

Brent Road, Southall – HGV Accessibility Improvements

1. Introduction

Ealing Council have developed proposals to improve Brent Road, Scotts Road, Johnson Street, Balfour Road, Clarence Street, Spencer Street, Dudley Road, Queens Road, Hartington Road, Albert Road and the surrounding area.

The proposals include:

- To install width restrictions on Caxton Road, Scotts Road and Clarence Street to enable HGV drivers to follow designated route for access and egress to the industrial estates.
- To convert Dudley Road, Queens Road, Hartington Road, Clarence Street, Balfour Road, Scotts Road and Albert Road into one-way streets to improve the flow of traffic, reduce congestion and rat running.
- To realign and reinforce various junctions including Brent Road, Scotts Road, Caxton Road, Johnson Street, Sussex Road, Queens Road and Gladstone Road to improve turning circles, prevent footway overrun and improve crossing facilities for pedestrians.
- To install new and extend existing double yellow lines in various locations including Scotts Road, Caxton Road, Johnson Street, Clarence Street, Spencer Street, Dudley Road, Queens Road, Gladstone Road and Sussex Road to improve accessibility and create passing points for vehicles.

The scheme proposals are intended to deliver the following benefits:

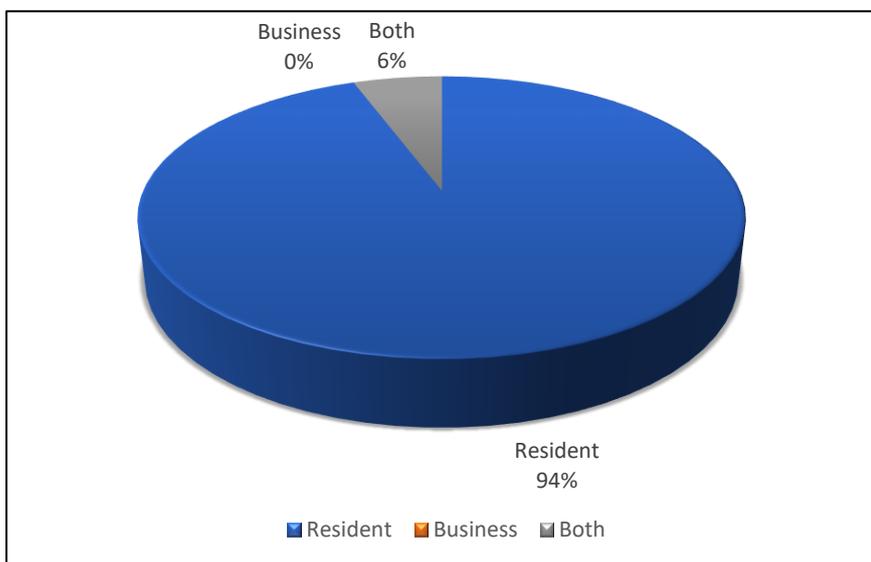
- Improved designated route for HGV drivers to follow for access and egress to the industrial estates along Brent Road, Scotts Road, Caxton Road, Johnson Street and Gladstone Street.
- Improvements to the flow of traffic, reduction in traffic congestion and improved bus journey times
- Improved turning circles and crossing facilities for pedestrians, to prevent footway overrun which causes damage to the public footway as well as causes a danger to the public.
- Improved safety, visibility, accessibility and passing points for vehicles.

2. Results

The public consultation documents for the scheme were posted out to residents on Monday 15th October 2018 with a return date of Friday 2nd November 2018. The consultation documents were also available on-line. The document consisted of a tri-fold pamphlet which included a descriptions and plan of the proposals. Residents were encouraged to respond to the consultation online but could request a paper version if required. A total of 1021 questionnaires were posted out and 62 responses were received. The response rate of the consultation was 6.07%.

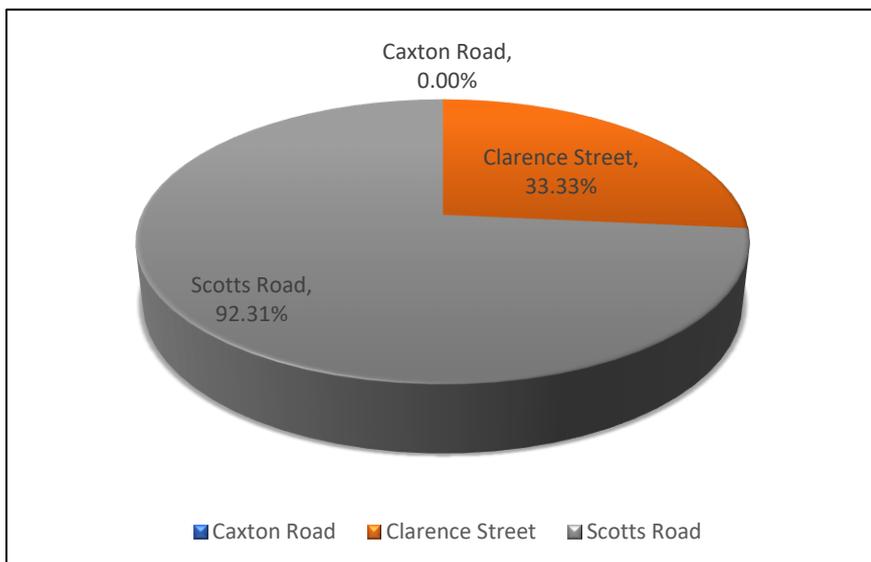
The results are illustrated in the charts and tables below

Q1: Are you responding as a resident or business?



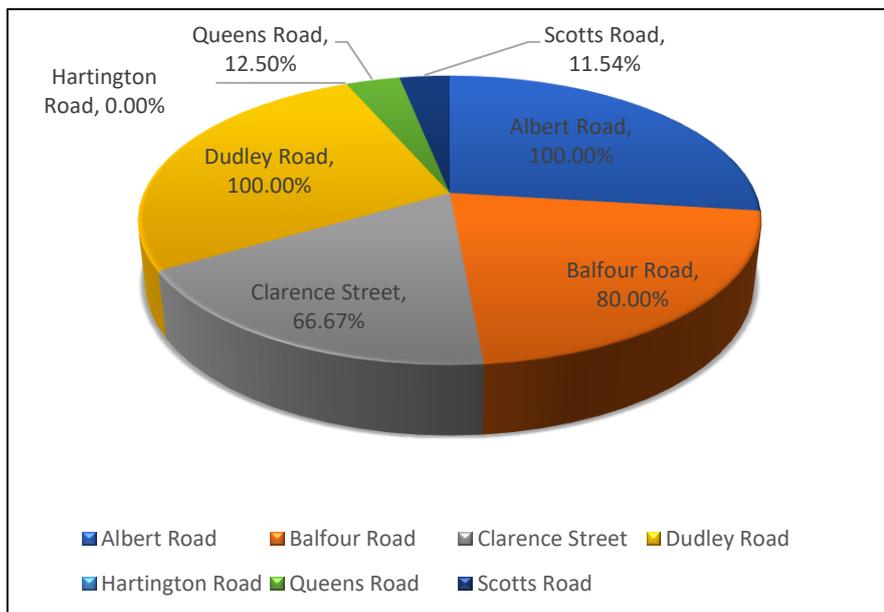
Response	Count	%
Resident	50	94.34%
Business	0	0%
Both	3	5.66%
Total	53	100%

Q2: Are you in favour of installing a width restriction on Caxton Road, Clarence Street or Scotts Road?



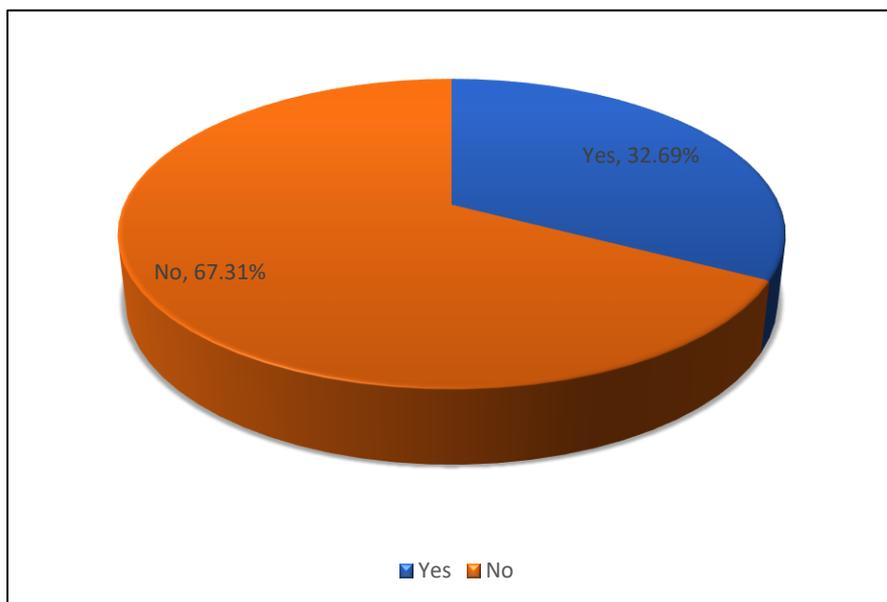
Response	Count	%
Caxton Road	0/1	0%
Clarence Street	1/3	33.33%
Scotts Road	24/26	92.31%

Q3: Are you in favour of converting Albert Road, Balfour Road, Clarence Street, Dudley Road, Hartington Road, Queens Road and Scotts Road into a one-way street?



Response	Count	%
Albert Road	1/1	100%
Balfour Road	4/5	80%
Clarence Street	2/3	66.67%
Dudley Road	1/1	100%
Hartington Road	0/1	0%
Queens Road	1/8	12.50%
Scotts Road	3/26	11.54%

Q4: Are you in favour of the proposals?



Response	Count	%
Yes	17	32.69%
No	35	67.31%
Total	52	100%

Issues of concern raised by residents were as follows:

Some residents are concerned about HGV's going down Balfour Road towards Sussex Road and that they will get stuck because we are not proposing a width restriction on Balfour Road.

We are proposing to make Balfour Road one-way from Sussex Road towards Johnson Street therefore HGV drivers will no longer be able to drive down Balfour Road towards Sussex Road and get stuck on the junction.

Some residents raised concerns that Scotts Road from Brent Road to Caxton Road, Johnson Street and Spencer Street should also be one way and traffic calming measures such as speed humps need to be installed.

Scotts Road from Brent Road to Caxton Road as well as Johnson Street and Spencer Street cannot be changed into a one way as this will be the designated access and egress route for HGV drivers. Installing traffic calming features on Scotts Road with HGV vehicles using this route frequently is likely to cause noise and vibration issues for residents.

Some residents raised concerns that making Dudley Road, Queens Road, Hartington Road, Balfour Road, Scotts Road, and Clarence Street the designated route will increase the flow of traffic and congestion within these roads.

With the proposed one-way streets and width restrictions this will discourage rat runners to use the residential streets due to the lengthy diversion and force them to continue along Western Road which is the primary route.

Some residents raised concerns that installing additional double yellow lines in Scotts Road, Balfour Road, Clarence Street and Queens Road will further increase the parking pressures within the area as there will be a loss in parking.

The proposals to install Double Yellow Lines are to improve safety and visibility in various locations including improving accessibility for HGV drivers. These proposals will improve safety at these locations and the importance of safety outweighs a minor loss of parking.

Some residents raised concerns that no large vehicles should be allowed down residential streets and there are no weight restrictions in place to prevent large vehicles using Queens Road to access the industrial estate on Gladstone Road and with the new proposals there will be an increase in pollution.

Having carried out surveys there are currently on average 55 HGV's using Hartington Road to get access to the industrial estate on Gladstone each week. The proposals to prevent HGV's accessing Gladstone Road through Hartington Road is to improve safety as large vehicles cannot make the right turn from Featherstone Road into Hartington Road without over running and damaging the footway. We will be redesigning the junction of Queens Road and Dudley Road as well as introducing a one-way gyratory on Dudley Road, Queens Road and Hartington Road to accommodate HGV vehicles and improve traffic flow for residents. With the revised route this will not change the number of large vehicles accessing this industrial estate each week but will make the route safer and more convenient. We cannot completely restrict access for deliveries to businesses

and installing a weight restriction will result in smaller vehicles accessing the industrial estate, this will result in more delivery vehicles using this route to make the same amount of deliveries and this could even result in an increase in pollution.

One resident raised concerns that Dudley Road is being used for rat running and what measures are being installed to resolve the speeding issues on Dudley Road.

Similarly, with the proposed one-way street on Dudley Road this will discourage rat runners to use this residential street due to the lengthy diversion and force them to continue along the Western Road which is the primary route. Also as HGV's will be using Dudley Road to gain access to the industrial estate on Gladstone Road, installing traffic calming features will cause noise and vibration issues for residents.

Various residents are concerned that having Scotts Road one way south bound from Caxton Road to Sussex Road will result in increased journey times for residents turning from Sussex Road onto Western road.

With the proposed one-way and width restriction on Scotts Road this will discourage rat runners from using this residential street. Therefore, only residents from Scotts Road will turn right from Sussex Road onto Western Road, this will only have minimal impact on journey times but most importantly will help traffic flow in the area.

Some residents have raised concerns that the garages behind Scotts Road are parking damaged cars on the road taking up parking space, various residents from streets including Scotts Road, Balfour Road, Johnson Street and Clarence Street have asked for resident permit parking.

There are proposals to consult residents in Southall Green about the proposed CPZ within the area which is likely to commence during 2019.

3. Summary and recommendation

The main objective of the scheme is to improve safety, improve the flow of traffic in the area, reduce traffic congestion and rat running as well as improve visibility for vehicles. There was an overall negative response to the scheme with only 32.69% of respondents in favour of the proposals and 67.31% not in favour but these results were mainly influenced by residents opposing against converting Scotts Road into a one-way street with 88.46% not in favour. There was great support towards the proposals to install width restrictions on Scotts Road with 92.31% respondents in favour. In addition, there was positive support in converting Albert Road, Balfour Road, Clarence Street and Dudley Road into one-way streets.

Given the above it is recommended that some minor alterations are made to the designs before the scheme proceeds to statutory consultation and implementation.