



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 13
NOVEMBER 2019

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

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



Cabinet Member hearing the petition(s):

Councillor Keith Burrows, Cabinet Member
for Planning, Transportation and Recycling
(Chairman)

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, 4 November 2019

Contact: Steve Clarke

Tel: 01895 250833

Email: sclarke2@hillingdon.gov.uk

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

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Accessibility

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Attending, reporting and filming of meetings

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.

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Emergency procedures

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 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.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
4	7pm	Carlton Avenue, Hayes - Petition Requesting Traffic Calming Measures	Pinkwell	1 - 4
5	7pm	Petition Requesting a Residents' Permit Parking Scheme in Part of West Mead, Ruislip	Cavendish / South Ruislip	5 - 9
6	7.30pm	Clyfford Road, Ruislip Gardens - Petition Requesting a Parking Management Scheme and Road Safety Measures	South Ruislip	11 - 15
7	8pm	Ducks Hill Road, Ruislip - Petition Requesting Vehicle Activated Signs, Speed Cameras and a Pedestrian Crossing	West Ruislip	17 - 23
8	8pm	Swakeleys Road, Ickenham - Petition Requesting a Parking Management Scheme in the Service Road Fronting Nos. 195 to 207A	Ickenham	25 - 28

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Agenda Item 4

CARLTON AVENUE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures along Carlton Avenue, Hayes.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	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 in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Pinkwell.

RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1) Listens to their request for traffic calming measures in Carlton Avenue, Hillingdon; and**
- 2) Subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**

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.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 26 signatures has been submitted by residents living in 22 properties in Carlton Avenue signed under the following heading:

"We request speed calming measures as drivers breach the speeding regulation in Carlton Avenue, Hayes. Noisy vehicles are on the increase, breaching the noise pollution regulations, which is annoying for the residents. We request the restriction of the volume of through traffic (short cut) via Carlton Avenue during the weekday peak hours. Carlton Avenue is regularly used as a car park by non-residents, for their working day and holiday parking."

2. Carlton Avenue is a mainly residential road that is within close proximity to M4, bus services and other local amenities. Anecdotal evidence suggests that Carlton Avenue is sometimes used by drivers wanting to go between Shepiston Lane and Bedwell Gardens thus avoiding any possible congestion on Station Road. A location plan is attached as Appendix A.

3. The width of Carlton Avenue is approximately 7.3 metres and it is bounded on both sides by a footway measuring on average 2 metres wide. Carlton Avenue already benefits from 'At Any Time' waiting restrictions on its junctions with Shepiston Lane and Bedwell Gardens. Vehicles are allowed to park both sides of the road.

4. Police recorded collision data for the three year period to the end of September 2018 (the latest data available) indicates that there was one recorded incident in Carlton Avenue. This involved a child running across the road in front of a vehicle. The Police have not indicated whether this was speed related. It should be noted that the collision data, which the Council has access to, is only police recorded incidents and does not include damage only crashes.

5. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Carlton Avenue at locations agreed with petitioners and ward councillors. The speed and vehicle traffic data captured, and the testimony of petitioners, will help inform the investigations into possible measures.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety Programme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Carlton Avenue, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

Irrespective of Councillors' support for the scheme, there must be no predetermination of a decision in advance of any wider non-statutory consultation if the process is to be fairness and just.

In considering the residents' responses, decision makers must ensure there is full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

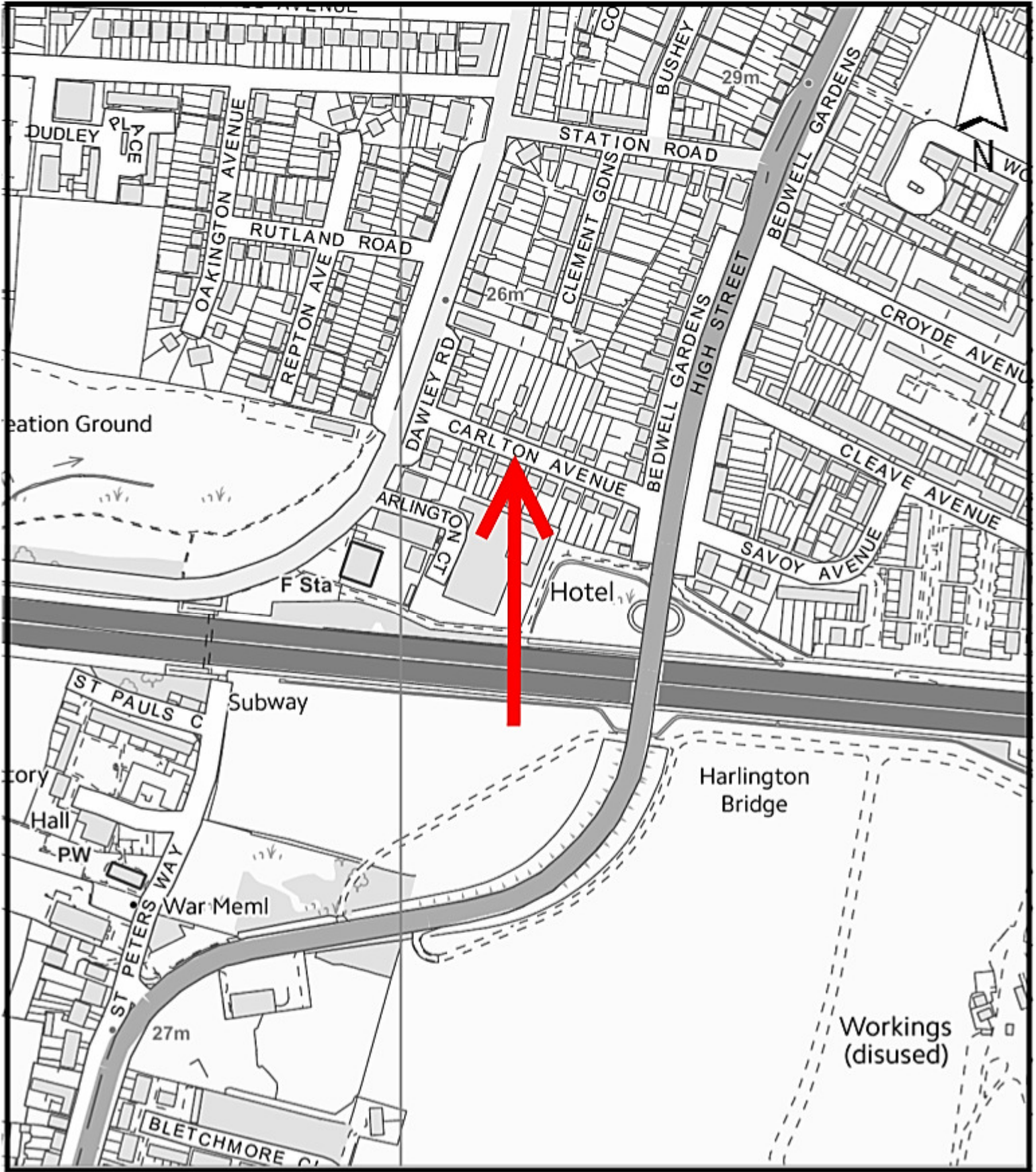
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

BACKGROUND PAPERS

NIL.



Carlton Avenue, Hayes
Location plan

Appendix A

September 2019
Scale 1:4,000

PETITION REQUESTING A RESIDENTS' PERMIT PARKING SCHEME IN PART OF WEST MEAD, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A - Location Plan

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a residents' permit parking scheme in the section of West Mead, Ruislip near the junction with Victoria Road.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Cavendish and South Ruislip.

RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1) Discusses with petitioners their concerns with parking in the section of West Mead, Ruislip close to the junction with Victoria Road;**
- 2) Notes the results of the previous consultation with residents of the area on a possible Parking Management Scheme; and**
- 3) Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.**

Reasons for the recommendations

To allow the Cabinet Member to discuss with petitioners their concerns, and if appropriate add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 23 valid signatures has been submitted to the Council from residents of West Mead, Ruislip with the following request:

"To make West Mead (top end) residents only parking.

The road is getting busier as most motorists are parking on West Mead - leaving residents with nowhere to park we believe this is because people are going to South Ruislip station."

2. West Mead is a residential road just a short walk away from local shops, amenities and South Ruislip Station. The road is on the periphery of the South Ruislip Parking Management Scheme Zone SR which is likely to make the road attractive for commuter parking. Attached as Appendix A is a location plan showing the location of West Mead in relation to the existing Parking Management Scheme. The signatures within this petition originate from residents of West Mead living between the junctions with Victoria Road and Bideford Road.

3. As the Cabinet Member will recall, the Council has previously proposed a Parking Management Scheme within this section of West Mead as part of the previous proposed extension to the South Ruislip Parking Management Scheme. However, responses received to this consultation from residents of West Mead and Victoria Road indicated residents were concerned that the proposed scheme layout would result in an overall reduction in the number of parking spaces.

4. As parking spaces are typically marked between 0.5 and 1 metres away from the end of the dropped kerbs and must be a minimum of 4.5 metres in length, the Council was only able to propose a limited number of parking spaces within West Mead. The majority of residents who took the opportunity to reply to the formal consultation indicated they did not support the introduction of a scheme in that form. As the Council was unable to propose alternative options, it was recommended at the time that the parking arrangements in both Victoria Road and West Mead should remain as existing.

5. However, some time has passed since the previous formal consultation was carried out and it is possible the views of the local residents may have changed. It is, therefore, recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, to add the request to the future parking scheme programme for further investigation and consultation with residents. It is also suggested that, subject to the outcome of the petition evening, 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 the unrestricted roads close by.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in part of West Mead, Ruislip, funding would need to be identified from a suitable source.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and available options the Council have to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in West Mead, Ruislip informal consultation will be carried out with residents to establish if there is overall support.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

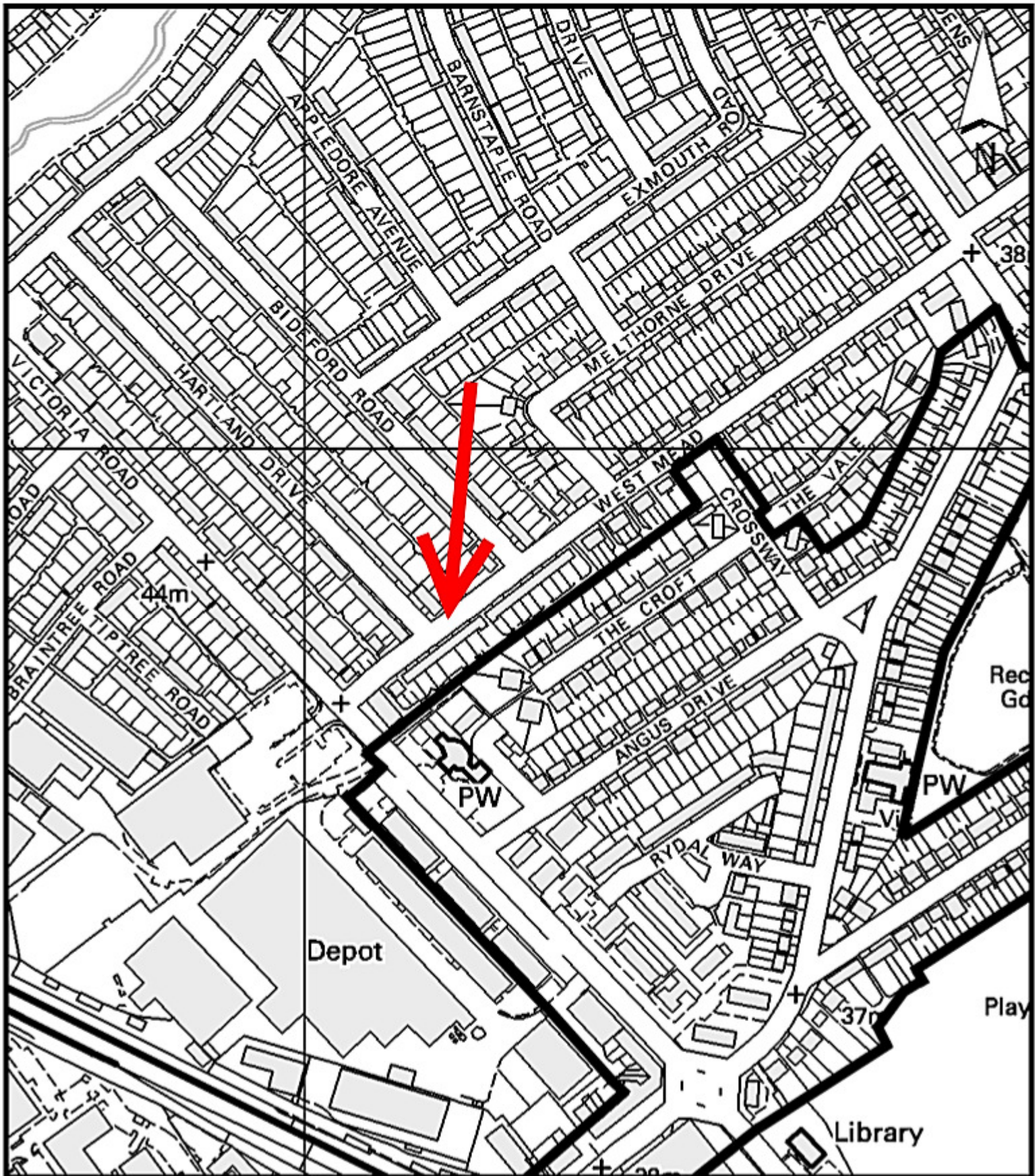
None at this stage.

Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received - September 2019



West Mead, Ruislip - Petition requesting a residents' permit parking scheme
 Location plan

Appendix A

October 2019

Scale 1:4,000



Nearby extent of the South Ruislip
 Parking Management Scheme

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Agenda Item 6

CLYFFORD ROAD, RUISLIP GARDENS - PETITION REQUESTING A PARKING MANAGEMENT SCHEME AND ROAD SAFETY MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A - Location Plan

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Clyfford Road, Ruislip Gardens requesting traffic calming measures and a Parking Management Scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives and the Council's strategy for parking in residential areas.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys and add their request for a Parking Management Scheme to the Council's extensive parking scheme programme. The current cost of traffic/speed surveys is in the region of £85 per location, and can be funded from within existing revenue budgets.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	South Ruislip.

RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1) Listens to their request for traffic calming measures and a Parking Management Scheme in Clyfford Road, Ruislip Gardens;
- 2) Subject to the outcome of the discussions with petitioners over their concerns over road safety, considers asking Officers to undertake traffic surveys, at locations agreed by the petitioners and ward councillors, and to then report back; and
- 3) Subject to the outcome of the above, asks officers to add petitioners' request for a Parking Management Scheme to the Council's extensive parking scheme

programme for further consultation in Clyfford Road and other possible roads on the area agreed with ward councillors.

Reasons for the 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.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 65 signatures has been received by the Council, under the following heading;

'Parking Management Scheme for Clyfford Road residents' - time restrictions. Improve road safety - slow traffic "

2. Also attached to the petition was some helpful additional information provided by the lead petitioner;

"Introduce a Parking Management Scheme to restrict the constant abuse of non-residents using TfL on the limited spaces available.

Improve road safety with calming measures to slow speeding vehicles in a residential area."

3. Clyfford Road is a mainly residential road with a mixture of terraced houses and some maisonettes. Ruislip Gardens Central Line underground station is just a short walk away that provides quick and easy access into London's West End. The local shopping parade, school and other community amenities are all just a short walk away.

4. The petitioners are asking for a Parking Management Scheme and traffic calming measures. Perhaps it may be helpful to address these concerns separately within this report.

5. As the Cabinet Member will recall, the Council implemented a Parking Management Scheme in April 2012 in part of the Ruislip Gardens area in the roads shown on the plan as attached as Appendix A to this report. This included a small section of Clyfford Gardens closest to West End Road. The current Parking Management Scheme 'Zone RG' operates Monday to Sunday 9am - 5pm.

6. Following implementation of the above parking scheme, an area wide review was undertaken in May 2013 and residents of those roads who did not support a scheme initially were given another opportunity to consider the option of a residents' permit parking scheme. Again the responses to this informal consultation were conclusive with 48 responses of the 124

questionnaires delivered indicating they were happy with the existing arrangements while only four responses supported a Parking Management Scheme. Overall, there was a 42% response rate from Clyfford Road. As is the Council's usual practice, it was decided to take no further action to implement a Parking Scheme as there was little support. However, in view of the recent petition the Cabinet Member may be minded to add this request to the Council's extensive parking scheme programme for further consultation. Given the close proximity of the existing scheme, it would seem prudent to informally consult on a possible extension to the existing 'Zone RG' to include Clyfford Road, and other possible roads in the area agreed with ward councillors.

7. The next request from petitioners is to *"improve road safety with calming measures to slow speeding vehicles in a residential area"*. As mentioned previously in the report, Ruislip Gardens Primary School is located close by on Stafford Road, so it is likely that some pupils attending the school use this road on their route to school.

8. In view of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Clyfford Avenue at locations agreed with petitioners and ward councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures. It is also suggested that officers from the Council's Road Safety and School Travel Team, who actively work with Ruislip Gardens Primary School on a range of road safety measures, discuss some of the concerns raised by petitioners, which again may assist in informing the process and outcomes.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures and a Parking Management Scheme in Clyfford Road, which

amounts to an informal consultation. Informally consulting the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. In the interest of fairness and natural justice, there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering the residents' responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

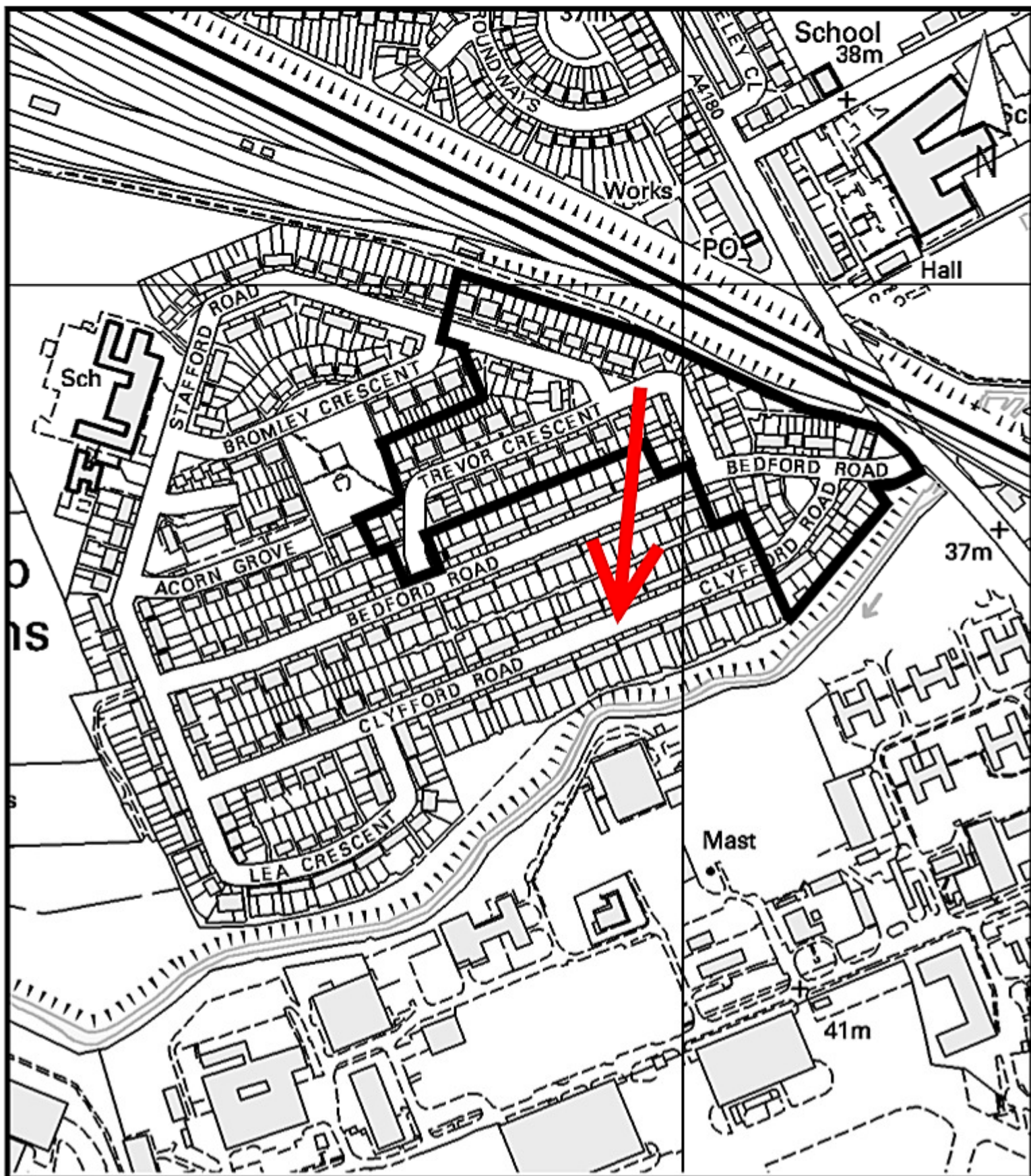
Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

BACKGROUND PAPERS

Petition received - September 2019



Clyfford Road, Ruislip Gardens - Petition requesting a Parking Management Scheme and road safety measures - Location plan

Appendix A

October 2019

Scale 1:4,000



Nearby extent of the Ruislip Gardens Parking Management Scheme

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Agenda Item 7

DUCKS HILL ROAD, RUISLIP - PETITION REQUESTING VEHICLE ACTIVATED SIGNS, SPEED CAMERAS AND A PEDESTRIAN CROSSING

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A - Location Plan

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures, vehicle activated signs, speed cameras and a pedestrian crossing on Ducks Hill Road, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	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 in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	West Ruislip.

RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1) Listens to their request for various traffic calming measures and road safety initiatives in Ducks Hill Road, Ruislip;**
- 2) Notes the dialogue between the Council and the Metropolitan Police Service and London Fire Brigade;**
- 3) Subject to the outcome of the above, considers asking officers to undertake traffic surveys, at locations agreed by the petitioners, to report back to the Cabinet Member, and to feed in to the separate HS2 study;**
- 4) Subject to the above, also considers asking officers to undertake an assessment of pedestrian crossing demand at the site; and**

5) Asks officers to add this section of Ducks Hill Road to the Vehicle Activated Signs programme.

Reasons for the 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.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 20 valid signatures has been submitted by residents asking for traffic calming measures and a pedestrian crossing on Ducks Hill Road, Ruislip. Of the 20 signatures, five are from residents of Ducks Hill Road, Ruislip. The petition has been signed under the following heading;

"Speed measures on Ducks Hill Road, Vehicle Activated Signs, Speed Cameras, Pedestrian Crossing (possibly with traffic lights)".

In an accompanying statement the petitioners provided the following helpful information;

"Vehicle Activated Signs, Speed Cameras and pedestrian crossing to prevent further fatal accidents and provide a safe place to cross to the road leading to the Lido. Outside of the Church where the current bollard is on Ducks Hill Road, Ruislip."

2. Duck's Hill Road (A4180) is one of the primary north to south routes in Hillingdon and links Ruislip to Northwood then beyond to Hertfordshire and is classified as a Borough Main Distributor Road. A location plan is attached as Appendix A.

3. As the Cabinet Member will recall, in 2015, the Council commissioned speed and traffic surveys at two locations on Ducks Hill Road, one close to Reservoir Road and the other close to the Six Bells Public House. In accordance with the Council's normal practice, these surveys were undertaken by an independent specialist third-party company, the results therefore being not only accurate and comprehensive but totally impartial. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis to capture any particular patterns during different times of the day or week.

4. The 85th percentile was found to be 37 mph northbound and 34mph southbound close to Reservoir Road, 39mph northbound and 38mph southbound at the Six Bells.

5. As the Cabinet Member will be aware, the so-called '85th percentile speed' is the speed at or below which 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. As a result of the above, the Council is undertaking a review of the current speed limit on Ducks Hill Road and other key routes in the north of the Borough.

6. The lead petitioner, local ward councillors and officers, are aware of recent collisions in Ducks Hill Road including a recent fatality. The lead petitioner has suggested that the measures they are requesting could prevent "*further fatal accidents*". It is clearly understandable that when tragic incidents occur there is a demand for action by the Council as the Highway Authority.

7. As the Cabinet Member is aware, officers rely upon the Police recorded collision data and this is always considered in context. In the regrettable circumstances where a collision results in a fatality, the Council will usually meet Metropolitan Police Traffic Officers on-site to assess the circumstances, so the Council always carefully considers police evidence. The collisions that the petitioners mention, the Council understands, are still currently subject to an on-going Police investigation so it is not appropriate to comment on the circumstances behind these in detail at the present time.

8. However, it is understood that the incident whereby the young driver of a car collided with the wall of the former church, involved the car in question travelling at some speed along Reservoir Road, and thus perpendicular to the carriageway in Ducks Hill Road. Council officers provided a summary of known road traffic collisions (RTC) over a period to their colleagues in the emergency services; including the Metropolitan Police and the London Fire Service (LFB) as part of the ongoing dialogue, and the LFB has provided the following comments (parts have been redacted for reasons of sensitivity or to avoid prejudicing any ongoing investigations):

To answer your question, although the death of [redacted] is very sad, it is a result of [redacted]. I do not feel that additional traffic calming measures would ultimately reduce this type of incident, purely because the driver is usually ignoring signage or driving erratically.

You have taken a twenty year period which resulted in a cluster of incidents around the Ducks Hill Road area. The LFB do not record incidents by the severity of the injury, but by type, e.g. Road Traffic Accident (RTC), Fire, Flooding, Fire Alarm Actuating etc. The attached word document shows RTC incidents (the red icons) over the last 5yrs and each incident record will contain details of those injured and the severity.

There may be more minor incidents which did not require the attendance of the LFB, LAS or Police or some which the Police attended, but did not require the LFB and therefore, we have no record of them.

Ultimately, we are saddened by any death caused by any RTC and would support action to reduce fatal car accidents. Having said that, we are not overly concerned with this junction as you could take a twenty year snap shot of other similar junctions and get a similar outcome.

Both the Metropolitan Police Service (MPS) and the LFB added that they would be supportive of the principle of any review of the posted speed limit in Ducks Hill Road. The Cabinet Member will be aware that for most assessments of road safety aspects, designers would generally only consider RTC data from the most recent three year period for which data is available; the reference to a longer period was purely part of the informal dialogue with the LFB and MPS.

9. The Cabinet Member will be aware that 'traffic cameras' (more formally 'road safety cameras') of the kind referenced by the petitioners are not the responsibility of the Council, but

are owned, installed and maintained by the MPS in collaboration with Transport for London (TfL), 'London Councils' (the pan-London body which represents all London Boroughs) and Her Majesty's Courts. There are certain criteria which TfL apply for the consideration of any new safety camera, and tragic though the circumstances were of the fatality which undoubtedly prompted the petitioners to submit their petition at this stage, it seems unlikely that this site in Ducks Hill Road would meet those standards.

10. Although as just stated, the Council does not manage or install road safety cameras, it does have a number of electronic 'Vehicle Activated Signs' (VAS) which use a system of radar to detect the speed of approaching vehicles and to then flash a speed limit warning to any of those vehicles which exceed the posted speed limit. As the Cabinet Member will know, experience in Hillingdon and elsewhere shows that these signs tend to be most effective when they are moved around to different sites to avoid the risk that they become too familiar and consequently less effective at any one site.

11. There is at present, a pedestrian crossing near the site in question, which comprises a traffic island refuge with an illuminated central beacon. This is a typical provision for a site of this kind, catering for the likely levels of pedestrians using the crossing. Forward visibility in both directions, north and south, is considered more than adequate due to the alignment of Ducks Hill Road. A recent incident which resulted in damage to the traffic island refuge is understood to have involved a vehicle travelling with excessive speed, very late at night, with no injuries or loss of life.

12. Other types of crossing can be considered where there is sufficient pedestrian demand and the circumstances are appropriate, the latter including the layout and type of road, the availability of sufficient room on the carriageway and adjacent footways, and last but not least the traffic volume and speed.

13. The familiar Zebra Crossing, covered by a Statutory Instrument laid out in Parliament, has nationally-prescribed design standards associated with it. These include statistical formulae which require the consideration of the data just described. Petitioners may also wish to note that a Zebra Crossing involves the introduction of two or more flashing Belisha Beacons which experience has shown can be perceived as a nuisance by those living nearby. In addition, the design of any new formal crossing of this kind must take account of any existing accesses onto the highway (e.g. a driveway) to avoid safety conflicts between pedestrians and drivers manoeuvring nearby.

14. In some cases, especially where traffic speeds are higher, it may be appropriate to consider a traffic signal controlled crossing, typically the so-called Puffin Crossing which, like the Zebra Crossing, is governed by Primary Legislation. The Cabinet Member will also be aware that in common with the majority of the traffic signals across Greater London, any signal installations in Hillingdon are installed, owned and maintained by TfL (i.e. as with safety cameras) and TfL have their own assessment criteria associated with such schemes.

15. As with a Zebra Crossing, traffic signals involve a considerable amount of hardware which has to be accommodated on the highway, including of course the signals themselves but also cabinets and power supply points. The same considerations as with Zebra Crossings apply with regard to the proximity to any private access points.

16. Once appropriate surveys and studies which may follow the decisions to be made with regard to this petition, the Cabinet Member may be minded to instruct officers to add Ducks Hill Road to the VAS forward programme. The initial work involved in this would involve the

provision of a suitable sign post with an electrical supply to facilitate the deployment of the VAS on a part-time basis.

17. The Cabinet Member will meanwhile be aware that the Council has initiated work with HS2 (the High Speed Rail Line which cuts through the Borough) to review traffic speeds on a number of roads within the local network north of the A40 Western Avenue and south of Harefield and Northwood. These roads include Harvil Road, Breakspear Road South, Breakspear Road North and Ducks Hill Road. Although neither Breakspear Road North nor Ducks Hill Road form part of the HS2 Construction Route Network, it is recognised that they are likely to carry more displaced traffic as a consequence of the construction work associated with the HS2 project which, dependent of course upon any future decisions by National Government and the detailed works programme, may continue for up to a decade.

18. One potential outcome of this separate HS2-related study may conceivably include a change to the posted speed limit, and with that in mind, the testimonial of the petitioners, coupled with any other work instructed as a consequence, will be helpful in terms of informing that study.

19. In conclusion, as a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Ducks Hill Road at locations agreed with petitioners and ward councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures, including feeding in to the HS2-related study referenced above.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

It is important that decision-makers have no personal interest in the subject on which they are adjudicating, and should declare and preclude their participation in the decision R v Bow Street Metropolitan Stipendiary Magistrate, ex parte Pinochet Ungarte (No 2) [2001] 1 AC 119.

It is recommended that there is legitimate informal dialogue with those that are likely to be impacted by any changes or those with a particular interest; prior to the final decision. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are known as the Sedley requirements, adopted by Hodgson J in R v Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168, being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and
- The product of the consultation must be conscientiously taken into account in finalising proposals.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all relevant representations arising including those which do not accord with the officer recommendation. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient, safe movement of vehicular and stationed parking, with other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

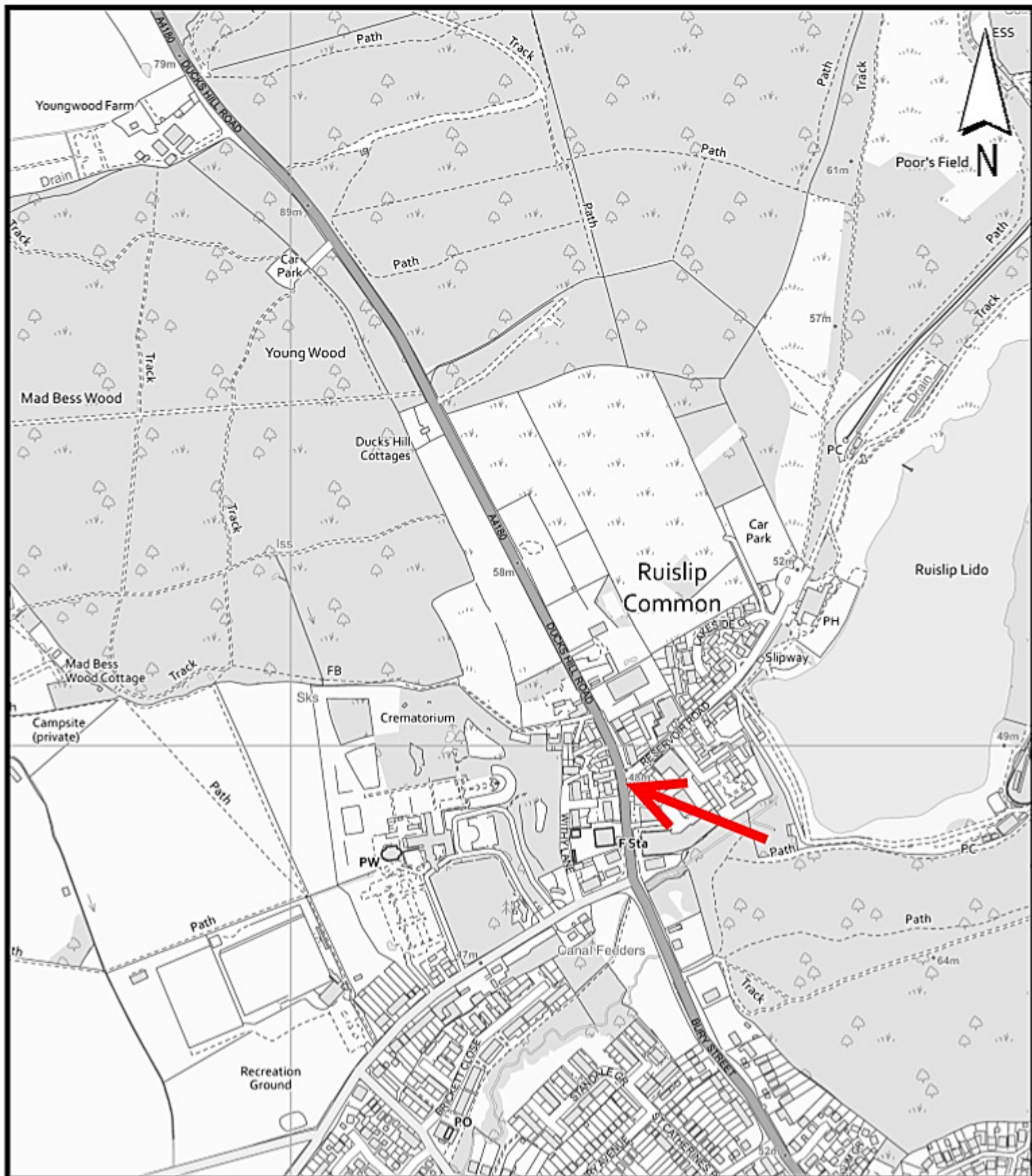
Should the outcome of the informal discussions with petitioners be founded that traffic calming measures, vehicle activated signs, speed cameras and a pedestrian crossing is required, it will be necessary to consider the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

BACKGROUND PAPERS

Petition received - July 2019



Ducks Hill Road, Ruislip - Petition requesting vehicle activated signs, speed cameras and a pedestrian crossing - Location plan

Appendix A

October 2019

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SWAKELEYS ROAD, ICKENHAM - PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN THE SERVICE ROAD FRONTING NOS.195 TO 207A

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A - Location Plan

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a residents' permit parking scheme in part of Swakeleys Road, Ickenham.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Ickenham.

RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1) Listens to their request for the introduction of a residents' permit parking scheme in part of Swakeleys Road, Ickenham; and**
- 2) Subject to the outcome of the above, decides if the request for a residents' permit parking scheme should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 23 signatures has been submitted to the Council requesting that a Parking Management Scheme is introduced in the service road fronting Nos. 195 to 207a Swakeleys Road, Ickenham. In an accompanying statement the petitioners helpfully set out their concerns as the following

"Parking space available is suitable for number of house only. Due to multitude of recently built flats and lack of parking per flat the service road is being utilised by non-residents. Unacceptable parking is the main issue where cars are left for weeks due to no daily requirement and second transport available. Limited parking available for residents with additional cars using road for long term parking".

In order to address their concerns, petitioners have requested the following;

"Parking Management Scheme suited to real residents and family members/visitors"

2. The service road in this section of Swakeleys Road provides access to nine properties, all of which appear to benefit from off-street parking provision. Immediately adjacent to the service road, there are three modern developments comprising of 18 apartments. A plan of the area is shown on Appendix A of this report.

3. As the Cabinet Member is aware, under the Road Traffic Regulation Act, the Council's powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to include it within a residents parking scheme, it does not, however, have the powers to allocate parking bays on the highway to any individual, company or property. It would seem that petitioners are requesting a parking scheme limited to the use of residents within the service road, their family and guests.

4. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals for a parking scheme in Swakeleys Road. Although residents appear to have specifically asked for a small section of Swakeleys Road to be included in a Parking Management Scheme, it is common practice that this is combined with other nearby properties and roads that the local Ward Councillors feel may also benefit from parking controls as the parking issues could simply transfer.

Financial Implications

There are no direct financial implications associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in the area, funding would need to be identified from a suitable source.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in the area, informal consultation will be carried out with residents to establish if there is overall support.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

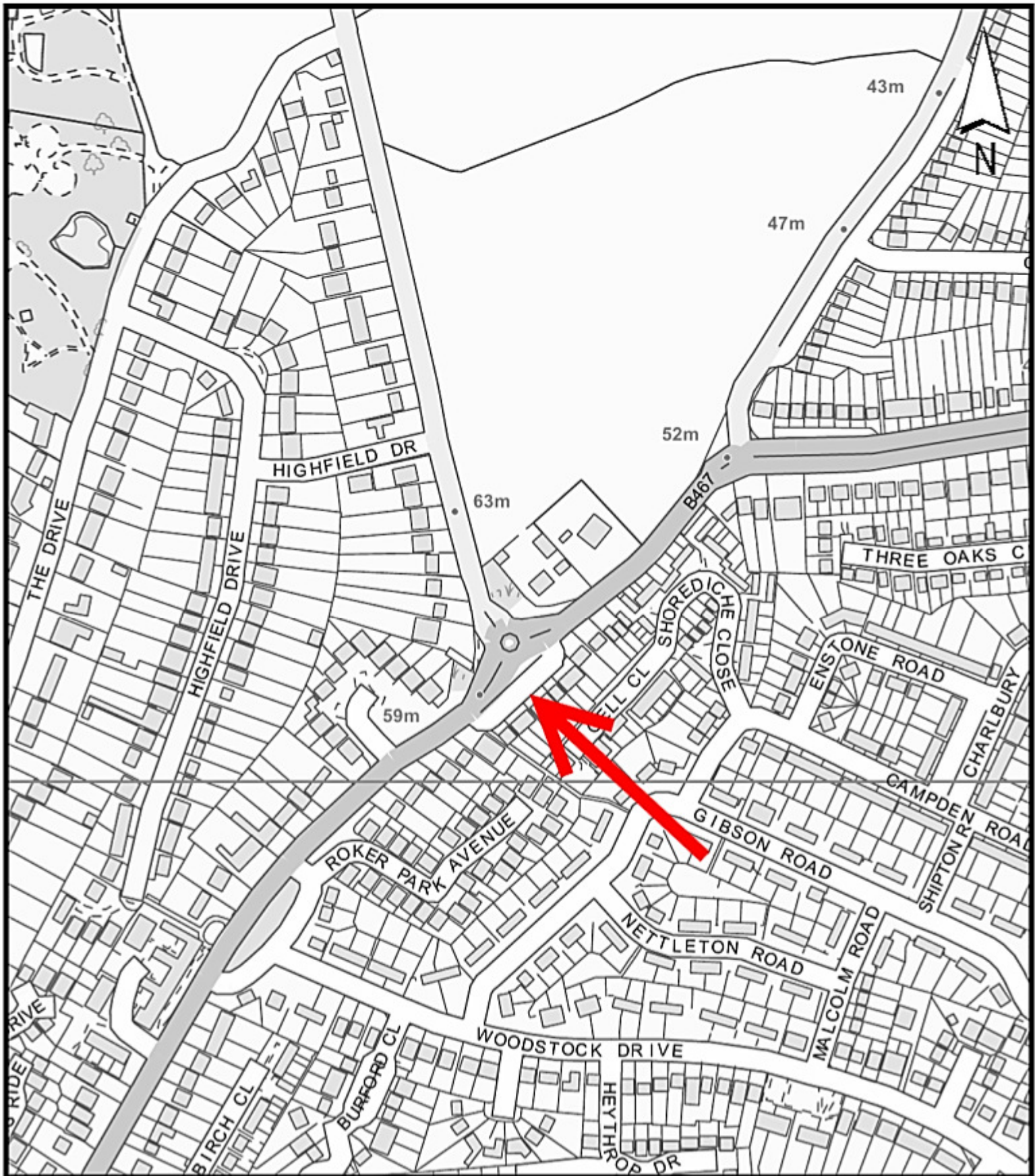
There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

BACKGROUND PAPERS

Petition received - September 2019



Swakeleys Road, Ickenham - Petition requesting a
Parking Management Scheme in the service road
fronting Nos. 195 to 207a

Appendix A

October 2019

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