

Minutes

PETITION HEARING - CABINET MEMBER FOR PLANNING, HOUSING & GROWTH

21 May 2025



HILLINGDON
LONDON

Meeting held at

	<p>Committee Members Present: Councillors Steve Tuckwell, Cabinet Member for Planning, Housing & Growth</p> <p>LBH Officers Present: David Knowles, Head of Transport and Town Centre Projects Naveed Ali, Democratic Services Ryan Dell, Democratic Services</p> <p>Also Present: Councillor Eddie Lavery (Ward Councillor)</p>
5.	DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 1</i>)
6.	TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC (<i>Agenda Item 2</i>)
7.	TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED: (<i>Agenda Item 3</i>)
8.	REQUEST FOR A ONE-WAY SYSTEM AND TRAFFIC CALMING MEASURES, EDINBURGH DRIVE & PETITION FOR SPEED BUMPS EDINBURGH DRIVE (<i>Agenda Item 4</i>) <p>The lead petitioner and supporting residents expressed deep concern regarding road safety issues on Edinburgh Drive, particularly at the Glebe Avenue end near Douay Martyrs School. Residents described a perceived significant risk to life due to high vehicle speeds and dangerous driver behaviour. It was reported that a local resident tragically lost their life on Glebe Avenue not long ago, and residents remained fearful of further serious incidents occurring if no preventative measures were taken.</p> <p>Petitioners highlighted the presence of a blind spot near the school and alleged instances of reckless and abusive driver behaviour. Reports included vehicles mounting the kerb and cutting across corners in a hazardous manner. Residents stated that there had already been two to three collisions in the area, heightening their fears for vulnerable residents such as schoolchildren, dog walkers, and elderly pedestrians.</p> <p>A key issue raised was the impact of school traffic on congestion levels, particularly during the afternoon school run. Petitioners reported that parents often abandoned vehicles in front of residential properties, blocking driveways and restricting residents' ability to exit their homes. Additional concerns were raised regarding traffic entering from Long Lane and causing disruption, particularly to those living along Edinburgh Drive.</p>

In terms of proposed measures, residents suggested introducing a one-way system and speed humps to manage vehicle speeds more effectively. Petitioners acknowledged that a previous traffic assessment concluded most drivers were within the speed limit but argued that it only takes one reckless driver to cause significant harm. They also referenced recent confusion regarding a black bin bag covering a sign near the slip road on Glebe Avenue, which had contributed to road user uncertainty regarding the existing one-way system.

It was further stated that there had recently been a head-on collision at the Douay Martyrs end of the road, resulting in severe delays lasting up to three hours. Petitioners added that during school pickup times, vehicles are regularly parked outside of marked bays, further increasing the risk of collisions.

The Cabinet Member for Planning, Housing and Growth acknowledged the concerns raised and confirmed familiarity with the local area, including Douay Martyrs School. The Cabinet Member asked petitioners whether the volume of traffic was significantly higher during school start and finish times.

Petitioners responded that congestion typically began around 2:30pm, particularly along Long Lane and the Glebe Avenue junction, where drivers were reportedly using residential streets as cut throughs to access the school. Concerns were also raised that although traffic wardens occasionally visited the area, enforcement was inconsistent and often ineffective.

The Cabinet Member noted the previous fatality on Glebe Avenue, the issue with the obstructed road sign, and the recent head-on collision, and committed to further investigating these matters.

The Head of Transportation acknowledged that the core issues appeared to be school-related, with high volumes of vehicular traffic coinciding with school run periods. It was noted that the catchment area for Douay Martyrs was extensive, with many students travelling from further afield, often by car due to parental choice.

It was confirmed that the Council worked closely with the Metropolitan Police in instances of fatal collisions, and the incident on Glebe Avenue had already been subject to joint investigation. While police accident data for Edinburgh Drive showed a relatively modest incident history, the aggressive and antisocial driver behaviour reported by residents was noted and will be taken into account.

The Ward Councillor for Ickenham & South Harefield confirmed that this was the second petition received in a relatively short period relating to Edinburgh Drive. The Councillor acknowledged that previous surveys indicated most drivers were compliant with the posted speed limit, but recognised that Douay Martyrs School remained a major contributing factor to the traffic and behavioural issues reported.

The Councillor referenced the introduction of a 20mph limit within the Glebe Estate and suggested that a similar scheme may be appropriate for Edinburgh Drive. A 'No Right Turn' restriction from Long Lane into Edinburgh Drive during peak periods was also proposed to prevent use of the road as a cut-through.

Concerns were also raised regarding the potential noise impact of speed tables on residents living directly opposite such features, and the possible adverse effect a one-

way system could have on increasing traffic speeds.

The Cabinet Member thanked the petitioners and Ward Councillor for their contributions. It was clarified that while the Council can take enforcement action on banned turns and similar traffic contraventions, enforcement of speeding offences is solely the responsibility of the Metropolitan Police. The Cabinet Member queried whether the Safer Neighbourhoods Team had been contacted.

The Ward Councillor confirmed there had been discussions but acknowledged that the team faced resource limitations which restrict their ability to conduct regular speed checks.

The Head of Transportation reiterated that any proposals will be subject to resident consultation. It was noted that while traffic calming measures such as 20mph limits were supported, residents are advised to consider carefully the implications of installing speed humps, as previous schemes in the borough have received petitions for their removal due to negative side effects.

RESOLVED: That the Cabinet Member

- 1. Met with petitioners and listened to their request for traffic calming measures and one-way system for Edinburgh Drive, Ickenham;**
- 2. Noted the results of the previous speed and traffic surveys undertaken in January/ February 2024;**
- 3. Asked officers to commission independent 24/7 speed and traffic surveys on Edinburgh Drive, at locations agreed with petitioners and Ward Councillors; and**
- 4. Asked officers to investigate the feasibility of additional traffic management measures including banned turn enforcement, a potential 20mph limit, and other options as advised by the Cabinet Member for Planning, Housing and Growth.**

9. CORNWALL ROAD TRAFFIC CALMING MEASURES (Agenda Item 5)

The lead petitioner addressed the meeting and raised several concerns relating to road safety along Cornwall Road. The primary issue highlighted was the excessive speed of vehicles travelling along the road, particularly during early morning hours between approximately 6:30am and 7:00am. The petitioner described how vehicles frequently travelled at such high speeds that their parked vehicle visibly shakes, and that this speeding behaviour continues throughout the day and was not limited to typical rush hour periods.

Cornwall Road was described as a cut-through route for motorists seeking to join the A40 towards the Polish War Memorial. The petitioner, who has lived on Cornwall Road for approximately one year, explained that while the Council previously installed traffic islands and a speed indicator device at the opposite end of the road, these measures have proven to be largely ineffective in addressing the ongoing problems.

Motorists were reported to accelerate sharply after exiting the roundabout at Victoria Road and proceed down Cornwall Road at dangerous speeds, often unaware of an

approaching bend. This had led to instances of road rage and aggressive interactions between drivers.

The petitioner stated that some drivers had been observed deliberately avoiding the traffic islands by driving on the wrong side of the carriageway, posing a significant risk to pedestrians, other drivers, and parked vehicles. The petitioner further raised concerns about the danger faced by residents when attempting to reverse out of their driveways due to the speed of passing traffic. This issue is said to affect residents at all times of day.

Particular concern was expressed for the safety of children and vulnerable residents, especially when entering or exiting parked vehicles on the street. Residents felt they are placed in unsafe situations on a daily basis due to persistent speeding and disregard for road safety.

The petitioner confirmed that they had informally raised these concerns with the local Safer Neighbourhood Team.

RESOLVED: That the Cabinet Member:

1. Met with petitioners and listened to their request for 'traffic calming measures' for Cornwall Road, Ruislip;
2. Asked officers to commission independent 24/7 speed and traffic surveys on Cornwall Road, at locations agreed with petitioners and Ward Councillors; and
3. Advised petitioners that the installation of so-called 'speed cameras' is not within the Council's gift but are assessed and managed by an organisation known as The London Safety Camera Partnership (LSCP)

The meeting, which commenced at 6.00 pm, closed at 6.45 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact democratic@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.