

Minutes

PETITION HEARING - CABINET MEMBER FOR PUBLIC SAFETY AND TRANSPORT

Wednesday 14 April 2021, 19:00

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



	<p>Cabinet Member Present: Councillors John Riley (Chairman)</p> <p>LBH Officers Present: Steve Austin, Traffic, Parking, Road Safety and School Travel Team Manager David Knowles, Head of Transport and Town Centre Projects Ryan Dell, Democratic Services Apprentice Nikki O'Halloran, Democratic Services Manager</p> <p>Councillors Present: Councillor Nick Denys (Ward Councillor for Eastcote and East Ruislip) Councillor Becky Haggart (Ward Councillor for Eastcote and East Ruislip)</p>	
6.	<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
7.	<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
8.	<p>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED (<i>Agenda Item 3</i>)</p>	Action by
9.	<p>EASTCOTE ROAD, RUISLIP - PETITION REQUESTING ROAD SAFETY MEASURES (BETWEEN SPRING DRIVE UP TO AND INCLUDING WINDMILL HILL ROUNDABOUT) (<i>Agenda Item 4</i>)</p> <p>The Cabinet Member considered a petition from residents requesting urgent safety measures on Eastcote Road. The lead petitioner attended and made the following points:</p> <ul style="list-style-type: none">• <i>The main negative impacts experienced were pedestrian safety concerns and speeding.</i>• <i>The issue of speeding had increased exponentially over the past 18 months, particularly on the 'S' bend and on the straight part of Eastcote Road.</i>• <i>There was also an ongoing concern over the number of, and speed of, HGVs using the road, which meant there were limited</i>	Action by

safe spaces to cross the road (i.e. zebra crossings), which was a concern for the safety of school children.

- The crossing at the Windmill Hill roundabout was considered dangerous, as were narrow pavements and low kerbs. There had been occasions where vehicles had mounted the pavement.
- The 'S' bend often hid pedestrians from vehicles coming round the corner.
- It was noted that the frequency of HGVs using the road had increased over the past 18 months.
- There was a concern regarding the speed and weight of vehicles which it was suggested were causing the shaking of, and cracks within, properties as well as noise and air pollution, often at unsociable hours.
- Residents had counted that HGVs were using the road at a rate of one HGV per minute.
- The petitioner had contacted the companies in question directly, with limited response.
- It was noted that the road may be used by HS2 contractor companies, although HS2 had informed the resident that this road was not a designated route for these vehicles. Contractor vehicles were not displaying HS2 signs on the dashboard, as they were meant to. The petitioner asked the Council to contact HS2 to investigate this.
- Low bridges in South Ruislip was suggested as a reason why some vehicles were using Eastcote Road.
- It was noted that other local Councils had implemented 20mph speed zones near the A40, and that this method of speed reduction could be useful here.
- A speed survey and road re-surfacing were requested as a matter of urgency.

Councillor Denys and Councillor Haggard attended as Eastcote and East Ruislip Ward Councillors, making the following points:

- The officers report was noted.
- It was noted that some re-surfacing works were ongoing.
- Ward Councillors had recently met with the petitioner and visited the road, and confirmed the one HGV per minute rate.
- Heavy HS2 vehicles carrying earth caused noise and potentially cracks in properties to appear.
- The 'S' bend part of the road was of concern as the pavement was small.
- There was a safety concern for children who frequently crossed the road here.
- Some possible actions and solutions were noted:
 - To build up the roundabout to slow traffic;
 - A speed camera on the 'S' bend;
 - Additional signage;
 - A 20mph speed zone;
 - It was noted that traffic lights would not solve the issue, and potentially cause more traffic build up and rat runs.
- It was noted that discussions with HS2 were not the most effective due to alternative priorities (constructing HS2 rather

than resident interests).

- The potential for traffic collisions was noted, as was structural damage, noise and air pollution.

The Cabinet Member noted that there were various possible solutions, such as highlighting the roundabout more clearly; raising the carriageway at the roundabout; vehicle-activated signage (VAS – potentially on either end of Eastcote Road towards the roundabout). It was noted that the Council did not have the authority to implement speed cameras as these involved enforcement and prosecution, and were overseen by a consortium of Transport for London; the Metropolitan Police, Her Majesty's Courts with a watching brief by London Councils.

It was noted that the Council was not presently an active subscriber to the London Lorry Control Scheme (LLCS) as it was previously deemed not cost effective. However, it was noted that the effectiveness may have improved, and the membership fee had now been waived, and the Council was exploring options including potentially re-joining the LLCS.

It was noted that Eastcote Road was a well-used local distributor road, and that the use of delivery vehicles may have increased during the pandemic, especially given that Eastcote Road may have been an easier route than other local roads. Meanwhile the impact of HS2 vehicles was not helpful to the traffic situation.

It was noted that road re-surfacing measures were being looked at currently.

Officers shared Appendix A on screen, noting the re-surfacing of the road between Ruislip High Street and Windmill Hill. Petitioner input as to possible locations for further re-surfacing was suggested.

The point about not being able to implement speed cameras was re-iterated.

It was also noted that additional vehicle-activated signage (VAS) could be implemented at locations to be agreed with the petitioner and Ward Councillors. It was noted that at least four could be implemented between Eastcote and Ruislip.

Traffic surveys were also highlighted to be important as they can record the nature of vehicle type as well as speed and time. Officers noted that they met regularly with HS2, and that it may be contractor vehicles who used non-permitted routes. A recent damaged water main in Breakspear Road South, Ickenham, was also noted and this may recently have caused some vehicles to re-route. A possible video survey was suggested which could be shared with HS2. The petitioner noted that they had some picture evidence of the vehicles using the road.

Officers noted the LLCS and the potential to re-join the scheme. This would enable discussions with the London Councils who administer the

scheme. Eastcote Road was a distributor road so some lorry/ HGV presence would be expected.

'Zebrites' at the existing zebra crossings in Eastcote Road were noted; the Council had been one of the first London local authorities to adopt these.

Speed surveys could potentially provide justification to review the speed limit.

Officers displayed an image of the roundabout at the junction of Eastcote Road, Windmill Hill and Kings College Road on screen, with a number of possible traffic calming features which had been discussed ahead of the Petition Hearing with the Cabinet Member, and noted ongoing discussions with the Cabinet Member regarding such possible solutions including raised tables and bollards on the corners of the roundabout, noting possible cost and drainage implications.

The Cabinet Member also noted the possibility of using coloured road surfaces at the roundabout. The possibility of a raised centrepiece of the roundabout was also noted, which may stop drivers driving over the roundabout, though the implications of this for buses had to be considered and was the key reason why a solid centrepiece island could not be considered. Officers noted that the islands forming the pedestrian crossing locations on each approach to the roundabout were amended 10 years ago, and noted the previous red road surfacing with white markings on the road. Re-painting worn out lines and red surfacing within the hatching was considered advisable.

The potential for extending a nearby 20mph zone was noted, although as Eastcote Road was a major road, it would not be possible to implement this along the whole road. Officers clarified that any change to the speed limit would require consultation with local residents. Officers re-iterated the use of traffic surveys as a reliable speed detection method, with resident and Ward Councillor input. The nature of these surveys was explained.

Ward Councillors noted the potential use of vehicle-activated signage, and noted possible different signage aimed at professional (i.e. contractors) versus casual drivers. Ward Councillors also noted the potential for barriers at the roundabout, and the Cabinet Member confirmed that these were under contemplation.

The Cabinet Member acknowledged the work of the petitioner in collecting traffic data.

RESOLVED:

That the Cabinet Member for Public Safety and Transport:

- 1. Noted and advised all those attending the Petition Hearing of the importance of ensuring that there is to be no discussion of the incident on Friday 25 October 2020 on the basis that there are ongoing police**

investigations;

2. Subject to the provisions of recommendation 1 above, met and discussed with petitioners their request for road safety measures on Eastcote Road, and specifically heard and considered their suggestions, whilst noting actions already in progress;
3. Noted the on-going discussion with London Councils on the effectiveness of the enforcement of the London Lorry Control Scheme and to investigate re-joining the scheme, and noted the helpful testimony from petitioners with regard to one operator of large goods vehicles; and also asked officers to contact HS2 regarding lorry movements;
4. Noted the previous safety measures installed on Eastcote Road, such as Vehicle Activated Signs; a new zebra crossing close to Highgrove Swimming Baths; improved crossing facilities on the roundabout on Eastcote Road where it meets Kings College Road and Windmill Hill, as described in the body of the report;
5. Noted that highway resurfacing has been provisionally programmed for parts of Eastcote Road as advised by the Council's Head of Highway Services;
6. Asked Officers to commission independent '24/7' vehicle speed and volume surveys, at locations agreed with the lead petitioner and Ward Councillors, the results of which will be reported to the Cabinet Member, local Ward Councillors, the emergency services and the lead petitioner;
7. Advised petitioners that 'speed cameras', more formally referred to as 'safety cameras', are not installed by the Council, for reasons set out in the body of the report;
8. Subject to the outcome of recommendation 5 above, and there being no direct implications on the case referenced under recommendation 1 above, asked officers to develop outline costed proposals, both short-term and as appropriate longer term should budgets be available and approved;
9. Noted that any traffic calming scheme involving physical measures and/ or speed limit changes would be subject to a consultation with all affected residents before implementation; and
10. Asked officers to investigate the implementation of

<p>additional vehicle-activated signs; an extension to the nearby 20mph zone from Cuckoo Hill to Highgrove Leisure Centre; and the implementation of the above mentioned alterations to the roundabout.</p> <p>Reasons for decisions</p> <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>	
<p>The meeting, which commenced at 7.00 pm, closed at 7.56 pm.</p>	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell on 01895 25 0636. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.