

Hamilton Road Petition for presentation at Council on 16 April 2024

Overview

The background data for this petition has been put together by Jenny Shepherd, Simon Cattlin and Connie Marshall, alongside several other residents, who have been increasingly concerned by the steadily increasing volume of through traffic in Hamilton Road over many years. There have been active requests for a traffic management solution for more than 5 years, including the LTN plan, and the case to act is clear and overwhelming.

Hamilton Road W5: Traffic Management - Petition for a Liveable Neighbourhood

Many of us have been residents of Hamilton Road for a considerable number of years while others are recent arrivals but we all share an anxiety over the problem of the increasing over-use of Hamilton Road as a short-cut two-way rat run between the North/South A406 North Circular and the East/West Uxbridge Road A4020 (See aerial photo and map in Appendix 1 and image/video evidence in Appendix 4 attached). Not only does this lead to much frustration and enragement of drivers, but also pollution, greatly increased noise levels and a safety risk to all other road users, including cyclists and pedestrians (the latter frequently finding themselves in the path of cyclists and scooter riders using the pavement to bypass the queues of traffic). In September 2021 the council did approve a de-congestion scheme for Hamilton Road but it was not pursued. We were scheduled for an LTN but we later understood that TFL funding for that was no longer available. A recent inspection of the Council records indicates that the original approval may just have been overlooked in the fog of subsequent events. However, it is clear from the Climate Action News of 10 November 2022 that Ealing Council is now working with local people to shape the future of transport projects across the borough as part of the "Travel in Ealing Charter" and our proposals for Hamilton Road fit squarely within this project. (See Appendices 2 and 3 attached)

Whilst formal LTN's may no longer be an option, there has been ongoing dialogue relating to traffic management, given that it is generally accepted locally that 95-98%+ of all vehicle movements in Hamilton Road, day and night, are two-way through traffic seeking to avoid the A406/A4020 junction.

We have tried approaching the Council many times individually and received a variety of explanations for the lack of action whilst other local projects have been completed simply and efficiently. For example, in terms of traffic management alone, other roads in the area which have been successfully 'calmed' by the imposition of controls and/or blocks include Inglis Road, Woodville Gardens, Longfield Avenue and Gordon Road.

GPS Traffic Management Systems

All forms of traffic now use this route, including a significant number of heavy commercial vehicles. This is because of the expansion of Navigation Apps in which Hamilton Road is now designated as the shortest route between the A406 and A4020. As a result the road during rush hour periods is often overflowing with traffic in both directions, with vehicles vying for space in and out of the few gaps available at either side: not surprising with a road width only sufficient for one lane of traffic plus two lanes of parked cars. In addition, there are frequent lengthy queues at both ends of the road waiting for an exit opportunity, resulting in the traffic taking longer to connect between the two main A roads than if they had used the main intersection route via Ealing Common, thus defeating the object of the 'short-cut'.

Summary of the Issues

- Safety of pedestrians, those in wheelchairs, cyclists (who often now choose to ride on the pavement), children and the elderly and anyone wishing to cross the road.
- Deterioration of air quality affecting health of residents, pedestrians, children and the elderly.
- Traffic fumes from idling vehicles waiting to pass or to exit the road at both ends.

- Noise levels (particularly at night) increased, by traffic acceleration, horns and some very angry exchanges between squabbling motorists.
- Easy access to the Hanger Lane end of Hamilton Road now offers a convenient stop-off point for illicit drug dealing and use and for a quick get-away after petty crimes on residents' doorsteps together with ongoing thrown litter, tobacco products and discarded nitrous oxide canisters.
- Safety of cyclists and pedestrians at the junction with Hanger Lane is compromised by the stream of vehicles crossing into and out of the junction. We have all experienced "near-miss" situations at this junction. Drivers too are at increased risk from having to cross on-coming traffic when turning right into Hamilton Road.

Proposed Solution (as illustrated on the attached map – see Appendix 1, Fig 2)

1. Remove the right-hand turn into Hamilton Road from the southbound side of the A406;
2. Remove left-hand turn from Hamilton Road into the northbound side of the A406; and
3. Position a 'No Access to A406' sign at the Uxbridge Road end.

Retaining the existing left-hand turn from the northbound side of the A406 would be sensible for resident access. Constructing formal road narrowing with limited width access would not be required and there would be no impact for emergency services access & transit. Similarly impact on other services, such as waste collection, would be minor, only being required to gain access from the A406 Northbound left-hand turn. The above solution requires no engineering work, or any capital budget, aside from erecting three new 'no-turn' signs and modifying the white hatching and lane markings to remove the right-hand filter lane on the A406 south-bound side.

The design of the imposed constraints on Woodville Gardens could serve as a template for our requirements in Hamilton Road.

Conclusion

As part of the Travel in Ealing Charter, we now request that the traffic management scheme as outlined above (and as already approved in Council in September 2021) is implemented for Hamilton Road to avoid a further decline in Health, Safety, Environment and Quality Management in the area.