

Minutes

PETITION HEARING - CABINET MEMBER FOR PLANNING, TRANSPORTATION AND RECYCLING

22 May 2013

Meeting held at Committee Room 3 - Civic Centre,
High Street, Uxbridge UB8 1UW



	<p>Committee Members Present: Councillors Keith Burrows</p> <p>LBH Officers Present: Steve Austin, Traffic, Parking, Road Safety and Travel Plan Manager Nadia Williams, Democratic Services Officer</p> <p>Also Present: Councillor Andrew Retter (Agenda Item 3 – rescheduled for 29 May 2013) Councillor John Riley (Agenda Item 4) Councillors Lynne Allen and Robin Sansarpuri (Agenda Item 5) Councillors Beulah East, Neil Fyfe and Mary O'Connor (Agenda Item 5)</p>	
15.	<p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC. (<i>Agenda Item 1</i>)</p> <p>It was confirmed that the meeting would take place in public.</p>	
16.	<p>HILLSIDE ROAD, NORTHWOOD HILLS. (<i>Agenda Item 3</i>)</p> <p>This petition item was schedule for a hearing on 29 May 2013, due to the unavailability of a sign language interpreter.</p>	<p>Action by</p> <p>Nadia Williams, Democratic Services</p>
17.	<p>LYMINGTON DRIVE AND LYSANDER ROAD, RUISLIP (<i>Agenda Item 4</i>)</p> <p>Concerns, comments and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none">Residents found it difficult to leave the estate in the morning due to the volume of cars cutting through the narrow roads and due to parked cars, were considered wide enough only to accommodate one-way traffic.This was a residential area which was experiencing substantial safety issues, as speeding cars made it difficult for residents parked in the opposite direction between parked cars, to pull out onto the road.Two car accidents had occurred as a result of this issue.It was suggested that parents walking their children to local schools struggled to cross the roads.Due to the narrow roads, cars often mounted the kerbs and it was almost impossible for residents to access Lymington Drive.	<p>Action by</p> <p>Steve Austin/ Kevin Urquhart, Residents Services</p>

- The issues concerning the roads had resulted in residents' cars being damaged.
- Petitioners stated that permanent restriction would be acceptable, as officers had stated in their report that the request for the restriction of a 'one-way' flow of traffic on a part-time basis was not permitted by law.
- Appreciated that in order for any traffic measures to be introduced, the residents in the roads concerned, as well as those living in surrounding roads would have to be consulted and the majority would be required to be in support of any scheme.
- It was reiterated that speeding cars drove through Lysander Road, Chichester Avenue and Lymington Drive.
- Suggested that that Lymington Drive should be made into a permanent one-way direction in the easterly direction with a 'no entry' and a 'no left turn' turning into Lysander Road and Lymington Drive.

A Ward Councillor spoke (giving apologies for the other 2 Ward Councillors who were otherwise engaged on Council business) and raised the following points:

- Advised that he had been involved with issues raised by petitioners for some time and empathised with those who lived in the affected roads.
- It was suggested that the area was never designed for the volume of traffic, and neither were the size of the roads designed for the level of traffic.
- The roads were used as a short –cut during the morning rush hour to get to the 'White Bear Roundabout' and this has resulted in a half increase waiting time to exit the estate.
- The area was in close proximity of 3 train stations, namely Ruislip, Ruislip Manor and Ickenham stations compounded by Breakspear and Wood End Road which were usually extremely congested.
- Petitioners had highlighted a huge problem in the area, both in terms of safety issues for residents, as well as transportation issues.
- Requested a detailed survey to be undertaken, particularly in respect of petitioners being able to exit the estate in the mornings and asked that petitioners also be invited to accompany officers when they go on site, to assist in ensuring that the correct areas were targeted.
- Re-iterated support for petitioners in trying to achieve an acceptable outcome.
- Suggested that there were significant safety concerns regarding this issue and urged that consideration be given to possible combination of schemes to try and alleviate the problem.
- Acknowledged that the majority of residents would need to be in support of any proposed scheme and would welcome being involved in looking at a range of options.

Councillor Keith Burrows listened to the concerns of the petitioners and

responded to the points raised. The Cabinet Member stated that he was aware of the issue of traffic congestion in the area and advised that Hillingdon had the largest car ownership in London. With regard to the request to notify residents when officers were conducting the traffic survey, this request could not be granted as officers would be conducting a 24-hour, seven day traffic speed and volume survey.

Officers advised that the proposed survey device that would be conducted would be the 'Road Tubes' as it was capable of capturing any type of vehicle and the speed at which they were travelling in. The information collected would then be analysed and submitted to Councillor Burrows.

Councillor Burrows stated that a 24-hour seven day traffic speed and volume survey would help the Council assess the traffic volume and speed at which the vehicles travelled and would ultimately help the Council to assess the problem in the area and determine the appropriate action that could be taken. Officers would discuss the outcome of the findings with petitioners and their Ward Councillors before undertaking the consultation process, which would require a majority mandate in order to proceed with possible options.

Using the plans attached to the report, petitioners indicated to officers the specific areas that were of particular concern. The 'Road Tubes' would be placed in, or close to areas specified.

Resolved - That the Cabinet Member:

- 1. Met and discussed with petitioners their concerns with traffic using Lymington Drive and Lysander Road as a cut through to Ickenham Road.**
- 2. Noted that a permanent one-way system would be acceptable in the area.**
- 3. Subject to the concerns raised by petitioners, instructed officers to investigate the petitioners' concerns in greater detail as part of the Council's Road Safety Programme and to conduct a comprehensive 24-hour seven day traffic speed and volume survey.**

Reasons for recommendation

Petitioners are concerned with the volume of vehicles using their roads as a cut through. The recommendations of this report will enable officers to investigate the extent of the problem by conducting speed and volume surveys. The results of the surveys will be reported back to local Ward Councillors and the Cabinet Member for further consideration and possible options.

Alternative options considered / risk management

These formed part of the recommendation of this report.

18.	<p>LONGMEAD ROAD, WEST DRAYTON (<i>Agenda Item 5</i>)</p> <p>Concerns, comments and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none"> • Urged the Cabinet Member that something needed to be done about the road, as a 71 year old close family relative was recently involved in an accident caused by a speeding van. • Expressed concerns about the 'blind spot' on the corner of the road, as speeding vehicles approached the road used as a cut-through. • Advised that this was a residential area with housing estates as well as schools and the current 30ph speed limit was too fast. • Suggested that residents would like measures such as 'speed humps' to be installed in order to slow down speeding vehicles. In addition, as many roads lead to Longmead Road, advised that a one-way system would further slow down traffic. • Indicated that with the 'blind spot' on the corner of the road, it was very difficult to see vehicles coming around the corner and therefore, a one-way system would help. <p>Two Ward Councillors spoke and raised the following points:</p> <ul style="list-style-type: none"> • Expressed concerns that cars picked up speed before they turned into the side roads and stated that the situation rendered an "accident waiting to happen", particularly as residents were able to park their vehicles on the corners. • Had requested installation of double yellow lines at Ninth Avenue, Longmead and West Avenue to prevent parking on the corner of the roads. • Concerned that cars approaching with speed from Church Road in to West Avenue and Longmead (where cars would be park on the corners of the roads), often led to screeching cars approaching from the opposite direction, as they were forced to stop, and sometimes were forced to back out at Church Road. • Urged the Cabinet Member to consider a 20mph speed limit for the entire estate including Longmead Road and in particular, making Longmead Road a priority. • Advised that the entrance to Longmead Road, when approaching from Church Road, was quite flat and therefore, if slightly raised, would result in slowing down vehicles by prompting drivers to slow down, making it safer for pedestrians coming out of Longmead Road. <p>Councillor Burrows listened to the concerns of petitioners and responded to the points raised. Councillor Burrows stated that recommendation 2 would be revised to include a 24-hour, seven day traffic speed and volume survey in Longmead Road; and an additional recommendation (4) would be added, instructing officers to monitor traffic on the corners of each of the junctions.</p> <p>It was noted that the traffic survey would be undertaken during term-</p>	<p>Action by</p> <p>Steve Austin, Residents Services</p>
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	<p>time and officers would discuss the outcome before coming up with suggestions and discussing with petitioners and their Ward Councillors. It was noted that further evidence would be required before consideration could be given to reducing the speed limit to 20mph and highlighted that no Killed, Seriously Injured (KSI) evidence had been provided to substantiate a 20mph zone across the area.</p> <p>Resolved – That the Cabinet Member:</p> <ol style="list-style-type: none"> 1. Met and discussed with petitioners their concerns in detail and explored possible options to address the issues that would be acceptable to local residents. 2. Subject to the outcome of the above, asked officers to undertake 24-hour seven day a week traffic surveys to establish the volume and speed of traffic in Longmead Road. 3. Instructed officers to liaise with Townfield Safer Neighbourhood Team. 4. Instructed officers to visit the areas to look at traffic in the corners of each of the junctions and undertake 24-hour seven day a week traffic speed surveys in these areas. <p>Reasons for recommendation</p> <p>Traffic calming measures are largely successful if they are acceptable to local residents and businesses. Possible options can be identified with petitioners for further investigation by officers.</p> <p>Alternative options considered / risk management</p> <p>These were discussed with petitioners.</p>	
19.	<p>GROSVENOR AVENUE, HAYES (<i>Agenda Item 6</i>)</p> <p>Two petition requests had been submitted. Concerns, comments and suggestions raised at the meeting (by the one petitioner that was present) in respect of these included the following:</p> <ul style="list-style-type: none"> • There had been a substantial increase in traffic in the road with people coming from the Grapes Public House, Kingshill Avenue and Charville Lane had resulted in a serious problem of speeding. • There had recently been a major accident in Grosvenor Avenue, which had resulted in two garden walls and a parked car being damaged. • Requested installation of speed humps in the road to reduce traffic speed. <p>A Metropolitan Police Local Safer Neighbourhood officer added that a new Policing Module was introduced on 24 June 2012, where Safer Neighbourhood Teams focused on clusters of wards in the</p>	<p>Action by</p> <p>Steve Austin/ Catherine Freeman, Residents Services</p>

Local Police areas, with each ward having its own dedicated police constable, but only one dedicated Police Community Support Officer (PCSO) which had resulted in a stretch in officers covering areas. Suggested that the problem in Grosvenor Avenue stemmed from cut-through speeding traffic, although generally, it was possible to have a two-way traffic flow in Grosvenor Avenue during the day; however, this was not the case during the evenings.

It was noted that a 12 weeks summer initiative had been introduced in the area (starting on the 3 June 2013) looking at all various issues (not just anti-social behaviour). It was considered that the outcome of this venture was likely to have a long term effect on some of the issues that had been raised by petitioners.

The Ward Councillors of the area spoke and raised the following points:

- Expressed concerns about the increase in the volume of traffic in Grosvenor Avenue and the issue of speeding in the road.
- Expressed reservation about the Vehicle Activated Signs Programme, as suggested that motorists would ignore this after a period of time.
- Suggested that there was also the issue of young people on mopeds speeding and carrying out 'wheelies' in the road and expressed great concerns about the dangers to young children living in the area.
- Concurred with petitioners that Grosvenor Avenue was used as a cut through and that there had been an increase in the level of traffic.
- Stated that in 2009, this issue had been raised with the Cabinet Member and a traffic survey had been undertaken regarding speeding vehicles speed in the area at the time. It highlighted that the problem occurred during the evenings, whilst there were no issues of speeding vehicles during the day time.
- Urged the Cabinet Member that urgent action was needed to address the problem and that it was imperative for some form of traffic calming measure to be installed.

Councillor Burrows listened to the concerns of petitioners and responded to the points raised. It was noted that two traffic surveys had been undertaken in the area, in 2009 and 2012 when some high speeds had been recorded. However, Councillor Burrows advised that a certain percentage would need to be taken into account to establish whether the road could be classed as 'dangerous' by looking at the Killed Seriously Injured (KSI) and balancing it against the whole of Hillingdon.

Petitioners were advised that recommendation 2 would be extended to instruct officers to conduct a further 24-hour seven day traffic speed and volume survey to be reported back to the Cabinet Member, as the results of the previous survey had not been provided enough justification to merit traffic calming measures in Grosvenor Avenue.

	<p>The Cabinet Member stated that where the Council's Vehicle Signs Activated Programme had been used, evidence showed that they had been effective.</p> <ol style="list-style-type: none"> 1. Met with both petitioners and considered their requests for traffic calming measures on Grosvenor Avenue, Hayes. 2. Noted the outcome of previous traffic surveys in Grosvenor Avenue in 2009 and 2012, but instructed officers to undertake a further 24-hour seven day traffic speed and volume survey and report back to the Cabinet Member. 3. Subject to the above asked officers to place these requests on the Council's Road Safety Programme for subsequent investigation and the development of possible options. 5. Subject to the above asked officers to investigate the feasibility of adding Grosvenor Avenue to the Council's Vehicle Activated Signs Programme. <p>Reasons for recommendation</p> <p>The petition hearing will provide a valuable opportunity to hear directly from both petitioners of their concerns and suggestions.</p> <p>4B Alternative options considered / risk management</p> <p>These were discussed in greater detail with petitioners.</p>	
<p>The meeting, which commenced at 7.00 pm, closed at 8.45 pm.</p>		

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nadia Williams on 01895 250472. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.