



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Public Safety & Transport

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.

Date: WEDNESDAY, 11 AUGUST
2021

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
This meeting may also be
broadcast live.

You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Published: 3 August 2021

Contact: Liz Penny

Tel: 01895 250185

Email: epenny@hillington.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

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

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. Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



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:

	Start Time	Title of Report	Ward	Page
4	19:00	Ninth Avenue, Hayes - Petition Concerned With Safety When Exiting Ninth Avenue on to Longmead Road, Hayes	TOWNFIELD	1 - 6
5	19:00	Ickenham Station, Glebe Avenue, Ickenham - Petition Requesting a Zebra Crossing Outside the Station	ICKENHAM	7 - 12
6	19:30	Bourn Avenue, Hillingdon - Petition Requesting Traffic Calming Measures	BRUNEL	13 - 16

This page is intentionally left blank

NINTH AVENUE, HAYES - PETITION CONCERNED WITH SAFETY WHEN EXITING NINTH AVENUE ON TO LONGMEAD ROAD, HAYES

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin, Residents Services Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received concerned with the safety of vehicles exiting Ninth Avenue on to Longmead Road, Hayes.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives and for on-street parking controls.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Public Safety and Transport
Relevant Ward(s)	Townfield

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1. meets with petitioners and listens to their road safety concerns and suggestions for improving egress from Ninth Avenue on to Longmead Road, Hayes;**
- 2. advises petitioners that their request for a mirror opposite Ninth Avenue is regrettably not feasible for the reasons set out in the report; and**
- 3. subject to the outcome of the above, considers asking officers to undertake further detailed investigation on other possible mitigation measures and then to report back to the Cabinet Member and Ward Councillors.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 17 signatures has been submitted to the Council under the following heading

"Safe access from Ninth Avenue on to Longmead Road."

2. Residents have helpfully set out their desired outcome as:

"This is to be rectified as quickly as possible before there is an accident.

Mirror to be put up on a separate pole on the other side of the road, so all the residents from Ninth Avenue could see oncoming traffic on Longmead Road from both ends."

A plan of the area is attached as Appendix A.

3. Although the petition does not meet the Council's threshold of 20 signatures, the local Ward Councillors have respectfully requested that the Cabinet Member considers this petition in his capacity as the Cabinet Member for Public Safety and Transport.

4. In an accompanying letter submitted with the petition, the lead petitioner provided further detailed information on residents' concerns:

"I have sent letters before about this and I got a letter back stating nothing can be done.

I do not think that in my last letter I may not have explained myself correctly, the problem is when we come out of Ninth Avenue the residents all have problems coming out of the cul-de-sac.

I have asked many times for something to be done about this, but all I get is it's not possible, why is it not possible to have something done, there are young children in the cul-de-sac and we all know that when a ball goes into the road children are so excited and they forget what Mum and Dad have told them about road safety.

Not only is it not safe for children you cannot see as cars are blocking the view from both sides, which does not mean they are parking on both sides of the road. (Longmead). I do feel that something needs to be done about this as there is going to be a bad accident and this can be avoided if we are listened to.

The traffic comes down Longmead Road at such speed that if you are edging out blind you cannot see anything until you are on Longmead Road.

I have photos to help my explanation, you will see that there are yellow lines, but nobody takes any notice of them and also the Traffic Wardens do not come round and check, this is on a good day. Normally the cars are on the yellow lines and the vision is worse.

I understand that on the back of this letter I need to get signatures from residents of the cul-de-sac. When collecting the signatures I have been told that some of the residents have had accidents when leaving Ninth Avenue on to Longmead Road. I have been told that complaints by phone have been made and nobody has followed this up.

I do believe that a bad accident will happen if nothing is done, all we want is a mirror at the bottom of the road to help us see what coming from either direction with safety and not to be put on the electric pole, but on a separate pole would be fine.”

5. Ninth Avenue is a residential cul-de-sac comprising of 18 properties, many of which benefit from off-street parking. Like similar roads in the area, there are no footways abutting the carriageway. In 2012, the Council formally consulted on ‘At any time’ waiting restrictions at the junction of Ninth Avenue and Longmead Road and, whilst it is disappointing to hear that some drivers are choosing to park on them, it does indicate the parking pressures in the area for the limited available kerbside space.

6. Petitioners have specifically requested the installation of a mirror at the end of Ninth Avenue. Mirrors on the highway are classified as a road traffic sign and are only prescribed to be used under certain circumstances on the highway, for example at traffic signals so large vehicles can see cyclists who may be hidden from view. Mirrors are not prescribed for general use on the highways as experience has shown that rather than improving safety, a mirror could increase risk for the following reasons:

- Distortion of reflected image, glare from headlights or sunlight impacting the driver’s vision
- Reduced visibility during bad weather
- Reduce the ability to judge oncoming vehicle speeds
- Creates and over dependence on the mirror
- Maintenance issues and mirrors can be prone to vandalism.

For the reasons given above, the Council cannot recommend a mirror at this location

7. However, in view of the concerns raised by the petitioners, it is recommended that the Cabinet Member meets with petitioners and, subject to their testament, asks officers to undertake a detailed site investigation and consider any other appropriate options to improve road safety at this location.

Financial Implications

There are no direct financial implications associated with the recommendations to this report.

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

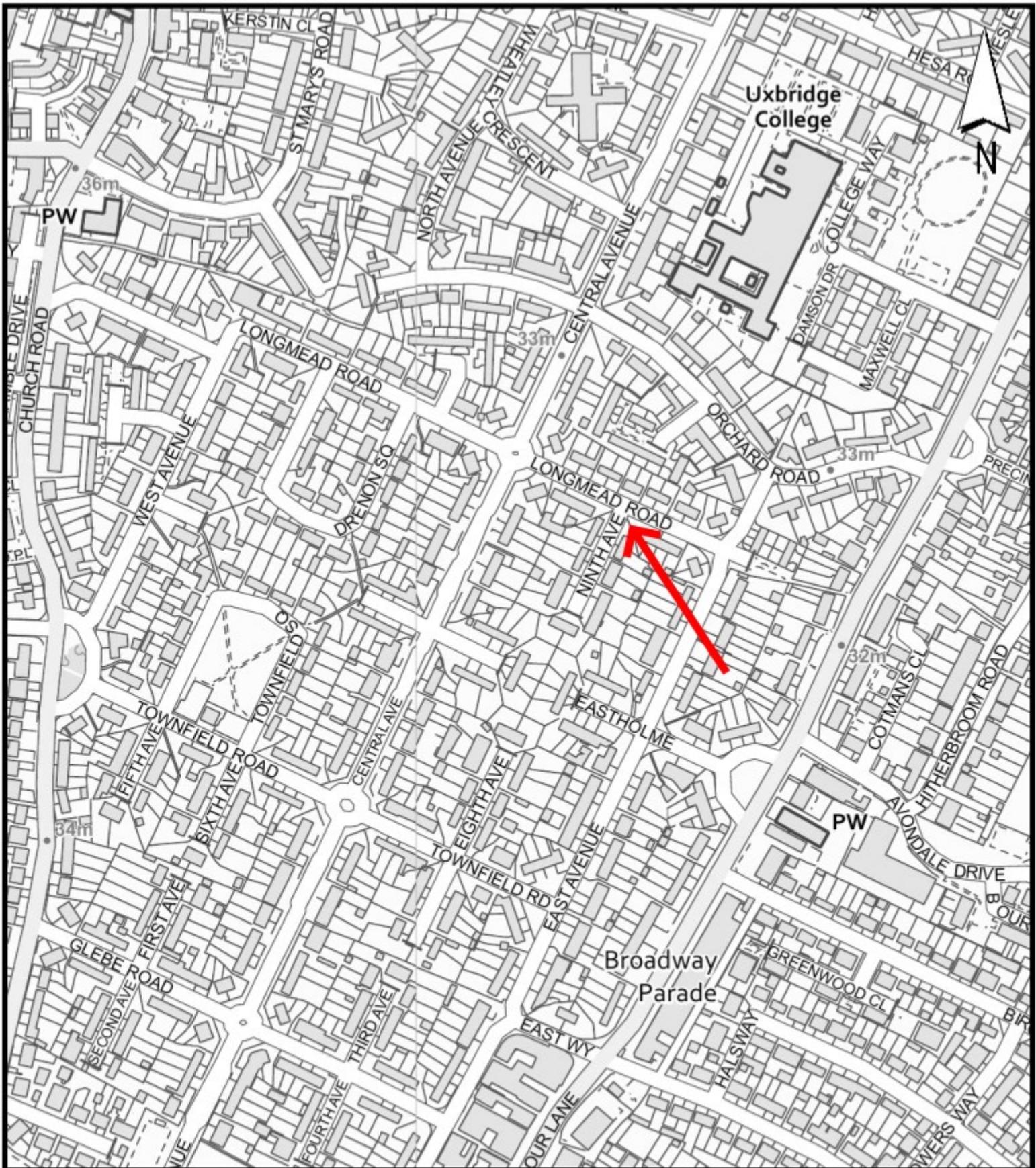
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Longmead Road & Ninth Avenue, Hayes
Location plan

Appendix A

July 2021
Scale 1:4,000

This page is intentionally left blank

ICKENHAM STATION, GLEBE AVENUE, ICKENHAM - PETITION REQUESTING A ZEBRA CROSSING OUTSIDE THE STATION

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

HEADLINES

Summary	To inform the Cabinet Member that the Council has received an e-petition from residents requesting the introduction of a zebra crossing outside Ickenham Station on Glebe Avenue, Ickenham.
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	The cost associated with the recommendations to this report is £1,575 and will be managed within existing transportation revenue budgets.
Relevant Select Committee	Public Safety and Transport Select Committee
Ward(s) affected	Ickenham

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) meets with petitioners and listens to their concerns in regard to safe crossing for pedestrians in the area of Ickenham Station and the request for the provision of a zebra crossing;
- 2) subject to the outcome of the above, asks officers to undertake 24/7 automated traffic counts at locations along Glebe Avenue agreed with petitioners;
- 3) subject to the outcome of (1), asks officers to undertake pedestrian surveys at and close to the station to understand current pedestrian desire-lines;
- 4) asks officers to consider and incorporate as appropriate the request into the current investigations into improving accessibility and road safety in the area around the station, as detailed within the body of the report; and

- 5) notes the work by Transport for London to make Ickenham Station ‘step-free’ and the part that the Council is playing to build on this.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

Supporting Information

1. An e-petition with a total of 107 signatures has been received by the Council.
2. The petition states the following: *“We the undersigned petition Hillingdon Council to install a zebra crossing on the bridge outside Ickenham tube station for everyone’s safety. Justification: In busy times, namely school run and rush hour, cars fly over this bridge and it makes it very difficult and dangerous to cross the road, as you don’t have a good view with it being a hill and bend. It is a busy thoroughfare with pedestrians going to and from Glebe School, as well as commuters to the station, which would benefit everyone to be able to cross the road safely.”*
3. During the petition process, the petition organiser informed Democratic Services that a number of other safety issues were raised by residents. These include ideas such as introducing and enforcing a 20mph speed zone around the Glebe Estate, where it was claimed that traffic often speeds around school times; putting cameras or some similar deterrent outside the station where people often stop to drop off/pick up on the brow of the hill; and traffic lights or a pedestrian bridge to help pedestrians cross the road outside the station.
4. As the Cabinet Member will be aware, speed enforcement is principally a matter for the Metropolitan Police, who unlike the Council have the necessary powers to prosecute when necessary for what is an endorsable offence. Camera enforcement of stopping offences other than on bus stops or school keep clear markings is not permitted under current legislation, and speed cameras (more formally ‘safety cameras’) are, contrary to popular belief, not the responsibility of the Council. These matters do not, however, form part of the original submitted petition as signed by the original signatories, and so are noted here for information purposes only.
5. Glebe Avenue is located off Long Lane, Ickenham, and provides the main access into a large residential area which is also home to Glebe Primary School. The area is also served by the U10 bus service and there are parking management controls in the vicinity of the

school, the latter implemented following previous petitioning by local residents. The main entrance to Ickenham Station is located on the bridge over the railway; at this location the carriageway narrows and, as a result, the footway also narrows. Previous requests from the Council to the owners of the bridge over the railway (Transport for London – TfL) have included the suggestion to widen the carriageway in this area, but this was not considered a feasible option by TfL. Similarly, the idea of some kind of parallel pedestrian bridge was regrettably deemed not viable.

6. As the Cabinet Member will be aware, as part of TfL's 'Step Free Access' programme, works have just been completed at Ickenham Station, including the installation of lifts, with the station now being step-free from street to platform. TfL is now working on the installation of a small mezzanine car park to allow disabled access straight from the car park into the station.
7. In order to support the work by TfL, the Council has been jointly working with them on both a new access into the mezzanine car park and working on measures that could achieve speed reduction, with related measures on Glebe Avenue and the surrounding residential road network. These considerations are currently at the concept design stage; as they progress, and subject to the necessary funding, they will be discussed with the Cabinet Member and ultimately subjected to an appropriate public consultation.
8. The Council has previously been requested to consider a formal crossing point outside the station and investigations have been undertaken. This study concluded that a formal crossing directly outside the station is not feasible, due to its location on the bridge. A crossing could not be safely provided due to inadequate sight-lines and the reduced footway in this area meaning a safe waiting area for pedestrians is unfortunately not achievable. Furthermore, this cannot be improved in this area, due to not being able to widen the carriageway at this point.
9. Although the provision of a zebra crossing directly outside the station is not feasible, further investigation could be undertaken to determine another location in reasonable proximity to the station but further along Glebe Avenue, at a point where a crossing could be safely accommodated and at the same time benefit pedestrian movements in the area. In order to support these investigations, it is recommended that the Cabinet Member considers approving the commissioning of appropriate pedestrian surveys near the station via video surveys. These will provide information on both pedestrian numbers and desire lines.
10. The related correspondence to the petition has also raised concerns about road safety and made a request for a 20mph speed limit in the area. In order to investigate these concerns further and support the work already started by Council officers on road safety in the area, the Cabinet Member may be minded to instruct officers to commission a series of independent 24/7 automated traffic counts to collect vehicle speeds and classification. The petitioners may also be able to offer suggested locations for such surveys, based on their local knowledge of the area, whilst the Cabinet Member may wish to expound on the Council's present position with regard to 20mph zones.
11. Subject to the outcome of these new traffic surveys, the Cabinet Member may be further minded to instruct officers to incorporate the residents' concerns into the review of potential options to improve the road safety and pedestrian crossing in the area. These considerations would need to take into account 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.

12. Should a potential scheme result from this process, there would need to be appropriate public consultation with residents.

Financial Implications

If the Cabinet Member is minded to agree to undertake traffic surveys, the estimated cost would be £1,575. This will 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

There are no special legal implications for the proposal to discuss with petitioners their request for a zebra crossing at Ickenham Station on Glebe Avenue, Ickenham, 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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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 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.

Infrastructure / Asset Management

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

Relevant Service Groups

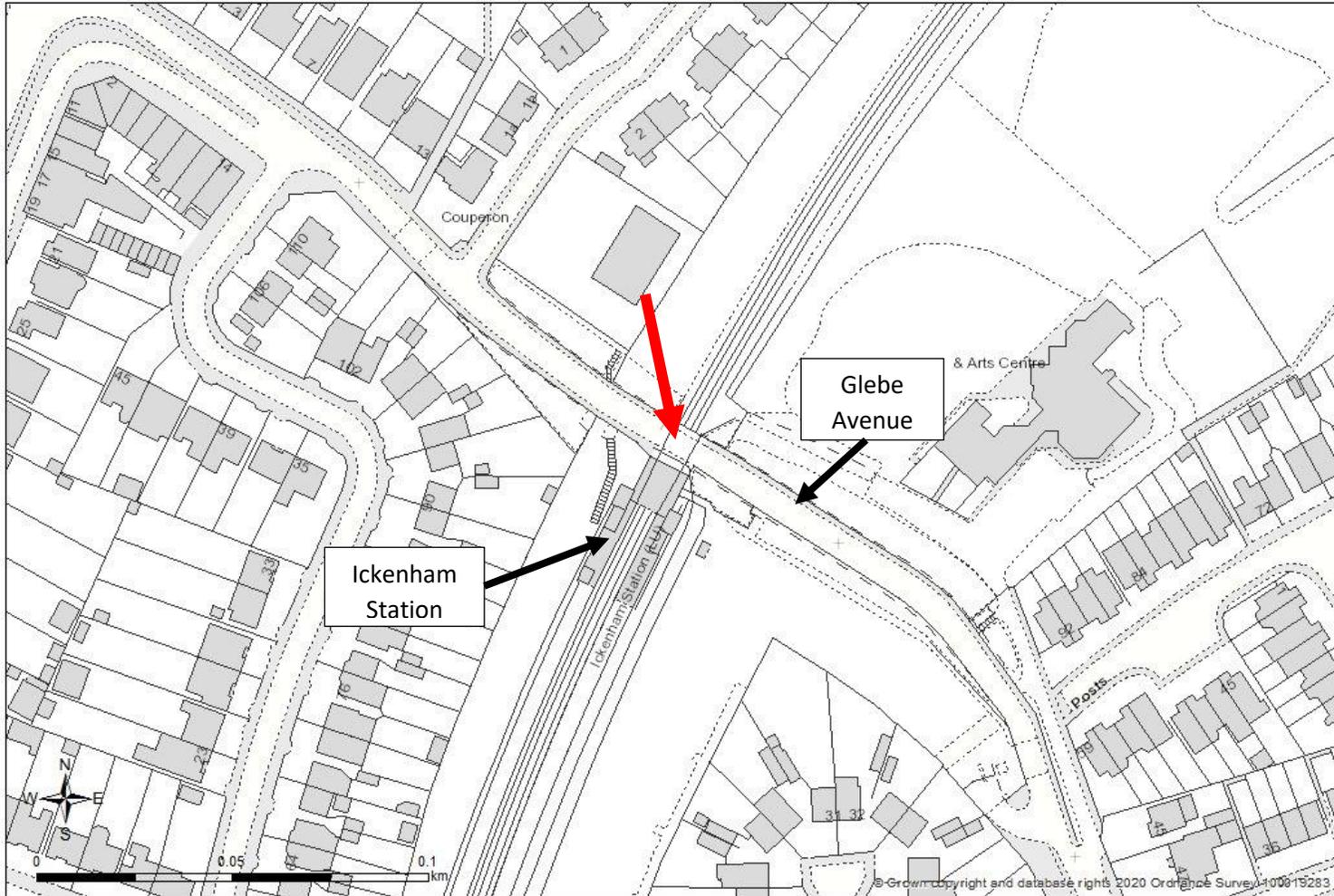
None at this stage.

BACKGROUND PAPERS

Petition received.

Location Plan

Hillingdon Browser



Map Notes

© Crown copyright and database rights 2021 Ordnance Survey 100019283

BOURN AVENUE, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin, Infrastructure, Transport and Building Services
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting traffic calming measures on Bourn Avenue, Hillingdon.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Public Safety and Transport Select Committee
Relevant Ward(s)	Brunel

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1. meets with petitioners and listens to their road safety concerns and suggestions for traffic calming measures for Bourn Avenue;**
- 2. subject to the outcome of the above, considers asking officers to undertake traffic surveys, at locations agreed by the petitioners and Ward Councillors and to review the current parking restrictions in Bourn Avenue; and**
- 3. subject to recommendation 1, instructs officers to investigate the suggestions for parking restrictions proposed by petitioners.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 26 signatures has been submitted to the Council under the following heading:

"Dangerous speeding cars using our road as a cut through. We now have more children and senior people living in our road and we wish to protect them and all of our residents' safety.

The junction of Lees Road and Bourn Avenue cars parking too near to the junction causing hazardous driving conditions to any motorist entering or leaving Bourn Avenue."

2. Residents have helpfully set out their desired outcome as:

"Put in speed traffic calming measures, e.g. Sleeping policeman.

The urgent repainting of double yellow lines at the junction."

A plan of the area is attached as Appendix A.

3. Bourn Avenue is a mainly residential road comprising a mixture of detached and semi-detached houses and bungalows, all of which appear to benefit from off-street parking provision. The road is in close proximity to Hillingdon Hospital, Hillingdon Primary School, local shops and bus routes.

4. Petitioners have raised two concerns so perhaps it would be helpful to comment on each issue individually. The first issue raised by residents is the speed at which vehicles are travelling along Bourn Avenue. In light of the testimony made by residents, not only in the petition but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on Bourn Road at locations agreed with petitioners and local Ward Councillors.

5. Due to its convenient location close to a number of amenities, Bourn Avenue already benefits from limited time Monday to Friday 8-10am and 2:30-4:30pm waiting restrictions along the length of the road with some double yellow lines at the junction with Nicholls Avenue. Residents have suggested that double yellow lines are additionally required at the junction with Lees Road. It is recommended therefore that the Cabinet Member instructs the Council's Road Safety Engineer to investigate and review the current parking restrictions around this junction and, if required, take any necessary actions to address petitioners' concerns over vehicles parking too close to the junction.

6. The Cabinet Member will be aware that the Council, like most local authorities, no longer introduces the older type of round-topped hump (which petitioners have referred to as

'sleeping policemen') but in some cases, where evidence and support is evident, it is prepared to consider other measures such as flat-topped speed tables, where appropriate and supported by the community. Should such measures become a future recommendation arising from the survey work that the Cabinet Member may instruct officers to undertake, they would be the subject of an appropriate public consultation.

Financial Implications

There are no direct financial implications associated with the recommendations to this report.

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

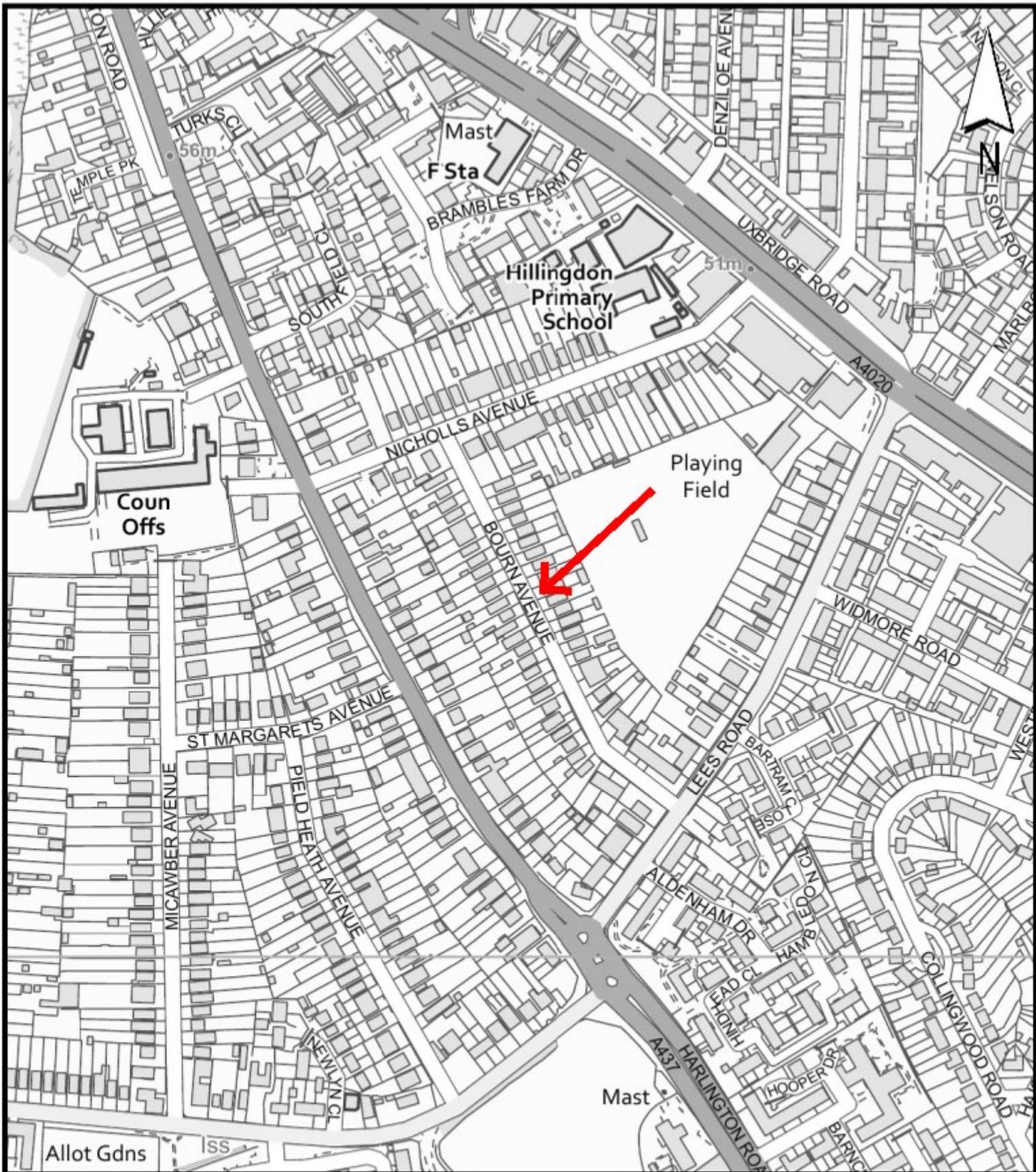
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Bourn Avenue, Hillingdon Location plan

Appendix A

July 2021
Scale 1:4,000