



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Property, Highways & Transport

Date: TUESDAY, 16 APRIL 2024

Time: 7.00 PM *(see agenda for specific petition start times)*

Venue: COMMITTEE ROOM 5 - CIVIC CENTRE

Meeting Details: Members of the Public and Media are welcome to attend. You can view the agenda at www.hillingdon.gov.uk or use a smart phone camera and scan the code below:



Cabinet Member hearing the petition(s):

Councillor Jonathan Bianco, Deputy Leader of the Council & Cabinet Member for Property, Highways & Transport

How the hearing works:

The petition organiser (or his/her nominee) can address the Cabinet Member for a short time and in turn the Cabinet Member may also ask questions.

Local ward councillors are invited to these hearings and may also be in attendance.

After hearing all the views expressed, the Cabinet Member will make a formal decision. This decision will be published and sent to the petition organisers shortly after the meeting confirming the action to be taken by the Council.

Published: Monday 08 April 2024

Contact: Rebecca Reid

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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

Travel and parking

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For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

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Agenda

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public
- 3 To consider the report of the officers on the following petitions received:

	Start Time	Title of Report	Ward	Page
4	7:00 PM	Request for 20 mph speed limit on Abbotsbury Gardens, Eastcote	<u>EASTCOTE</u>	1 - 6
5	7:10 PM	Petition seeking parking permits and traffic calming measures on Tudor Road, Hayes	<u>WOOD END</u>	7 - 12
6	7:20 PM	Petition request to repair the pavements on Arlington Drive, Ruislip	<u>RUISLIP</u>	13 - 20

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ABBOTSBURY GARDENS, EASTCOTE - PETITION REQUESTING A CHANGE OF SPEED LIMIT TO 20 MPH

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A – Location plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting that the Council reduces the speed limit in Abbotsbury Gardens, Eastcote from 30 mph to 20 mph.
Putting our Residents First	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.
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£90 per location, funded within existing Transportation Service revenue budgets.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Eastcote Ward

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1. Meets with petitioners and listens to their request to reduce the speed limit in Abbotsbury Gardens to 20 mph.**
- 2. Subject to the outcome of the above, asks officers to commission independent 24/7 traffic and speed surveys on Abbotsbury Gardens at locations agreed with petitioners and ward councillors, and to report back to the Cabinet Member on the outcome.**

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 72 valid signatures signed by residents of Abbotsbury Gardens, Eastcote has been submitted to the Council under the following heading:

"Reduce the speed limit on Abbotsbury Gardens from 30 mph to 20 mph to bring it in line with the adjacent high street, Field End Road."

2. In an accompanying statement later submitted by the lead petitioner, they helpfully provided the following additional information:

"The signage at the end of Abbotsbury Gardens at the junction with Field End Road is changed to reflect the changed speed limit 20 mph, a new sign is added at the beginning of the road at the junction with Rushdene Road, 20 mph is painted onto the road surface at strategic points along Abbotsbury Gardens.

No speed bumps or other traffic calming issues in the road surface are proposed".

In effect, it would appear that petitioners are requesting a 'signs only' 20 mph speed limit.

3. Abbotsbury Gardens is a mainly residential road close to Eastcote Town Centre, the Metropolitan and Piccadilly Lines Underground Station, schools, and other local amenities. As Abbotsbury Gardens is location within a short walking distance from the town centre, the road benefits from a Parking Management Scheme operational Monday to Saturday 9am to 5pm. A location plan is attached as Appendix A.
4. As mentioned in the petition, Field End Road between Eastcote Station and Deane Croft Road benefits from a 20-mph zone. Additionally, there is a further 20 mph zone on nearby Cannonbury Avenue, located within the London Borough of Harrow, which it is understood was introduced due to the close proximity of the entrances to Cannon Lane Primary School.
5. As the Cabinet Member will be aware, the introduction of 20 mph speed limits and 20 mph zones is subject to national legislation and guidance and while the use of such measures is increasingly common, there are criteria which the Council as the Highway Authority need to consider when assessing their use.

6. At this point it may be helpful to provide a brief explanation on the difference between a 20-mph speed limit and 20 mph zone.

20 mph Zones:

7. 20 mph zones use traffic calming measures to reduce the negative impact traffic speeds and in some cases traffic volumes have on built up areas. The principle is that traffic calming measures reduce traffic speeds to below the limit and are 'self-enforcing'. A wide range of physical measures can be considered to achieve this which can include, vertical deflections, horizontal deflections, road narrowing and central islands.
8. 20 mph zones are mainly used in urban areas such as town centres like Eastcote, residential areas where there is high pedestrian or cyclist traffic, in the vicinity of schools, or around shops, markets and playgrounds.

20 mph Speed Limits:

9. 20 mph speed limits are in the main, signed-only and are therefore most appropriate where vehicle speeds are already low.
10. Generally, a 20-mph speed limit will only be considered where the mean speed is already at 24 mph or below as research by the Transport Research Laboratory (TRL) found that by using signed-only 20 mph speed limits, only led to a speed reduction of 1 mph.
11. It is clear from this well supported petition that residents are concerned with vehicle speeds. In light of the testimony made by residents, not only through the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys in both roads at locations agreed with petitioners and ward councillors.
12. 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 it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
13. In the meantime, as the Cabinet Member will be aware, it is vitally important for residents concerned about speeding in their road to approach the Metropolitan Police, which remains the only body able to actually enforce against excess speeds. This is because the offences concerned are enforceable, with possible penalty charges and points on a driver's licence; whilst the Council can explore the potential for some form of speed reduction measures on street as the petitioners have requested, the Police are potential allies in the battle against inconsiderate driving.
14. At the same time, however, the Police also point to the need for speed limits to be appropriate to the nature of the road and are reluctant to support some cases where they

feel that more changes may be needed than a simple alteration in the signage; they cite a document called "the National Police Chiefs Council, Speed Enforcement Policy Guidelines 2011-2015", which is still current.

15. In conclusion, therefore, the Cabinet Member may wish to meet the petitioners and hear their testimony, supported as appropriate by their local ward councillors, and to then consider the technical advice and recommendations set out in this report.

Financial Implications

If the Cabinet Member agrees to undertake independent speed and traffic surveys, the cost is usually in the region of £90 per location, which will be managed within the Transportation Service's existing revenue budgets. 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 in 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



Abbotsbury Gardens, Eastcote Location plan

Appendix A

January 2024

Scale 1:4,500

--- Boundary with the the London Borough of Harrow



TUDOR ROAD, HAYES - PETITION REQUESTING PARKING PERMITS AND TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steve Austin – Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents who live in Tudor Road, Hayes requesting “ <i>parking permits and traffic calming measures</i> ”.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council’s annual programme for on-street parking controls.
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Service revenue budgets.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Wood End

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for Parking Permits and Traffic Calming Measures for Tudor Road, Hayes.
- 2) Subject to the outcome of the above, asks officers to add this request to the Council’s extensive Parking Scheme Programme for further investigation and possible informal consultation in an area agreed with Ward Councillors.
- 3) Notes the observation about off-street parking and the need for proper kerb and footway alterations.
- 4) Also subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Tudor Road at locations agreed with petitioners and Ward Councillors.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding 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 20 signatures has been submitted to the Council by residents who live on Tudor Road, Hayes, signed under the following heading:

“Parking restrictions at Tudor Road, Hayes, Middlesex.

Parking Permits & Traffic Calming Measures”

In an accompanying letter, the lead petitioner has helpfully provided the following additional information:

“I am writing to you regarding a matter of concern that affects the residents of Tudor Road, Hayes Middlesex, and to formally submit a petition for parking restrictions and permit parking in our neighbourhood.

As a resident of Tudor Road since February 2007, I have witnessed firsthand challenged and frustrations caused by inadequate parking by residents from other neighbourhood who come to our road, park inappropriately causing inconvenience to residents but also posed safety risks and hindered the overall quality of life in our community/road.

After thorough discussions and collaborations with fellow residents of Tudor Road, Hayes, we have come together to address these issues and advocate for the implementation of effective parking restrictions on Tudor Road. Our petition signed by 20 residents reflects the collective voice and concerns of our community members.

The primary reasons behind our petitions include:

Safety concerns – the unrestricted parking situation has led to congested streets and obstruct visibility, increasing the risk of accidents and endangering pedestrians and drivers alike.

Accessibility issues – Limited parking availability makes it challenging for residents and visitors to find suitable spaces near their homes, often resulting in inconvenience and frustration.

Neighbourhood cohesion – Implementing clear parking regulations will promote a sense of order and fairness within our community, fostering positive relationships among other residents and improving overall liveability of Tudor Road.

We firmly believe that the implementation of appropriate parking restrictions will address these concerns and contribute to the wellbeing of our neighbourhood.

Enclosed, with this letter, you will find a copy of the petition, along with signatures of concerned residents will support our cause. We kindly request that the Hillingdon Borough Council carefully review our petition and consider implementing parking restrictions, especially during school times, and after 5pm as us residents find it very difficult to find parking between 08.30 – 9.15, 14.45 – 16.00 onwards (Mon to Friday and 17.00 onwards on weekends) on Tudor Road to alleviate the existing challenges and enhance the quality life for residents.

We are open to further discussions and collaborations with the Council to explore viable solutions and ensure the successful implementation of parking regulations/permits that can not only benefit Tudor Road but also Hillingdon Council.”

- 2) Tudor Road is a long straight residential road, roughly 600 metres in length, and an average carriageway width between opposite kerbs of just over 7 metres, which connects Judge Heath Lane and Wood End Green Road; the road largely comprises semi-detached or terraced type properties, some of which appear to benefit from off-street parking, although several appear not to have a formally constructed driveway across the footway. In such cases, if the kerbs and footways have not been properly modified and reinforced to accommodate vehicles driving over them, then driving across them to and from private frontages is an offence, and any residents who may have been in the habit of doing so need to understand this. This may, therefore, be a matter the Cabinet Member wishes officers to refer to the relevant Council departments. A plan of the area is attached as Appendix A.
- 3) Within the petition, residents have suggested that one of their desired outcomes was for “parking permits.” It will be useful at the outset to advise petitioners that the Council operates a Virtual Permit System where parking sessions are registered against the registration number without a physical permit being required. At the time of writing this report, the current annual cost of the 1st permit is £75. Additional permits are charged at £110 for the 2nd permit, £145 for the 3rd permit, £180 for the 4th permit, and the 5th and any subsequent permit will cost £215. The first the visitor permits/sessions per year are free, and subsequent permits are £1.30 per day. These prices are subject to change on a yearly basis as agreed by the Council’s Cabinet.
- 4) In view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their request for the introduction of ‘parking permits’ and if appropriate asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation. It is also suggested that subject to the outcome of the petition hearing, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to unrestricted roads close by, and in such cases the local knowledge and guidance of Ward Councillors can be invaluable.

- 5) Although not specifically stated within the petition, it is noted that petitioners have made reference to “*Traffic Calming Measures*” as one of their desired outcomes. It is therefore recommended that the Cabinet Member may wish to hear the testimony of petitioners and their local Ward Councillors to understand in greater detail their road safety concerns.
- 6) Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Tudor Road at locations agreed with petitioners and Ward Councillors.
- 7) 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. These 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 or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, but it also records the size and type of vehicles, from motorcycles to large multi-axel lorries.
- 8) It is also strongly recommended that, if they have not yet done so, residents raise their concerns directly with the Metropolitan Police because they alone, have the necessary powers to tackle speeding in general if this is the case in Tudor Road. Physical traffic calming can be an effective tool, but it can also have unwelcome side effects such as an increase in noise caused by traffic passing through, such as skip lorries and larger vehicles.

Financial Implications

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 c.£85 per location, funded within existing Transportation revenue budgets. However, if the Council was to consider the introduction of managed parking in the area around Tudor Road or physical traffic calming measures, 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

Legal Services confirm that there are no specific legal implications arising from this report. Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

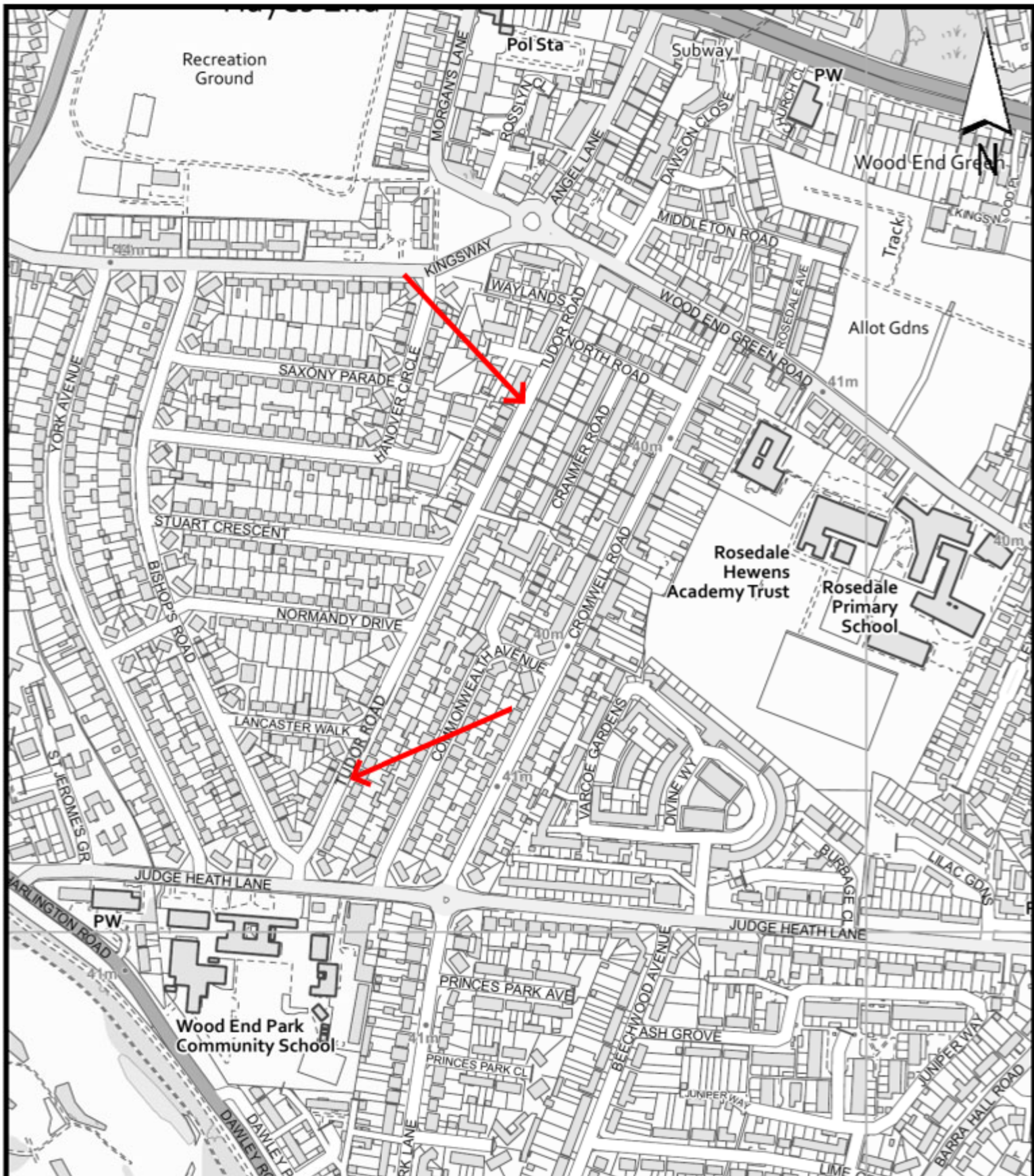
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A – Location plan



Tudor Road, Hayes
Location plan

Appendix A

March 2024
Scale 1: 5,000

ARLINGTON DRIVE, RUISLIP- PETITION REQUESTING FOR RESURFACING OF FOOTWAYS IN ARLINGTON DRIVE, RUISLIP

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways & Transport
Officer Contact(s)	Gurmeet Matharu – Place Directorate
Papers with report	Appendix A – Location plan and photographic evidence of footway surface

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents requesting to replace the paving slabs in Arlington Drive, Ruislip.
Putting our Residents First	This report supports the Council objective of Our People. The objection to the consultation will be considered in relation to the Council's strategy for road safety.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded that the cost of replacing slabs should be funded.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Ruislip Ward

RECOMMENDATIONS

That the Cabinet Member for Property, Highways & Transport:

1. Meets with petitioners and listens to their request for replacement of slabs, and
2. Subject to the outcome of the above, asks that officers include this road in the resurfacing programme or defer the scheme until it is higher on the council's priority list, based on the approved criteria.

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

The Council has received a petition submitted by 36 residents signed under the following heading:

“To Repair the Pavement in Arlington Drive, Ruislip”.

The petition requests that existing paving slabs on Arlington Drive in Ruislip be repaired.

Arlington Drive is a residential street that stretches between Howlett Road in the west and Bury Street in the east. It is approximately 284 metres long. The footway comprises of concrete vehicle crossovers, paving slabs at the back, and a grass verge in front.

Routine safety inspections are scheduled for all roads in the borough, using the frequency determined by the road's hierarchy and footfall. This is a residential road; hence it is inspected once a year. The last routine safety inspection of this road and pavement was conducted on 3rd January 2024, and the next routine safety inspection will take place in January 2025. The footway or carriageways are also inspected on an ad-hoc basis when there is a concern about damage to the pavement or road surface received. During inspections, any defects that are deemed dangerous or unsafe are rectified in accordance with our highway maintenance policy.

Furthermore, in 2023, the council conducted a condition survey across the entire network, including Arlington Drive in Ruislip. These surveys are conducted by an independent consultant to determine the condition of the network and where maintenance is required. The council has established value management prioritising criteria that take into consideration not only the condition of the network but additionally its hierarchy, reactive maintenance records, accident claims records, and resident/member complaints. This approach, in combination with selecting the roads to prevent deterioration, allows us to maximise an allocated budget for resurfacing so that the council could obtain value for money and improve the overall condition of the network rather than just a single road. The last year's condition data, as well as the other factors utilised for network prioritisation, are complete. However, this road is currently not high on the priority list for resurfacing this year; it is in year 6 of the programme prepared. This could change when we undertake the next condition survey.

The estimated cost of resurfacing the footways on this route is around £220k (desktop estimate).

Financial Implications

If the Cabinet Member is minded to agree to the resurfacing of the footways at Arlington Drive, Ruislip the estimated cost of which would be £220k, this can be funded from the 2024/25 Highways Structural Programme capital budget.

The 2024/25 Highways Structural Programme full list of schemes is currently being worked up to be verified. The proposed schemes' costs should not exceed the capital funding allocated for the 2024/25 Highways Resurfacing Programme of £9 million and will be subject to the usual capital release process.

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 report and concurs with the financial implications contained as set out above.

Legal

Legal Services confirm that there are no specific legal implications arising from this report. Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

Infrastructure / Asset Management

The footway improvement programme contains schemes to limit the deterioration of the fabric of the Borough's highway asset that can result in serious failure of footways, verges and improve the serviceability of the highway network for the benefit of residents and other road users.

The roads are selected from structural condition surveys undertaken by independent consultants to undertake condition surveys of the entire highway network in the borough. The surveys along with other factors applied inform future maintenance decisions and consideration of footways for inclusion in preparing Highways planned works programmes.

BACKGROUND PAPERS

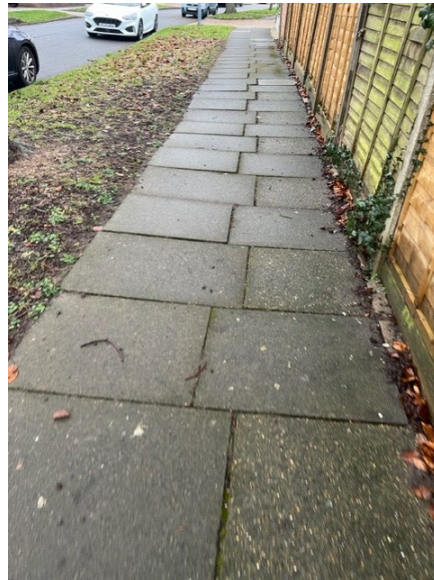
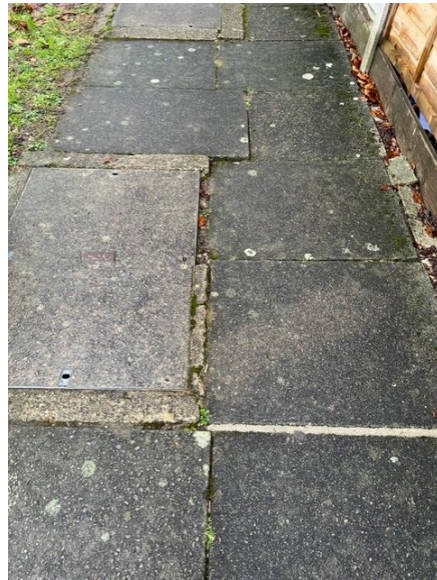
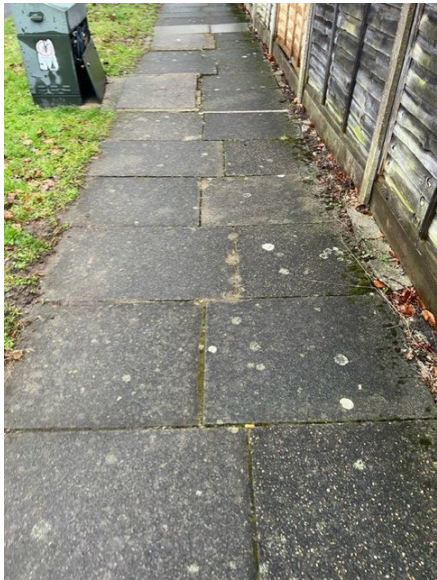
Petition received.

TITLE OF ANY APPENDICES

Appendix A – Location plan and photographic evidence of footway surface

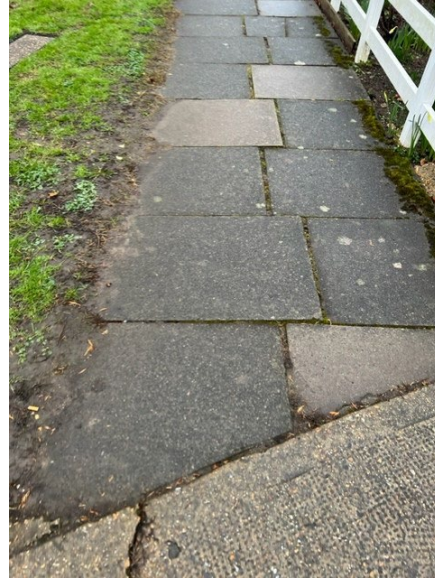
APPENDIX A - GIS Location Map





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