

Minutes

PETITION HEARING - CABINET MEMBER FOR PUBLIC SAFETY & TRANSPORT

10 February 2021



Meeting held at VIRTUAL - Live on the Council's
YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors John Riley</p> <p>Witnesses Present:</p> <p>LBH Officers Present: Steve Austin, Traffic, Parking, Road Safety and School Travel Team Manager Ryan Dell, Democratic Services Apprentice David Knowles, Transport & Projects Senior Manager</p> <p>Also Present:</p>	
1.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 1</i>)</p> <p>There were no declarations of interest.</p>	Action by
2.	<p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC (<i>Agenda Item 2</i>)</p> <p>It was confirmed that all items of business would be considered in public.</p>	Action by
3.	<p>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED. (<i>Agenda Item 3</i>)</p> <p>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.</p>	Action by
4.	<p>TRAFFIC CALMING MEASURES ON NESTLES AVENUE, HAYES (<i>Agenda Item 4</i>)</p> <p>The Cabinet Member considered a petition from residents requesting traffic calming measures on Nestles Avenue, Hayes. The lead petitioner, and two other petitioners, attended and made the following points:</p> <ul style="list-style-type: none"><i>In order to calm traffic, a 20mph zone and/ or the installation of speed bumps were requested as this was deemed essential for</i>	Action by

the safety of residents and other users of the road, as some drivers were driving at up to 50mph.

- *The lack of traffic calming measures also lead to aggressive tailgating and noise pollution, in part due to people using the road to speed test their performance vehicles.*
- *Four key points were referred to:*
 1. *Reversing into driveways – this was impractical/ dangerous due to speeding drivers. This also meant having to reverse out of driveways which was also dangerous. It was also noted that parked cars were an issue when coming out of driveways, as speeding cars would not always see vehicles coming out of the driveways.*
 2. *Aggressive tailgating – it was noted that there were occasions where vehicles tailgated so closely that bumpers came into contact.*
 3. *Overtaking on Nestles Avenue on the short distance to Harold Avenue. The distance from Station Road, at one end of Nestles Avenue, to Harold Avenue, the first turning, was 500m.*
 4. *Verbal abuse of drivers – the petition organiser noted that speeding drivers had verbally abused other drivers, and noted personal experience of this.*
- *There was a strong feeling among residents for a 20mph zone.*
- *The road was often used as a shortcut in both directions to avoid traffic lights at the Station Road end of Nestles Avenue. Drivers used excessive speeds when using this shortcut.*
- *The existing ‘no right turn’ sign at the end of Nestles Avenue into Station Road was frequently ignored.*
- *The 800m length of the road was often used by people with performance cars, which also created a lot of noise pollution, especially near the Nestles Avenue Children’s Centre.*
- *The petition organiser asked that, in relation to the recommendation for 24/7 traffic surveys, the current pandemic be taken into account with regards to the current reduced levels of traffic. This was noted by officers, and the Cabinet Member suggested that lockdown may bring about lasting change to working conditions (i.e. working from home) which may lead to less traffic in the longer term.*

Councillors Farley, Gardner and Oswald attended as Botwell Ward Councillors, and Councillor Oswald spoke in support of the petition, making the following points:

- *The issue of street racers using performance vehicles was noted in Botwell Ward and Pinkwell Ward.*
- *Nestles Avenue was a long, straight, wide road, from Station Avenue to Harold Road, where overtaking often occurred. There was parking on only one side of the road which left enough space for overtaking. The length of the road also encouraged speed racers to test their performance vehicles.*
- *It was recommended to visit the road to note the behaviour of drivers.*

- *Although a 20mph zone would have been beneficial, it would have been difficult to administer.*
- *The 'no right turn' sign being ignored was also noted, as was the presence of 'street racers'.*
- *A scheme in North Hyde Road was referenced.*

The Cabinet Member noted that he had visited the road, although noted a reduction in traffic due to the current lockdown. The Cabinet Member also noted that there was existing work and investigations underway by Transport Officers in relation to the new development.

A map of the area was presented, and officers explained that the 'no right turn' was previously implemented to deal with a problem of rat-running between Bulls Bridge roundabout and the Town Centre. The possibility of camera enforcement at the junction was noted. It was also noted that there is no access at the North Hyde Gardens end of Nestles Avenue. The long, straight nature of the road was referenced, and the re-development of the former Nestles factory site was noted.

Councillor Farley noted first-hand experience of overtaking and tailgating. Councillor Farley had observed drivers ignoring the 'no right turn' sign and suggested that a 20mph zone also could be ignored. Councillor Farley noted that he was in favour of traffic calming measures, and the new development on Nestles Avenue would lead to increased traffic levels.

Councillor Gardner noted that the area was often used as a circuit by drivers who drove down North Hyde Road, turned left up Harold Avenue, up Nestles Avenue, and made a right turn, ignoring the 'no right turn' sign.

The Cabinet Member noted that he was in favour of implementing traffic calming measures, but noted that some mitigation measures may lead to increased noise. Existing work in relation to the new development was referenced. The Cabinet Member also noted that a potential new bus route could ease traffic.

RESOLVED:

That the Cabinet Member for Public Safety and Transport:

- 1. Met with petitioners and listened to their concerns in regard to traffic speeds along Nestles Avenue, Hayes;**
- 2. Asked officers to undertake 24/7 automated traffic counts, at appropriate times, at locations along Nestles Avenue, Hayes to be agreed with petitioners and local Ward Councillors; and**
- 3. Instructed officers to consider potential traffic calming measures as part of the wider multi modal transport scheme along Nestles Avenue, in consultation with officers from ASBET and police liaison officers.**

Reasons for decisions

	<p>The Petition Hearing provided a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.</p> <p>Alternative options considered / risk management</p> <p>None at this stage.</p>	
5.	<p>INSTALLATION OF A PELICAN CROSSING TO REPLACE ZEBRA CROSSING ON LONG LANE (<i>Agenda Item 5</i>)</p> <p>The Cabinet Member considered a petition from St Helen’s College requesting the installation of a pelican crossing to replace the zebra crossing on Long Lane. The lead petitioner and a second representative attended and made the following points:</p> <ul style="list-style-type: none"> • <i>Safety was paramount, and two recent incidents were noted – one involving a young child, the other involving the petitioner – as referred to in the accompanying letter from the School’s Junior Road Safety Officers (found under Paragraph 2 of the Supporting Information of the officer’s report). It was noted that these incidents were not reported to police.</i> • <i>Paragraph 8 of the officer’s report’s Supporting Information was referenced, which noted that Transport for London had responsibility for traffic signals.</i> • <i>Paragraph 9 was also referenced, which noted potential alternative actions which could be implemented. The ‘zebrates’ and Vehicle Activated Signs were especially encouraging possibilities. Any measures would be beneficial, as there was also another School along Long Lane.</i> • <i>It was suggested that further accidents were likely to occur, given the evidence provided of two recent incidents involving members of the School.</i> • <i>In 2005, School proprietors contributed over £11,000 towards the installation of the current zebra crossing.</i> • <i>This crossing was regularly used, not just by School pupils/ parents/ teachers but by all members of the public.</i> <p>Councillor Graham noted that the three Uxbridge North Ward Councillors were in support of the petition, and noted his personal experience of using the crossing, and Long Lane was a busy road. Councillor Graham also noted Uxbridge North Ward Councillor Goddard’s experience of the issue, as his children were former attendees of the college. Councillor Graham noted his hope for engagement with Transport for London.</p> <p>The three Hillingdon East Ward Councillors were also in attendance:</p> <ul style="list-style-type: none"> • Councillor Chapman noted that he was very supportive of the petition. Councillor Chapman also noted the need for Transport for London to be involved, but welcomed the possibility of other actions, such as ‘zebrates’ and Vehicle Activated Signs. • Councillor Bridges noted the support of all three Hillingdon East Ward Councillors and was supportive of liaising with Transport for London. Councillor Bridges also noted the importance of 	Action by

reporting incidents to police, if only to provide further evidence of the need for action.

- Councillor Sullivan confirmed that she agreed with what the other Ward Councillors has said.

The Cabinet Member noted that he was in support of implementing safety measures on and near the crossing. The Cabinet Member also noted that engaging with Transport for London may take time and so noted alternative measures to be implemented in the meantime, as outlined in Paragraph 9 of the Supporting Information of the officer's report.

Officers thanked the School for their continued work with the Council's Road Safety and School Travel Team. It was noted that the School had been working with the Hillingdon STARS team, and several School initiatives were noted, including the 'Roadwatch Scheme' alongside Hillingdon police.

Councillor Graham noted that he was pleased with the range of possible solutions that had been suggested in the short-term.

The petitioners noted their thanks to the Council for the ongoing collaboration with the School.

RESOLVED:

That the Cabinet Member for Public Safety and Transport:

- 1. Met and discussed with petitioners their request to change the existing zebra crossing close to St Helen's College on Long Lane, Hillingdon to a pelican crossing;**
- 2. Noted that the installation of a signal controlled crossing would need the support of Transport for London, the body responsible for all traffic signals across Greater London;**
- 3. Noted that Transport for London would levy an upfront change of £5,000 for any investigation work;**
- 4. Noted that there are a number of alternatives to signalisation which may be open to consideration;**
- 5. Asked officers from the STARS team in conjunction with the School's Junior Road Safety Officers to review the Police reported incident data at and around the existing zebra crossing and noted the two incidents reported by the School;**
- 6. Noted the exceptional collaborative work undertaken between St Helen's College and the Council's Road Safety and School Travel Team; and**
- 7. Asked officers to engage with Transport for London on this matter.**

8. **Asked officers to look at funding to purchase ‘zebrites’ as soon as possible.**
9. **Asked officers to investigate the implementation of Vehicle Activated Signs.**
10. **Asked officers to investigate the potential and viability of a School Crossing Patrol Officer, subject to assessment and recruitment.**

Reasons for decisions

The Petition Hearing provided a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

The meeting, which commenced at 7.00 pm, closed at 8.00 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell - Democratic Services - 01895 250636 or democratic@hillingdon.gov.uk on . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.