



HILLINGDON  
LONDON



# Virtual Petition Hearing - Cabinet Member for Public Safety & Transport

**Date:** WEDNESDAY, 5 MAY 2021

**Time:** 7.00 PM

**Venue:** VIRTUAL - LIVE ON THE  
COUNCIL'S YOUTUBE  
CHANNEL: HILLINGDON  
LONDON

**Meeting  
Details:** Members of the Public and  
Media are welcome to watch  
the meeting live on the  
Council's YouTube channel.  
You can view the agenda  
at [www.hillingdon.gov.uk](http://www.hillingdon.gov.uk) or  
use a smart phone camera  
and scan the code below:



## Cabinet Member hearing the petition(s):

Councillor John Riley, Cabinet Member for  
Public Safety and 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:** 26 April 2021

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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



# 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
- 4 ST. JOHN'S ROAD, UXBRIDGE - PETITION TO IMPROVE ROAD SAFETY DUE TO HGV LEVELS
- 5 HORNBILL CLOSE, UXBRIDGE - PETITION REQUESTING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME

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## ST JOHN'S ROAD, UXBRIDGE - PETITION TO IMPROVE ROAD SAFETY DUE TO HGV LEVELS

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Sophie Wilmot, Residents Services
<b>Papers with report</b>	Appendix A – Location Plan Appendix B – Survey Locations

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents requesting measures to improve road safety and reduce HGV levels on St John's Road, Uxbridge.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	The estimated cost of the recommendations to this report is £170, which will be managed within existing Transportation revenue budgets.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services
<b>Ward(s) affected</b>	Uxbridge South

### RECOMMENDATIONS

That the Cabinet Member for Public Safety & Transport:

- 1) meets with petitioners and listens to their concerns in regard to road safety and HGVs levels along St John's Road, Uxbridge;
- 2) subject to the outcome of the above, asks officers to undertake 24/7 automated traffic counts at locations along St John's Road, Uxbridge as detailed within the body of the report;
- 3) asks officers in the Council's Highways Team to investigate any specific concerns that petitioners may highlight along the section of road in question;
- 4) subject to the outcome of the above, instructs officers to consider measures which could be implemented on St John's Road to address the petitioners' concerns.

## 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.

## SUPPORTING INFORMATION

### Supporting Information

1. A petition with a total of 23 signatures has been received by the Council.
2. The petition's covering letter states that the petition is in regard to the: *"High Volume of Heavy Goods Vehicles (HGVs) causing damage to St Johns Road surfacing / homes. Safety of our residents and our local nursery. The increase in size and volume as well as speed whilst approaching the roundabout on Cowley Mill Road. Noise and air pollution levels."*
3. St John's Road is a mainly residential road between Rockingham Road and Cowley Mill Road / Slough Road. A location plan is provided in Appendix A. St John's Road is part of the A4007 which is a classified road in the Borough. St John's Road forms part of the area that is colloquially known as the 'Cowley Mill Road Area', which is made up of both residential properties and a number of large businesses, many served by the associated Heavy Goods Vehicles (HGVs).
4. The A4007 is a key route between Buckinghamshire and Uxbridge Town Centre. Clearly the overall width of the highway, between opposite buildings, has been a historical constraint, which limits the scope for widening in general.
5. A key factor in regard to travel around this area is the bridge over the Grand Union Canal, on Cowley Mill Road, which has a 7.5T weight restriction which is enforced in practical terms by a physical width restriction.
6. In terms of footway provision along St John's Road, there is adequate provision on one side of the road. On the other side of the road, however, there is around 98m of footway which is between 1.1m to 1.6m wide which is sub-standard in terms of access for pedestrians. There are also no formal crossing points in the section of St John's Road within the section of narrow footway.
7. The petition submitted to the Council helpfully sets out in considerable detail the concerns and suggests some solutions that residents say they would like to see along St John's Road. The key points are summarised below:

- *The HGV issue that has been progressively been getting worse on our end of St Johns Road.*
  - *Our concern is the size of the narrow road and the large volume of HGVs it wasn't built for. It's a narrow road and the HGVs are very close to our resident homes and centimetres from to the pedestrian sidewalk, often mounting the sidewalk when turning. The increase in size and volume as well as speed whilst approaching the roundabout on Cowley Mill Road.*
  - *The HGVs make the property shake when they drive past which is very concerning... The HGVs are producing vast amounts of brake dust which is leading to harmful levels of PM10 and PM2.5 as well as the NOx exposure this is producing. Thus, the HGVs cause a lot of congestion, both in terms of noise and air pollution. It all begins at 5:45/6:00AM every morning.*
  - *I appreciate the council are having to put these businesses on par with its residents however like the weight restrictions put on the bridge on Cowley Mill Road due to HGVs ignoring restrictions, St Johns Road would also like to see some action being taken as per the other local roads to ease our pain and consideration towards our wellbeing and safety.*
  - *We struggle to believe the narrow residential sections of St Johns Road itself was built to sustain all this constant HGV traffic and it shows, the road has caved in multiple areas, the roundabout near my home floods every time it rains, there are cracks and uneven surfaces coming up on residents' driveways.*
  - *It is frustrating because there are alternative routes onto the A4007 that is a national speed limit road that is wide and large enough to bear the continuous load. For example, when St Johns Road was closed for roadworks - all these lorries and cars (as did I) found a different route.*
  - *I have some photos of debris that come out of skips, there's also a pile of concrete on the corner that's been tidied up but it's unacceptable that it ends up on the pavement. We often see it in the bus stop too. Walking to nursery is scary at times.*
  - *One thought I had (which could be used in conjunction with diversions for large vehicles), is to reduce the speed limit to 20mph. Such a reduction not only drastically improves safety, it will also reduce the volume of noise, air pollution, as well as reduce the risk of damage to the road and surrounding structures. In part, this is because the effect of increasing speed is exponential, not linear, so a small reduction in speed has a profound reduction in various areas.*
  - *The road has become more residential in the past few years with flats being built where a petrol garage used to be, plus homes where the school / offices use to be. This has changed this end of the road considerably plus dramatically increased the number of homes / residents.*
8. In 2018, due to concerns about speeds outside St Mary's Primary School, a series of independent Automated Traffic Counts (ATCs) were undertaken along Rockingham Road
-

and two locations on St John’s Road, as shown in Appendix B. The Cabinet Member will be aware that these surveys, undertaken by a specialist company, provide a continuous, impartial, and accurate record of vehicle movements over an extended period, of generally a week to ten days, at all hours of day and night. The survey also records the type and size of each vehicle.

9. In terms of speeds, the traffic data showed an average 85<sup>th</sup> percentile speed of 34mph, this is above the current 30mph speed limit of the road. The so-called 85<sup>th</sup> percentile speed is the speed at or below which 85% of traffic is travelling, and is the standard robust statistical tool used by traffic and road safety professionals when analysing speed trends.
10. The surveys also collected the classification of vehicles. The table below shows the total vehicles over the seven-day survey period, these have been broken down into cars/small vans and HGVs. This shows that around 10% of traffic is larger vehicles.

<b>Survey Location</b>	<b>Direction</b>	<b>Cars / vans</b>	<b>HGVs (2 Axle and above)</b>	<b>TOTAL</b>	<b>% HGVs</b>
St Johns Road (east of Cherry Tree Lane)	East	24971	3125	28096	11%
	West	25026	2907	27933	10%
St Johns Road (near St Johns Close)	North	24990	2907	27897	10%
	South	25088	2825	27913	10%

11. Since the previous surveys were undertaken, the nation has been severely impacted by the Covid-19 pandemic. The resultant national lockdowns have reduced traffic as people have been working at home or their need to travel had been temporary removed. This has, therefore, changed traffic patterns. As the nation is moving out of the most recent national lockdown, it will shortly become practical to start undertaking representative traffic surveys again.
12. Based on the concerns being raised by the residents in the petition and the potential change in traffic patterns due to Covid-19, the Cabinet Member maybe minded to instruct Officers to undertake fresh ATC traffic surveys in the area, to allow detailed assessment of the traffic issues being raised by the petition. It is suggested that a total of two surveys are undertaken on St John’s Road in the same location as those in 2018 (Appendix B) as this will allow a direct comparison of the traffic situation in the area.
13. In the meantime, the Council’s Highways team will be able to undertake further investigations into any specific concerns that petitioners may have with regard to the condition of the road surface, as highlighted in their petition.
14. Following the outcome of these new traffic surveys being fed back to the Cabinet Member, the Cabinet Member may be minded to instruct officers to review potential options to improve the road safety and residential amenity in the area. These considerations would need to consider highways constraints, existing restrictions and such. The outcome of these considerations will then be discussed with the Cabinet Member to decide on the most appropriate way forward.

## **Financial Implications**

If the Cabinet Member is minded to agree to undertake traffic surveys, the estimated cost would be £170, to be managed within existing Transportation revenue budgets. If works are subsequently required, suitable funding will need to be identified.

## **RESIDENT BENEFIT AND CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities**

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 CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to 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**

There are no Infrastructure / Asset Management implications arising from the recommendations in this report.

### **Relevant Service Groups**

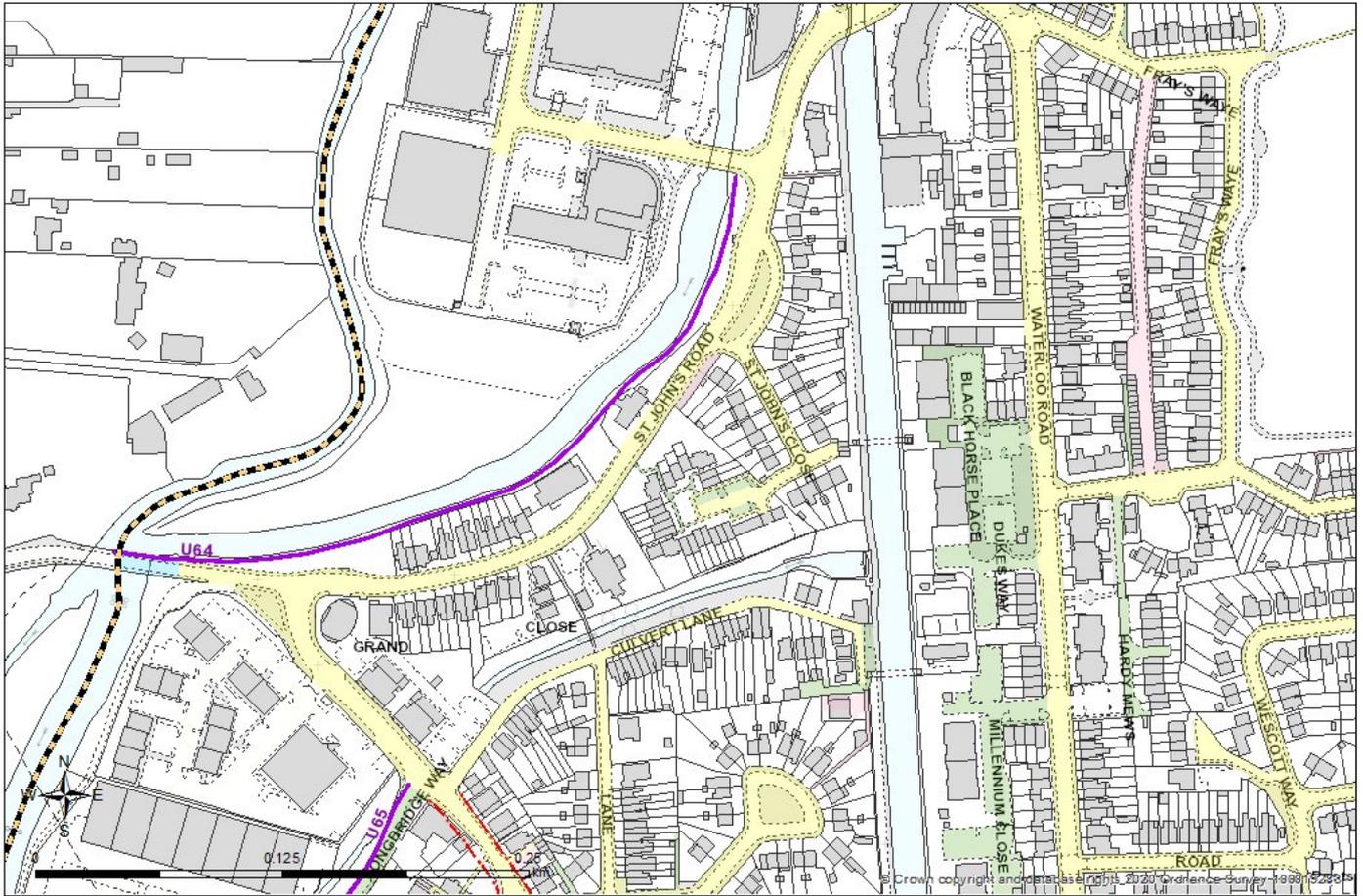
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

# APPENDIX A - LOCATION PLAN

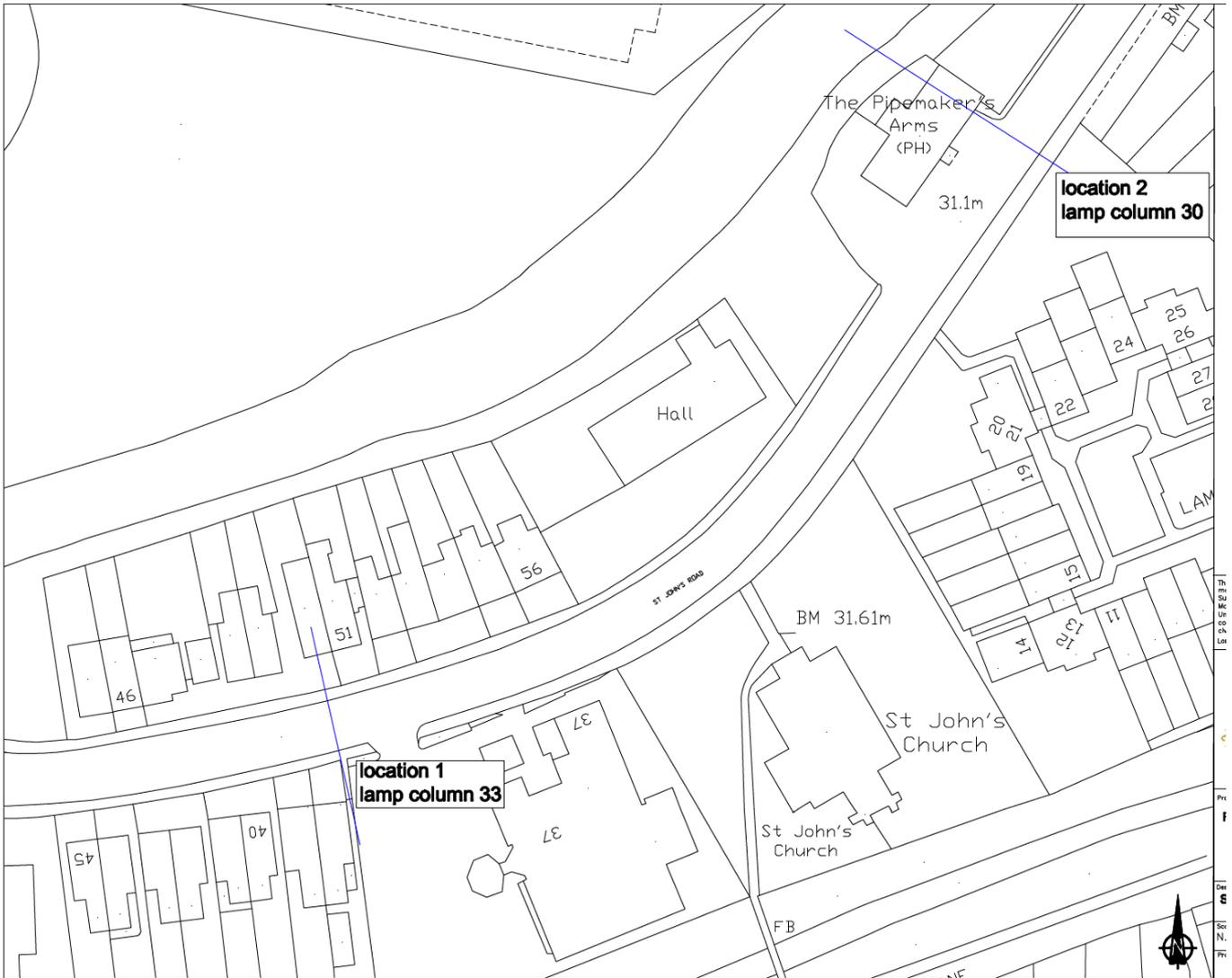
## A4007 St John's Road



Map Notes

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# APPENDIX B - SURVEY LOCATIONS



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## HORNBILL CLOSE, UXBRIDGE - PETITION REQUESTING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Steven Austin, Residents Services
<b>Papers with report</b>	Appendix A – Hornbill Close Location Plan

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents of Hornbill Close, requesting the introduction of a residents' permit parking scheme.
<b>Putting our Residents First</b>	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.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents', Education and Environmental Services
<b>Relevant Ward(s)</b>	Brunel

### RECOMMENDATIONS

That the Cabinet Member for Public Safety & Transport:

- 1) meets with petitioners and listens to their concerns over non-residential parking in Hornbill Close; and
- 2) subject to the outcome of the above, asks officers to add this request to the Council's extensive Parking Management Scheme Programme for a possible informal consultation.

#### 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.

## SUPPORTING INFORMATION

1. A petition with 26 signatures has been submitted to the Council from residents of Hornbill Close, Uxbridge requesting the following:

*"We desperately request residents only permit holder only parking. If possible, we also request parking lobes to be painted to maximise parking space There is a disabled space on the end, but workers pay no attention to it."*

In an accompanying statement the petitioners have helpfully set out some of their concerns as shown below:

*"The residents here struggle to park during the week because all the workers from the Industrial Estate park behind our flats. They sleep in their cars and eat lunch; they also urinate in the street. This means that young families struggle parking when coming home with children and shopping. Shopping deliveries are also difficult for vulnerable residents. Taxi drivers also loiter here when waiting for fares."*

*"The problem is all of Hornbill Close. Workers are also abusive to residents that voice their concerns."*

2. Hornbill Close is a mainly residential road immediately adjacent to Zodiac Park light industrial estate that has eight units. There are some garages and limited private off-street parking areas associated with the properties in the Hornbill Close. Also close by is a retail park and the car park that serves this appears to be enforced by a private parking enforcement contractor. As a result, Hornbill Close could be an attractive place for workers of the local businesses to park. A plan of the area is attached as Appendix A.
3. The problem of obstructive parking at the junction of Hornbill Close and High Road was brought to the Council's attention previously by residents and, as a result, 'At any time' waiting restrictions were installed last year. However, as a result of these restrictions, some non-residential parking may have transferred further into Hornbill Close which could have been one of the reasons for residents submitting this petition to the Council.
4. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if appropriate, asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation with residents.

## Financial Implications

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider the introduction of managed parking in Hornbill Close, 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**

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.

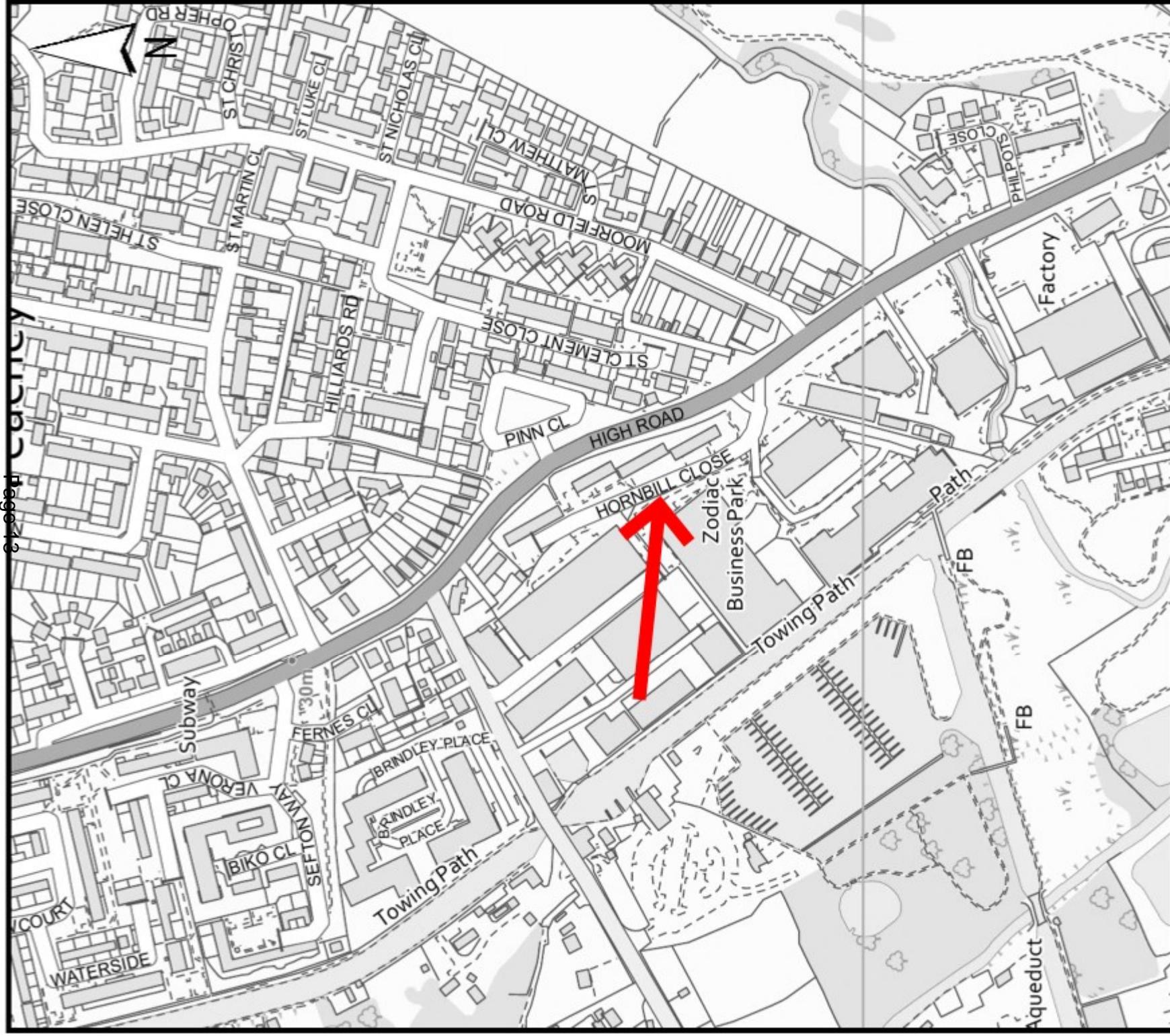
## **BACKGROUND PAPERS**

Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location Plan

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# Hornbill Close, Cowley Location plan

# Appendix A

April 2021  
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