b>	Uxbridge North

## RECOMMENDATIONS

That the Cabinet Member for Planning and Transportation:

1. meets with petitioners and listens to their concerns over vehicle speeds and their request for traffic calming measures, a 20mph speed limit and a review of the current operational times of the Parking Management Scheme.
2. notes results of the previous 24/7 independent speed and traffic surveys in September 2019 and, subject to the outcome of the above, decides if there is sufficient evidence to commission further 24/7 traffic and speed surveys on Harefield Road, Uxbridge at locations agreed with petitioners and Ward Councillors.

**3. subject to the outcome of discussions with petitioners, asks officers to add the request to review the current operational times of the Parking Management Scheme to the extensive parking scheme programme for informal consultation.**

### **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.

### **Select Committee comments**

None at this stage.

## **SUPPORTING INFORMATION**

1. A petition with 55 signatures signed by residents of Harefield Road, Uxbridge has been submitted to the Council under the following heading

*"To avoid the unreasonable number of 'damage only' accidents to vehicles in Harefield Road due to double parking. There is also a risk of injury for residents who have to park their car with the drivers' side on the road due to high kerbs.*

*Traffic calming in the middle to lower end of Harefield Road from Gravel Hill to past Lancaster Road. "Slow" signs, 20 mph speed limit, traffic cushions, and a crossing between Nos. 109 and 121.*

*A review of residents' permits to avoid shoppers using residents' bays at the weekend and some evenings"*

A plan of the area is attached as Appendix A.

2. 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.
3. Harefield Road is a historic thoroughfare and was marked on a 1757 map of the County of Middlesex by John Rocque. 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.
4. The Cabinet Member may be aware that, following previous concerns raised by residents over vehicle speeds, his predecessor asked that independent 24/7 speed and traffic surveys be commissioned which took place between 16<sup>th</sup> and 2<sup>nd</sup> September 2019.

5. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that, not only can it record traffic speeds at any given time, but also the size and type of vehicle, from motorcycles to large multi-axled lorries.
6. The results of these previous surveys are tabulated below but, in all instances, the 85<sup>th</sup> percentile is in the range between 30mph and 38mph. The so-called '85<sup>th</sup> percentile speeds' are the speeds at or below which 85 percent of traffic was found to be travelling and these statistics are used internationally as a standard assessment tool; obviously they are higher than an 'average' speed and show how fast the vast majority of traffic is travelling. As can be seen the fastest speeds were recorded towards the northern section of Harefield Road.

Location	85% MPH	Total vehicles	35 -40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 -100 mph
<b><u>North of Gravel Hill</u></b>								
Northbound	38	24,242	3,467	1,415	783	356	135	98
Southbound	35	17,742	2,061	420	104	26	11	5
<b><u>South of Colnedale Road</u></b>								
Northbound	31	25,436	855	184	87	21	6	8
Southbound	30	19,070	467	107	18	9	0	4
<b><u>North of Pages Lane</u></b>								
Northbound	33	27,709	1,982	447	125	32	14	6
Southbound	30	21,485	621	109	31	15	2	2
<b><u>South of Bawtree Road</u></b>								
Northbound	31	27,296	988	201	46	11	4	3
Southbound	32	20,807	846	147	32	9	1	1

7. The data captured was shared with the Cabinet Member and Local Ward Councillors who, after reviewing the evidence, asked Council Officers to develop proposals to reduce traffic speeds in the section of Harefield Road between Gravel Hill and Hillman Close where vehicle speeds were observed to be at their highest.
8. A scheme was subsequently developed which has been subject to a recent informal consultation with directly affected residents. The results of this consultation are being analysed and will be reported to the Cabinet Member separately.
9. Although at the time Ward Councillors were minded to only support engineering measures in the northern section of Harefield Road, it is recommended that the Cabinet

Member meets with petitioners and listens to their concerns. Based on their testimony and noting the results of the previous surveys, the Cabinet Member may decide if there is enough evidence to commission further surveys at locations suggested by petitioners and Ward Councillors.

10. Petitioners have also asked that the current Parking Management Scheme is reviewed as non-residential parking is taking place outside of the current controlled hours of Monday to Saturday 9am to 5pm. Given the proximity to Uxbridge town centre, Harefield Road could be an attractive place for non-residents to park in the evening and on Sunday.

11. The Cabinet Member will recall hearing a similar petition from residents in nearby roads also asking for a possible extension to the times the scheme in their area operates. It would appear that the parking pressures in the area are increasing. It would therefore seem appropriate to add this request to the extensive parking scheme programme for a possible informal consultation with residents in an area agreed with local Ward Councillors.

### **Financial Implications**

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is estimated at £85 per location, which will be managed through existing Transportation revenue budgets.

The Cabinet Member may also decide to add the request to review the current operational aspects of the Parking Management Scheme in the area to the extensive Parking Scheme Programme for possible informal consultation. If works are subsequently required, funding would need to be identified from a suitable source.

## **RESIDENT BENEFIT & CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities**

To allow the Cabinet Member to consider the petitioners' request.

### **Consultation carried out or required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

### **Legal**

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

**Infrastructure / Asset Management**

None at this stage.

**Comments from other relevant service areas**

None at this stage.

**BACKGROUND PAPERS**

Petition received.

**TITLE OF ANY APPENDICES**

Appendix A - Location plan