UXBRIDGE ROAD – CORRIDOR IMPROVEMENTS

The report details proposed highway improvements along Uxbridge Road, which is a key west-east route in the borough. These improvements are part of the 2012/13 Corridor programme and will involve a range of road safety and environmental improvements, such as addressing road safety problems, decluttering the area of excessive street clutter, improving accessibility for pedestrians, improving the appearance of the area, providing facilities for sustainable modes of transport and trees planting - see plan in Appendix 1.

Funding has been provided specifically for this project by Transport for London and it has been designed on the basis of maximising value for money and reducing the costs to the council of maintenance and repairs.

Decision made by Cabinet Member on: 17 September 2012

That approval be given to carry out consultation and subsequent work towards the highway improvements at a total cost of £175,000 as set out in para.s 5.1 and 5.2 of the report. Cabinet approved expenditure on this scheme within the annual TfL funded programme in March 2012.
1. **STRATEGIC OBJECTIVES**

1.1 The proposals detailed in this report relate to the Mayor’s second Transport Strategy (MTS2) policy and the Borough’s Local Implementation Plan (LIP2) for transport that include some of the emerging objectives:

- To reduce the number of people injured and killed on our streets.
- To improve the quality of our streets.
- To achieve an equitable balance of road space between competing needs.
- To improve air quality in the borough.
- To support sustainable population and to make it easier for everyone to gain access to transport opportunities.
- To improve the efficiency of our road network as well as the quality of life for our residents.

2. **BACKGROUND**

2.1 The proposals involve packets of measures along Uxbridge Road, which is classified as a London Distributor Road and a Strategic Route. It has been identified for improvements under the Corridor Programme for 2012-13 and 2013-14. The identified route runs between Tunis Road to the east and the junction of Uxbridge Road and Askew Road to the west, see Appendix 1. It provides an important link through our Borough between Ealing to the West and the Royal Borough of Kensington and Chelsea to the east. It accommodates a large volume of traffic, including HGVs and a number of bus routes. The scheme aims to make the corridor safe and friendly, with street furniture reduction to maximise space and reduce maintenance costs.

2.2 Personal injury accident (PIA) statistics indicate that in the three year period, 2009-11, there have been 134 PIAs along the route with 121 injured people. There were no fatal injury accidents. 11 accidents resulted in serious injuries and the remaining 110 accidents involved slight injuries. 57% of all injured people are made of cyclists and motorcyclists. This is indicative of the high traffic volume along and across the road, and the high number of pedestrians accessing the shopping and other facilities.

2.3 A streetscape audit was carried out as part of the area surveys and has confirmed that the area can benefit from removing excessive street furniture along the route, such as signposts, bollards, etc, providing cycle parking stands where appropriate, improving pedestrian accessibility by providing dropped kerbs and removing street clutter, potentially planting more trees etc.

2.4 Blank canvas consultation with residents and businesses was carried out in March 2012 and the main issues residents wanted us to deal with were identified as follows:

- Hetley Road – residents wanted to see Hetley Road being made one way onto Uxbridge Road; they asked us to re-surface the road; improve the
street scene, to increase the enforcement around the tyre shop by the
junction with Uxbridge Road; to do some improvements towards the
crossing facilities for pedestrians and wheelchair users.
- Junction of Askew Road with Old Oak Road – a number of requests were
received asking for a filter lane for right turn from Uxbridge Road into Old
Oak Road
- Wormholt Road – a request for this road to be made one way with
street scene improvements at the junction with Uxbridge Road
- Addressing drainage issues at pedestrian crossings
- Addressing narrowness of the footway outside Queen Adelaide PH, near
the junction with Adelaide Grove
- Enforcement of illegal parking along Uxbridge Road and adjacent roads at
the junction with Uxbridge Road
- More rubbish bins on Uxbridge Road
- Upgrade of an emergency barrier on Becklow Road

3. PROPOSALS

3.1 In general;
The analysis of the accidents along Uxbridge Road did not reveal any
obvious pattern of accidents. Accidents and traffic conflicts along the route
were also addressed in the past through previous highway schemes. We now
consider that by addressing more holistic improvements these will help create
a better sense of "place" and hopefully reduce accidents by these type of
improvements.

3.2 Improvements will in general involve the following; de-cluttering of the route
from the excessive use of street furniture, addressing accessibility issues by
improving and realigning dropped kerbs at crossing points as well as
removing redundant and unnecessary sign posts, bollards that could obstruct
pedestrian and disabled people movement. There are a number of bollards
that form part of traffic islands and are mains electricity powered; it is our aim
to replace them with solar powered bollards. Worn out road markings are to
be re-marked, unnecessary signs will be removed and signs that are legally
required will be kept or upgraded.

3.3 A small section of road (Askew Crescent at the junction with Uxbridge Road)
- see photo in appendix 2, that has been closed for traffic by way of old and
outdated guard rail will be will be repaved in order to provide a continuous
pedestrian route along Uxbridge Road and existing guard rails and bollards
will be removed and replaced by trees, subject to underground utility
services.

3.4 De-cluttering;
As part of de-cluttering work and accessibility improvements along the route
some 20 steel bollards will be removed with some replaced by cycle stands,
or trees. Missing signs will be replaced and in places, where applicable, a
number of signs will be removed or rationalised by erecting more than one
sign on a single sign post. Some 80m of guard rail will also be removed, in
line with Streetsmart.
3.5 **Improvements to pedestrian accessibility**: 
In order to assist pedestrians as well as disabled and vulnerable users, we will be upgrading and realigning footways at a number of locations with dropped kerb, e.g. at the junctions of Coverdale Road, Walbeck Road, Devonport Road.

3.6 A section of road at the junction with Askew Crescent, which is already closed for traffic by guard rail, see appendix 2, photos 1 & 2, will be closed permanently by extending the footway across the junction and planting some trees, subject to utility services, to visually enhance the end of the road. A number of bollards and guard rail will be removed as part of de-cluttering exercise.

3.7 Raised entry treatments will be installed at three junctions, which are deemed to suffer more from emerging traffic compared to other side roads. They are at the junctions of Uxbridge Road with Hetley Road, Wormholt Road and Adelaide Grove. All of these roads were highlighted by residents during the pre-consultation process as roads that require attention. Raised entry treatments assist pedestrians as the carriageway is brought up to the footway level, as well as slow speed of traffic when entering or leaving the road. (Consultation on making Hetley Road a one way road is being funded from a s106 agreement and will take place after substantial occupation of the new residential development on the ex-Stowe Road depot site).

**Proposed upgrade of signalised pedestrian crossings:**

3.8 It is proposed to upgrade three existing pelican pedestrian crossings along the route into puffin pedestrian crossings or potentially into count-down pedestrian crossings. (This is currently the subject of discussions with Transport for London).

3.9 Puffins provide more time to pedestrians and give extra confidence to the slow moving pedestrians, elderly, disabled, children etc. At the same time, if there are no pedestrians to cross, they provide additional time to vehicular traffic, improving traffic flow along the route.

3.10 Count-down pedestrian crossings are latest type of crossings that are currently being tested in London. They show time remaining for the pedestrian to cross and appear to be more popular with pedestrians as they give more precise information on how long the pedestrian has to cross the road.

3.11 The pedestrian crossings to be upgraded, subject to the Transport for London programme are:
- Pelican crossing near Loftus Road
- Pelican crossing near Percy Road
- Pelican crossing near Wormholt Road, see appendix 2, photo 3.
3.12 As part of the upgrade, we will be addressing road drainage issues at these crossings, by improving road levels or by providing additional gullies to improve drainage if necessary. Old and outdated guard rail will be removed as part of the de-cluttering exercise. The remaining crossing on Uxbridge Road, near Tunis Road has already been converted into a Puffin.

**Environmental improvements**

3.13 All existing traffic islands along Uxbridge Road will be upgraded to the current Streetsmart standard, including disconnection and removal of the current electrical bollards and central island column and replacing them with solar powered bollards.

3.14 The proposed measures have been designed to address the needs of disabled people in accordance with the principles of the Disability and Discrimination Act 1995, by providing less obstruction along routes with dropped kerbs and tactile paving where required, in order to improve these road users’ accessibility. A separate report was sent to HAFAD (Hammersmith and Fulham Action on Disability) for their inspection and comment.

3.15 In accordance with the Council’s policy to encourage residents to use sustainable modes of transport, there will be additional cycle parking stands installed across the area where appropriate. There will also be more trees planted as part of this project.

4. **CONSULTATION**

4.1 Residents, businesses and ward councillors within the proposed corridor were asked in March 2012 to suggest potential improvements along this corridor. Their comments were used to design the scheme. Subject to the proposal being approved, we will be notifying residents of the planned works ahead.

4.2 As part of our consultation the emergency services, road user groups and mobility groups were consulted on the final detailed designs of the schemes.

5. **COSTS AND PROGRAMME**

5.1 The estimated cost of carrying out the planned improvements in 2012/13 and 2013/14 is £175,000. The scheme is being funded by Transport for London (TFL).

5.2 Transport for London (TfL) has approved funding of £100,000 to implement the scheme from the Corridors and Neighbourhoods Programme in 2012-13. Further funding will be acquired from TFL for 2013/14 work programme to carry on with the planned corridor improvements.
6. COMMENTS OF THE EXECUTIVE DIRECTOR OF FINANCE AND CORPORATE GOVERNANCE

6.1 TfL have approved funding of £100,000 for this project from the Corridors & Neighbourhoods Programme in 2012-13.

6.2 It is only planned to carry out £100,000 of work in 2012-13. TfL have agreed in principle to provide £100,000 of funding in 2013-14 but if for any reason this is not confirmed when the LIP announcement is made in November / December then the additional £75,000 of work in 2013-14 will not proceed.

6.3 At present the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however is limited to the amount approved by the TfL board plus a contingency. Any variation in costs in excess of the contingency can not be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

7. RISK MANAGEMENT

7.1 Chapter 3 of the councils approved transport plan (LIP2) deals with risk management. The table below details the capital programme risk and mitigation measures.

<table>
<thead>
<tr>
<th>Risk</th>
<th>Mitigation measure(s)</th>
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<tbody>
<tr>
<td>Cost increase/budget reduction</td>
<td>all designs developed to be flexible to allow amendments to reflect budget reduction whilst still maintaining principles of LIP objectives</td>
</tr>
<tr>
<td>Delay to schemes</td>
<td>LIP funding to be allocated in consecutive years to allow more involved projects to be run over 18 months rather than the traditional 12 months</td>
</tr>
<tr>
<td>Lack of Stakeholder support</td>
<td>develop designs that meet our LIP objectives that can be justified and presented to stakeholders in a suitable manner</td>
</tr>
<tr>
<td>Policy compatibility</td>
<td>to develop a bespoke policy compliance tool that all potential projects will be assessed against</td>
</tr>
<tr>
<td>Lack of resources to deliver</td>
<td>to maintain our working relationships with the RB Kensington &amp; Chelsea and framework consultants to ensure resources are in place to deliver LIP objectives</td>
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8. EQUALITY IMPLICATIONS

8.1 An EIA screening tool is attached to this report.

9. COMMENTS OF THE DIRECTOR OF LEGAL AND DEMOCRATIC SERVICES

9.1. There are no legal implications arising from the proposed works set out in the body of report

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

<table>
<thead>
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<td>Project File – Uxbridge Road Corridor Improvements</td>
<td>Slobodan Vuckovic</td>
<td>Environment/ highways</td>
</tr>
<tr>
<td>2.</td>
<td></td>
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CONTACT OFFICER: Slobodan Vuckovic

NAME: EXT. 3360
APPENDIX 2

Photo 1

Photo 2

Junction of Askew Crescent with Uxbridge Road.

It is proposed to remove outdated guard rail as well as number of bollards, install raised kerb to end Askew Crescent and build/extend the footway that goes along Uxbridge Road, providing continuous footway. It is planned to plan 2No trees to visually and aesthetically enhance the end of the road.
Example of excessive use of street furniture (guard rail) at pedestrian crossing.

It is planned to remove guard rail, shorten existing zig-zag lines and address water ponding issue at the crossing.