



HILLINGDON
LONDON

A

Petition Hearing - Cabinet Member for Public Safety & Transport

Date: WEDNESDAY, 8
SEPTEMBER 2021

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. 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:



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 August 2021

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Putting our residents first

Useful information for petitioners attending

Travel and parking

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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.



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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

- 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:

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

	Start Time	Title of Report	Ward	Page
4	19:00	Exmouth Road, Ruislip - Petition Requesting Traffic Calming and a Speed Reduction	Cavendish	1 - 4
5	19:20	Dawson Close, Hayes - Petition Requesting the Introduction of a Residents' Permit Parking Scheme	Botwell	5 - 10
6	19:40	Church Road, Cowley - Petition Requesting Traffic Calming Measures on all approaches to the Mini Roundabout	Brunel	11 - 16

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Agenda Item 4

EXMOUTH ROAD, RUISLIP - PETITION REQUESTING TRAFFIC CALMING AND A SPEED REDUCTION

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

HEADLINES

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting the introduction of traffic calming measures and a speed reduction on Exmouth 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	The cost associated with the recommendations to this report is £340 and will be managed within existing transportation revenue budgets.
Relevant Select Committee	Public Safety and Transport Select Committee
Ward(s) affected	Cavendish

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) Meets with petitioners and listens to their concerns in regard to speeding and road safety at the bend of Exmouth Road, Ruislip;
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 automated traffic counts at locations along Exmouth Road agreed with petitioners, and to report back to the Cabinet Member on the outcome.

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. A petition with a total of 44 signatures has been received by the Council.
2. The petition is a request for traffic calming measures in Exmouth Road, South Ruislip and states the following: "*Speed bumps to reduce speed of traffic on 90-degree bend in Exmouth Road...two speed bumps both sides of the 90-degree bend...outside No. 86*".
3. Exmouth Road is a long residential road in a large residential area of South Ruislip. It runs southbound from its junction with Torcross Road to the bend, continues from there westbound from the bend to its junction with Bideford Road. The majority of the houses have off-street parking with formal dropped kerbs. There are no formal parking schemes or restrictions on Exmouth Road, resulting in on-street parking being possible. There is a short section of double yellow lines on the inside of the bend to prevent parking and maintain safe sightlines. A location plan is provided in Appendix A.
4. A review of accident data shows that no personal-injury accidents have occurred on Exmouth Road in the most recent five-year period for which data is available. However, it should be noted that these records do not include damage-only collisions or near misses which had no police involvement.
5. The Cabinet Member will be aware that, like most local authorities throughout the United Kingdom, the Council no longer installs the old-fashioned type of round-topped 'speed humps', often known colloquially as 'sleeping policemen', although in certain circumstances, where the evidence supports the case, some other forms of traffic calming, such as raised speed tables or other approved measures, may be considered. There are of course costs involved with any physical measures of this kind, which means that there has to be reasonable evidence to justify the expenditure.
6. In order to investigate these concerns raised by the residents of Exmouth Road, 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. Given the size of Exmouth Road, a total of four survey locations are suggested to ensure an appropriate set of data is collected.
7. Subject to the outcome of the traffic surveys, the Cabinet Member may then be minded to instruct officers to review potential options to improve the road safety and calm traffic in the area. These considerations would need to consider highways constraints, existing restrictions and other such factors. The outcome of these considerations would then be discussed with the Cabinet Member to decide on the most appropriate way forward.

8. Should a potential scheme result from this process, there would need to be appropriate public consultation with residents, as well as bidding for the funding that would be required to deliver such a scheme.

Financial Implications

If the Cabinet Member is minded to agree to undertake traffic surveys, the estimated cost would be £340. 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

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.

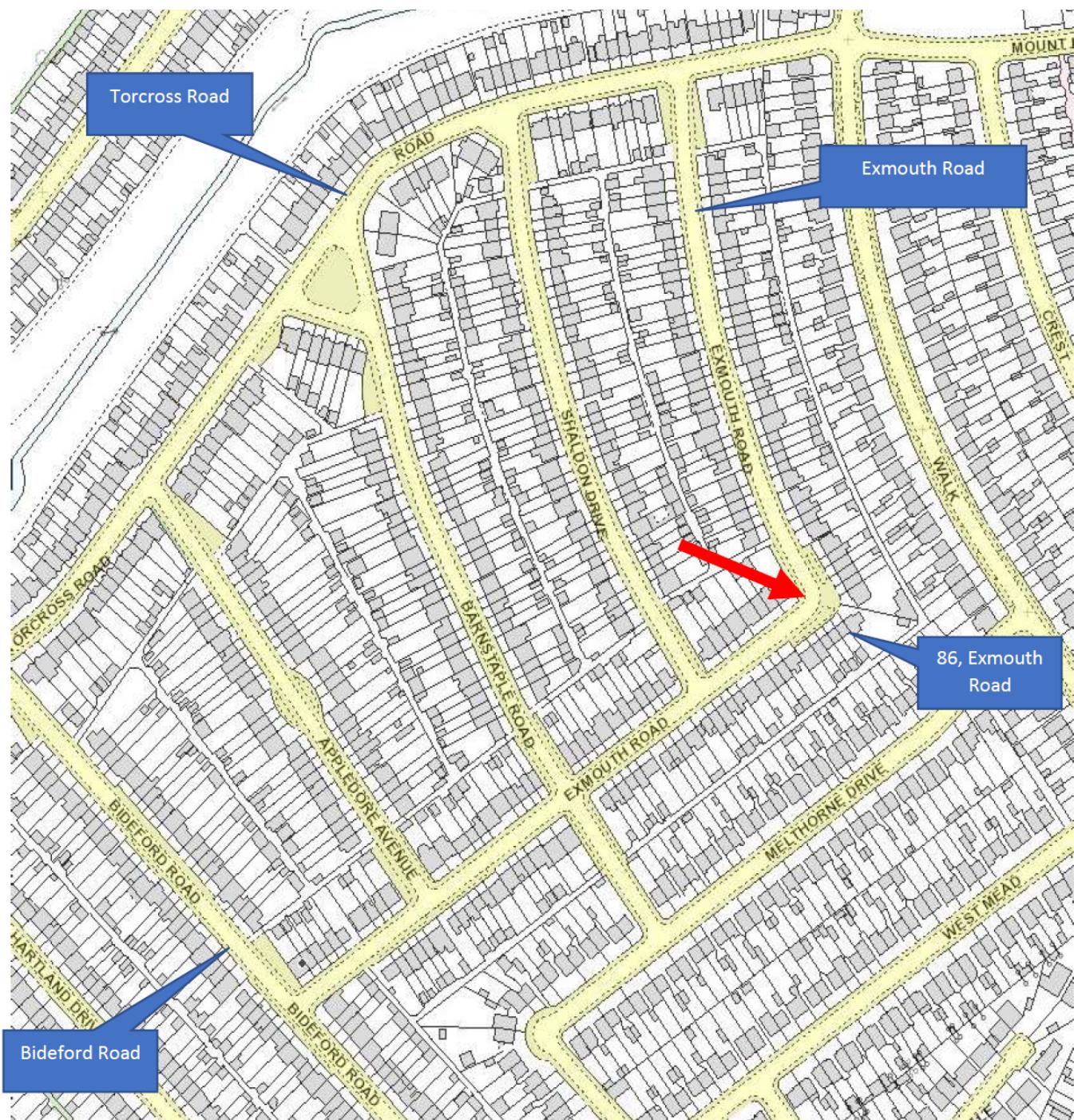
Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received.

APPENDIX A - LOCATION PLAN



Agenda Item 5

DAWSON CLOSE, HAYES - PETITION REQUESTING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME

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 from residents of Dawson Close, requesting the introduction of a residents' permit parking scheme.
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 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 Select Committee
Relevant Ward(s)	Botwell

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) Meets with petitioners and listens to their concerns over non-residential parking in Dawson Close; and
- 2) Subject to the outcome of the above, asks officers to add the 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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 21 signatures has been submitted to the Council from residents of Dawson Close, Hayes requesting the following:

"We would like parking management scheme to include marked bays for residents including permits for residents please.

This would resolve the parking issue at Dawson Close if considered"

In an accompanying statement petitioner helpfully provided the following information;

"No parking restrictions e.g. Residents parking or permits. Non-residents park their cars/vans at Dawson Close (for long period of time) leaving no parking spaces for residents.

Individuals park their cars on the road and take public transport.

Afternoon from 18:00 hrs every day. Very busy Friday afternoon and weekends."

2. Dawson Close is a mainly residential cul-de-sac in Hayes End, chiefly accessed from Wood End Green Road, and close to local shops and amenities. Dawson Close also serves Melina Close and connects back to Wood End Green Road in a circuit via Middleton Road and Rosedale Avenue. Within the close there are some off-carriageway parking places which evidently do not appear to meet the parking demand for the amount of properties within the development. At the northern end of Dawson Close there is a public footpath that provides direct access onto Uxbridge Road which is served by seven bus services. As a result, Dawson Close could be an attractive road for non-residents to park who may then commute to other areas that may benefit from managed parking. A plan of the area is attached as Appendix A.

3. Within the petition, residents have suggested a Parking Management Scheme which operates from 6pm in the evening every day, and they comment that Friday afternoon and weekends are particularly busy. It would be helpful to assist further investigations if petitioners are able to elaborate further on reasons why they suspect that some of these parking patterns occur.

4. From the information provided by residents, there appears to be a complicated situation in Dawson Close compared to other roads in the area which may have previously petitioned for managed parking. 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 Dawson 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 comments

None at this stage.

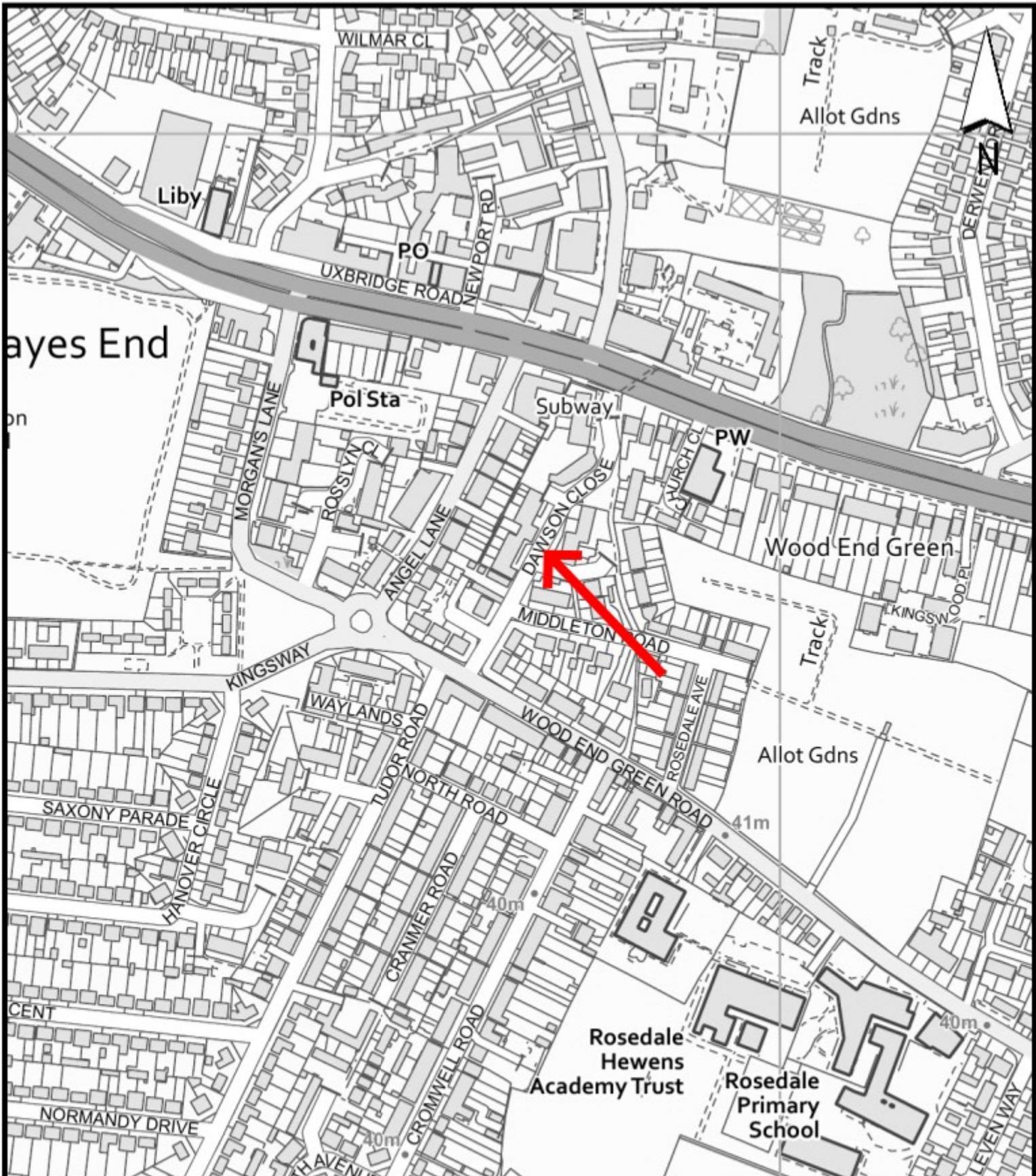
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location Plan

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Dawson Close, Hayes Location plan

Appendix A

August 2021

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Agenda Item 6

CHURCH ROAD, COWLEY - PETITION REQUESTING TRAFFIC CALMING MEASURES ON ALL APPROACHES TO THE MINI ROUNDABOUT

Cabinet Member	Councillor John Riley
Cabinet Portfolio	Cabinet Member for Public Safety and Transport
Officer Contact	Steven Austin - Infrastructure, Transport & 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 the approach to the mini roundabout where Church Road meets Peachy Lane, Cowley.
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.
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 Select Committee	Public Safety and Transport Select Committee
Relevant Ward	Brunel

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) Meets with petitioners and listens to their road safety concerns regarding the mini roundabout at the junction of Church Road and Peachy Lane, Cowley;
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 traffic and speed surveys on Peachy Lane and Church Road, Cowley at locations to be agreed with petitioners and Ward Councillors; and
- 3) Subject to the outcome of the above, instructs officers to consider any mitigation measures which could be implemented to address residents' concerns, and report these 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 20 signatures has been submitted to the Council under the following heading:

"We the undersigned petition Hillingdon Council to install traffic calming measures on Church Road, Cowley in all directions approaching the mini roundabout at the junction of Peachey Lane and Church Road."

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

"We would welcome 20mph limit, a box junction approaching the mini roundabout opposite and a zebra crossing to be introduced on this busy stretch of road, particularly in commute times."

A plan of the area is attached as Appendix A.

3. Church Road and Peachey Lane are mainly residential roads but as the name suggests, St Laurence Church is located adjacent to the mini roundabout which petitioners have raised road safety concerns. Pield Heath House School and Hillingdon Hospital are also close by and Church Road is regularly used by ambulances taking patients to and from the hospital. Church Road also forms part of the U3 and U5 bus routes.
4. As previously mentioned in this report, the petitioners have submitted some helpful ideas on measures they would like the Council to consider and it may be useful to provide some commentary on each suggestion separately.
5. *"We would welcome a 20mph zone."* 20mph zones are generally introduced over a number of streets across an area, typically bordered by physical barriers or main roads. The boundary of the zone is marked by signs at the entry and exit points. To create a 20mph zone, it is generally recommended that if speeds are significantly above 20mph, then suitable traffic calming measures should be considered to ensure that low speeds are maintained throughout.
6. Typical traffic calming measures that could be provided if appropriate could include speed tables, speed cushions, pedestrian refuge islands and road narrowing. The principle is that the traffic calming features slow vehicles down to speeds below the 20mph limit, and in this

way the zone becomes 'self-enforcing'

7. In line with many other local authorities, the Council is moving towards the potential wider use of 20mph zones without significant amounts of new traffic calming, but in practice it remains important that each case is considered in its own merits, using adequate technical evidence to support the case.
8. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
9. The results of any possible surveys will be subsequently reported to the Cabinet Member and Ward Councillors and will be considered as part of the process in deciding the most appropriate course of action.
10. "*A box junction approaching the mini roundabout*". Box markings are generally only considered where traffic delays occur due to vehicles blocking a junction and impeding cross flow. The regulations around the use of box markings do not permit their use at roundabouts unless traffic entering the box is controlled by traffic signal at all times. As a result, it is not possible to agree to this suggestion.
11. "*Zebra crossing to be introduced on this busy stretch of road*" As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including forward visibility distances, the lay-out of existing driveways, the width of the footways, the safe provision of a safe area for pedestrians to wait and evidence that there is sufficient demand for pedestrians to want to cross at that point.
12. To summarise, it is recommended that the Cabinet Member meets with petitioners and listens to their concerns and thereafter he may be minded to instruct officers to commission suitable traffic surveys at locations suggested to him by petitioners and their Ward Councillors.

Financial Implications

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.

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

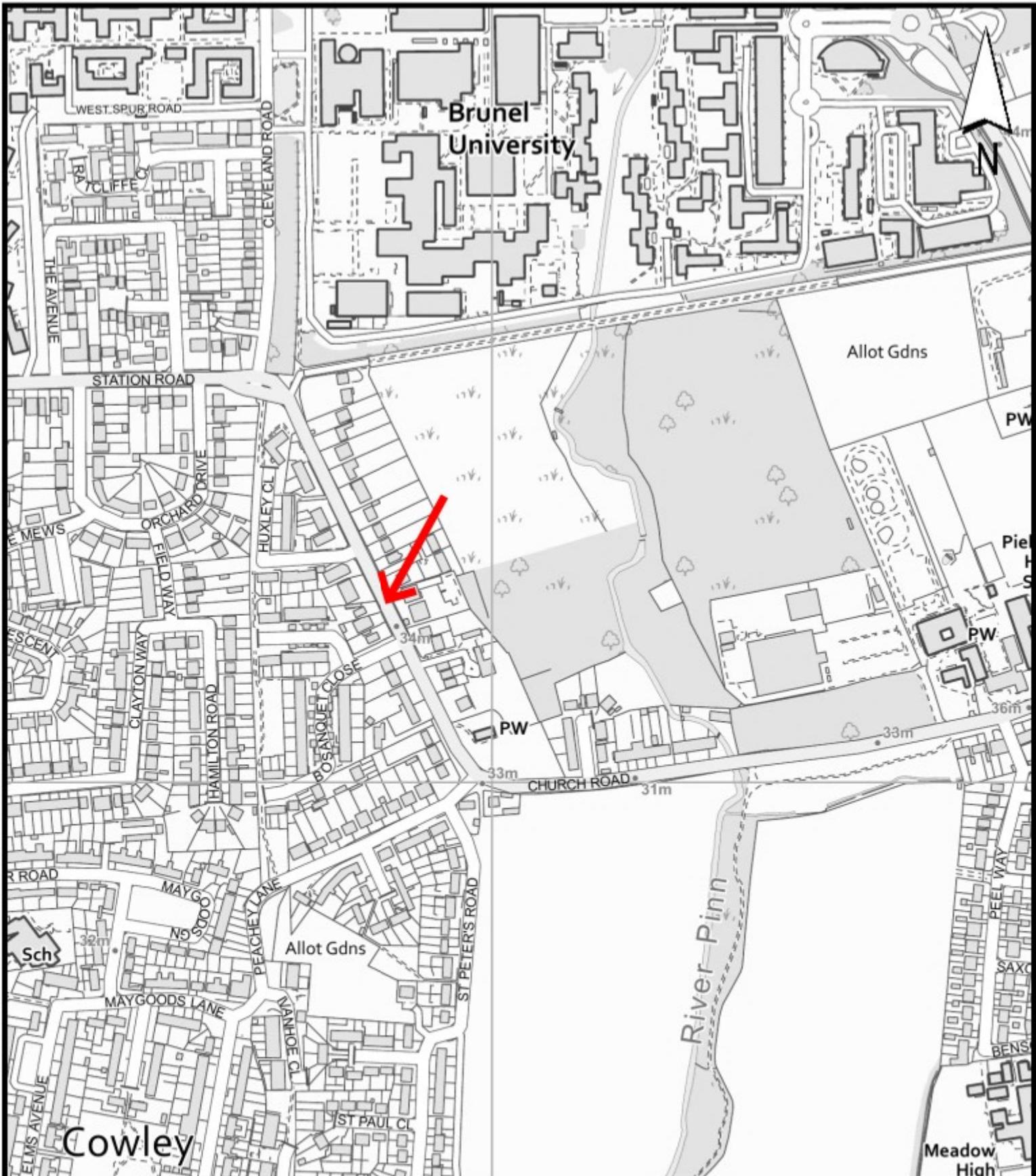
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location Plan



Church Road, Cowley
Location plan

Appendix A

August 2021

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