



HILLINGDON
LONDON



Virtual Petition Hearing - Cabinet Member for Public Safety & Transport

Date: WEDNESDAY, 14 APRIL
2021

Time: 7.00 PM

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

**Meeting
Details:** 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.

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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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Useful information for petitioners attending

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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
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.
- 4 EASTCOTE ROAD, RUISLIP - PETITION REQUESTING ROAD SAFETY MEASURES (BETWEEN SPRING DRIVE UP TO AND INCLUDING WINDMILL HILL ROUNDABOUT)

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EASTCOTE ROAD, RUISLIP - PETITION REQUESTING ROAD SAFETY MEASURES (BETWEEN SPRING DRIVE UP TO AND INCLUDING WINDMILL HILL ROUNDABOUT)

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendices A, B, C, D and E

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting the introduction of road safety measures on Eastcote Road, Ruislip between Spring Drive up to and including Windmill Hill roundabout.
Putting our Residents First	This report supports the Council objective of Our People. The objection to the consultation will be considered in relation to the Council's strategy for road safety.
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 Policy Overview Committee	Residents, Education and Environmental Services
Relevant Ward(s)	Eastcote and East Ruislip

RECOMMENDATIONS

That the Cabinet Member:

1. Notes and advises 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, meets and discusses with petitioners their request for road safety measures on Eastcote Road, and specifically hears and considers their suggestions, whilst noting actions already in progress;

3. Notes the on-going discussion with London Councils on the effectiveness of the enforcement of the London Lorry Control Scheme and the helpful testimony from petitioners with regard to one operator of large goods vehicles;
4. Notes 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. Notes that highway resurfacing has been provisionally programmed for parts of Eastcote Road as advised by the Council's Head of Highway Services;
6. Asks 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. Advises 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, develop outline costed proposals, both short-term and as appropriate longer term should budgets be available and approved; and
9. Notes 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.

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners on their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Council has received a petition submitted by residents signed under the following heading:

"We the undersigned petition Hillingdon Council to urgently implement the following road safety measures – Speed cameras with fines throughout the stretch of road between Spring Drive/ Fore Street and Windmill Hill roundabout junction. – Improvement of design of Windmill Hill roundabout junctions to include severe traffic calming. – Enforce breaches

of the London Lorry Control Scheme throughout this area and stop HGV's tearing through these roads day and night causing noise & vibration disturbance to our homes. – New and improved VAS signage in key stretches of road between Spring Drive all the way to Windmill Hill roundabout. – Renewed road surfacing & fixing of potholes/ drain and gully covers.”

In addition to the above the petitioners have helpfully added a comment as to why they have brought the petition to the Cabinet Member for his consideration which are;

“We call on Hillingdon Council to take note of the road problems in this area (not withstanding a terrible fatal collision on 25 October 2020 in the area) and put together a proposal to make the entire stretch of road safer for residents, pedestrians and other road users as a matter of urgency.”

2. Eastcote Road (B466) is a major east-west route in Hillingdon that links Ruislip to Northwood Hills and Eastcote. Eastcote Road is designated as a Borough secondary distributor road and forms part of the H13 bus route. Although now a mainly residential road, Eastcote Road and Eastcote High Road also have local shops, a busy public house and is a main route for school children. From an 1868 Ordnance Survey map, cartographers showed that what is now Eastcote Road, follows much the same route as it does today so clearly this is an ancient thoroughfare. A location plan is attached as Appendix A to this report.
3. The petitioners have made express reference to a tragic road traffic collision ('RTC') which took place in October last year. This RTC resulted in a loss of life of an infant and serious injury to an adult. Because of the loss of life, officers have met with representatives of the Metropolitan Police for the purposes of accident investigation. The Police are supporting the Coroner and Her Majesty's Courts with the ongoing investigation, and for this reason it is vitally important that both this report and any testimony heard in public at the hearing should avoid direct reference to any pertinent details of this case, in order to avoid the potential risk of prejudicing any of these investigations. Clearly this is important to all key people involved, including the family of the deceased as well as anyone implicated in the event itself.
4. Having said this, it will not prejudice these investigations by disclosing that in the opinion of the Police investigating officer, the physical layout and condition of the highway at the site of the RTC were not contributory to the incident itself. This is not stated to imply that there are no improvements which could or should be made to the junction, only to clarify that the road layout was not relevant to this particular RTC.
5. Within the petition residents have raised several issues and suggestions, so perhaps it would be useful to provide the Cabinet Member with some information and commentary on each point as submitted (each point reproduced below in italics), in addition to the submission he will hear from the lead petitioner and Ward Councillors. Comment has also been included on the basis of a further submission that the petitioners helpfully provided.

“Speed cameras with fines throughout the stretch of road between Spring Drive/ Fore Street and Windmill Hill roundabout junction”.

6. 'Speed cameras' (more correctly 'safety cameras') are not installed or operated by the Council but instead by a consortium made up of Transport for London, the Metropolitan Police, Her Majesty's Courts with a watching brief by London Councils. The key reason for this is because as speeding is an endoresable offence, with the potential of prosecution, a fixed penalty and/ or points on the licence, only the Police have the necessary enforcement powers required.

7. Such safety cameras that are introduced in Greater London are, as a rule, only considered by TfL and their partners where there is already a high incidence of what are termed 'KSIs', an abbreviation which means 'killed or seriously injured'. The basis for such analyses are controlled by TfL and are designed to limit the use of such cameras to sites with the highest numbers of severe RTCs. There is a common misperception that any penalty notices that arise from either fixed or mobile cameras bring revenue to the Council; this is not the case.
8. Although safety cameras are not within the gift of the Cabinet Member to provide, the Council does have access to other speed deterrent devices, which are described later in this report. It is important to appreciate, however, that those devices do not have any enforcement function.

"Improvement of design of Windmill Hill roundabout junctions to include severe traffic calming."

9. As mentioned previously in the report, Eastcote Road is designated as a Borough secondary distributor road where one would expect commercial traffic to pass through. Residents have asked for '*severe traffic calming*' and this could take many forms. Traffic calming can take a number of forms and it may be helpful to comment briefly on some of the more common types and their suitability or otherwise.
 - **Round-topped speed humps**, often referred to colloquially as 'Sleeping Policemen': Like most local authorities throughout the United Kingdom, the Council no longer installs these most severe types of transverse vertical deflections. They would be in any case unsuitable for this type of road which carries a significant volume of traffic;
 - **Flat-topped speed tables**: in suitable circumstances these may be considered, although they do not always prove popular with residents living alongside them. They can also have an adverse impact on emergency vehicle response times. They do remain, however, quite an effective tool and by way of example this type of traffic calming feature may be found in nearby Park Avenue, where residents originally lobbied for them. A more substantial traffic calming feature of this type can be created by raising the surface of an entire side road junction or even the whole junction (but often drainage considerations add to the costs involved in such radical changes);
 - **Speed cushions**: these are as the name implies roughly square rectangular raised features that broadly resemble speed tables but have gaps to allow cyclists and emergency response vehicles to pass over or between them relatively unhindered. They also have the benefit of little adverse impact on highway drainage. They are however less effective in terms of reducing lorry volumes or speeds;
 - **Chicanes and similar horizontal deflections**: seldom used in modern urban situations; they are visually intrusive, remove kerb side parking space, interfere with accesses and can encourage slalom driving behaviours;
 - **Traffic islands, including pedestrian refuges**: these can often have a dual purpose in that they serve to reduce the speed of passing traffic. They do however have to be carefully positioned to avoid conflicts with driveways and other on-street features;
 - **Zebra crossings and Signal controlled crossings**: pedestrian crossings by their very nature interrupt traffic flows and can have a traffic calming effect. Signal controlled crossings are the responsibility within Greater London of Transport for London (TfL) which owns, installs, operates and maintains over 6,000 sets of such equipment across London. They can prove to be a mixed blessing as they can lead to significant traffic delays and of course add to street clutter;

- **Signed-only speed limits:** in suitable situations, it is increasingly common to see 20mph speed zones where there is little or no physical traffic calming, and such a scheme is reliant on speed limit signs alone. Despite their widescale use, they should ideally be used in certain appropriate circumstances (e.g. a network of residential side roads) and not in cases where their effectiveness is governed entirely by the levels of speed enforcement by the Police;
 - **Antiskid road surface treatments:** where it proves necessary to enhance stopping distances – such as on the approaches to a busy junction or a pedestrian crossing – then a specially applied skid-resistant surface can be applied. There are nevertheless costs and ongoing maintenance considerations with such measures;
 - **Carriageway markings:** the careful use of markings that narrow the perceived carriageway width may sometimes be appropriate;
10. It should be noted that where traffic calming measures have been installed on roads with relatively high volumes of commercial traffic, residents close to the engineering features have sometimes complained of an increase in noise levels as some drivers of these commercial vehicles are alleged not to slow down as much as cars and motorcycles tend to.
11. The Council previously undertook investigations into the Windmill Hill/ Kings College Road junction and these included independent assessments of the viability of a number of options, including full signalisation of the junction. Signalisation was found not to be viable because of the severe impact that such a scheme would have on general traffic flows through the junction in all directions. Opportunities to alter the geometry of the junction are also severely constrained by the adjacent properties and their driveways.
12. Notwithstanding this, the geometric design of the roundabout at the junction of Windmill Hill and Kings College Road was reviewed and the entry deflection amended. In simple terms this means that the shapes of the pedestrian islands were changed to narrow down the approaches, thereby reducing the pedestrian crossing distances (making it safer for people crossing the road at these points) and also making approaching traffic travel at a slower speed and be better aligned as it approached the give way lines.
13. At the same time, a more substantial alteration was considered and costed, comprising raising the entire circular area of the roundabout (not just the centre ‘ghost island’) which would have created ramped approaches for traffic (thereby reducing speeds) but with the need for careful design to avoid causing problems for turning buses and also unwelcome drainage problems, especially on the Windmill Hill – Kings College Road axis. After consideration of these proposals the Cabinet Member at the time decided on balance that the considerable costs were not fully justified, and he decided to keep the matter under review. It should also be noted that at that stage there had not been a petition of the nature of the one under present consideration.
14. With regard to Eastcote Road in general, as defined by the petitioners (i.e. the section from Spring Drive/ Fore Street to Windmill Hill/ Kings College Road), the Council has previously installed Vehicle Activated Signs (VAS) and other warning signs along the road, a zebra crossing was provided close to Lidgould Grove and the existing zebra crossing at Black Horse Parade had the old Belisha Beacons upgraded with the special more conspicuous ‘Zebrite’ halo type beacons. These provide a ring of focused, directional flashing amber LED lights which make the crossing far more conspicuous to approaching drivers. This can be especially beneficial on long, straight tree-lined routes as is the case in this section of Eastcote Road.

“Enforce breaches of the London Lorry Control Scheme throughout this area and stop HGV’s tearing through these roads day and night causing noise & vibration disturbance to our homes.”

15. Subsequent to the submission of their petition, petitioners provided some informative correspondence which they had had with the operator of a well-known grocery home-delivery service. The essence of the dialogue was that the route used by this business, the operations centre of which is based in Stonefield Close (Victoria Road, South Ruislip) sometimes passed through Eastcote Road. Petitioners had noticed the frequency of large HGVs from this business passing by their homes at various times and causing disturbances, and the petitioners had accordingly sought to engage directly with the company concerned.
16. In a letter received by petitioners from this company, and subsequently shared with officers, the company’s Senior Complaints Handler had commented on the limitations on movements of taller fleet vehicles caused by the low rail overbridges on the Central Line/ Chiltern Line, which cross Station Approach at South Ruislip Station and also Field End Road south of Somervell Road in South Harrow. These low bridge constraints are well known to the Council and indeed routes for over-sized vehicles between the A40 and the South Ruislip industrial area (where the business in question is based) are complex as a consequence.
17. In the correspondence from the business, reference is made to the London Lorry Control Scheme (LLCS) which the petitioners have also explicitly referenced in their petition. The Cabinet Member may be aware that at present, the Council is not an active subscriber to the LLCS, having taken a decision in 2003 to withdraw on the basis of a perceived lack of enforcement in return for the membership fees levied at the time. The Cabinet Member will also be aware that officers have recently engaged with London Councils (who administer the LLCS) as assurances have been given that enforcement has improved, and at the same time the fee has been waived for all LLCS members.
18. Although it is not possible to cover the topic in detail in this present report, it is worth noting that the LLCS does not operate on every single road in Greater London which carry heavy goods traffic. The LLCS is designed to regulate the movement of heavy goods vehicles over 18 tonnes maximum gross weight on weekdays between 9pm and 7am and weekends from 1pm Saturday to 7am on Monday. The Traffic Order is designed to ensure that goods vehicles over 18 tonnes cannot use those roads controlled by the Order during these times without prior permission. The aim is to help minimise noise pollution in residential areas during unsocial hours.
19. It should be noted that of the 18 roads defined in the LLCS Order within Hillingdon, none are specifically in the vicinity of Eastcote Road, although it is likely that some major roads in nearby Harrow are covered. The Cabinet Member may wish to ask officers to take on board the helpful information provided by the petitioners as part of the Council’s fresh dialogue with London Councils.
20. It should also be noted that should the Cabinet Member choose to instruct officers to commission a series of independent traffic surveys, these will provide an indication not only of the speeds of traffic passing through but also the times of day and the type and size of all the vehicles, thereby providing a clear picture of the proportion of larger HGVs and the times at which they are using Eastcote Road.

“New and improved VAS signage in key stretches of road between Spring Drive all the way to Windmill Hill roundabout.”

21. As mentioned above, a device which the Council has used in several locations to improve road safety and speed limit compliance is the 'vehicle activated sign' (VAS) which flashes a warning to any approaching driver who is travelling in excess of the posted speed limit. The Council has been investigating the possible purchase of some of the latest technically superior signs of this type with a view to deploying them across the Borough at suitable sites.
22. In view of the request from petitioners the Cabinet Member may be minded to ask officers to review options for VAS along this section of road and other warning signs and to report back to him.

"Renewed road surfacing & fixing of potholes/drain and gully covers."

23. The Council's Head of Highway Services has been consulted in light of the petitioners' concerns and has advised that:

'Roads and footways for inclusion in the Council's planned annual programmes of resurfacing or reconstruction are prioritised primarily on their structural condition, based on independent surveys undertaken in accordance with the UKPMS national standard (United Kingdom Pavement Management System). We currently survey 100% of all roads and footways in the Borough every two years, most recently in 2019 which included the road surface in the area highlighted in the petition.'

In addition to the condition data, other relevant factors may also include results of highway routine safety inspections; insurance claims; road traffic accidents; proximity to schools; member, resident and petition requests. We have commissioned independent specialist consultants to carry out condition assessments on all roads in the Borough in 2021/ 2022. This survey together with technical assessments will inform future maintenance decisions and consideration of future carriageways planned works programmes.'

Nevertheless, Eastcote Road from St Martin's Approach to Windmill Hill including the approach to the roundabout has been added to the list for consideration in the Phase 1 2021/ 2022 planned works programme, subject to requisite approvals. The scope of works would include 100mm minimum carriageway plane and surfacing, regulating course, edge restraint comprising kerbing and/ or channels where appropriate to improve drainage'.

24. In addition to the above, the Cabinet Member may also wish to note that resurfacing has already been carried out in Windmill Hill including the approaches to the roundabout at its junction with Eastcote Road.
25. In conclusion, therefore, the Cabinet Member may wish to meet petitioners and discuss with them their concerns and the various options which may be open to him. Information in this report will at the same time be of use to help advise the Cabinet Member and petitioners on what has been done and what may be feasible.
26. Subject to the outcome of these discussions and if considered appropriate, the Cabinet Member may be minded to ask officers to commission independent 24/7 traffic and speed surveys at locations agreed with petitioners and the local Ward Councillors. As noted several times in the report, such survey information may be beneficial for a number of purposes.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of between £80 and £85 per location which can be funded from existing revenue budgets. If works are subsequently required, suitable funding will also be identified existing from revenue budgets within the Road Safety Programme.

RESIDENT BENEFIT & CONSULTATION

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

The recommendations will allow the concerns of petitioners to be considered in detail.

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 legal implications for the proposal to discuss with petitioners their request for a traffic calming measures as set out in this report, which amounts to an informal consultation. A meeting with 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.

In considering the residents' response, decision makers must ensure there is full consideration of all representations arising including those that do not accord with the officer recommendation. The decision maker must be satisfied that response 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 the time.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None.

BACKGROUND PAPERS

NIL.

TITLE OF ANY APPENDICES

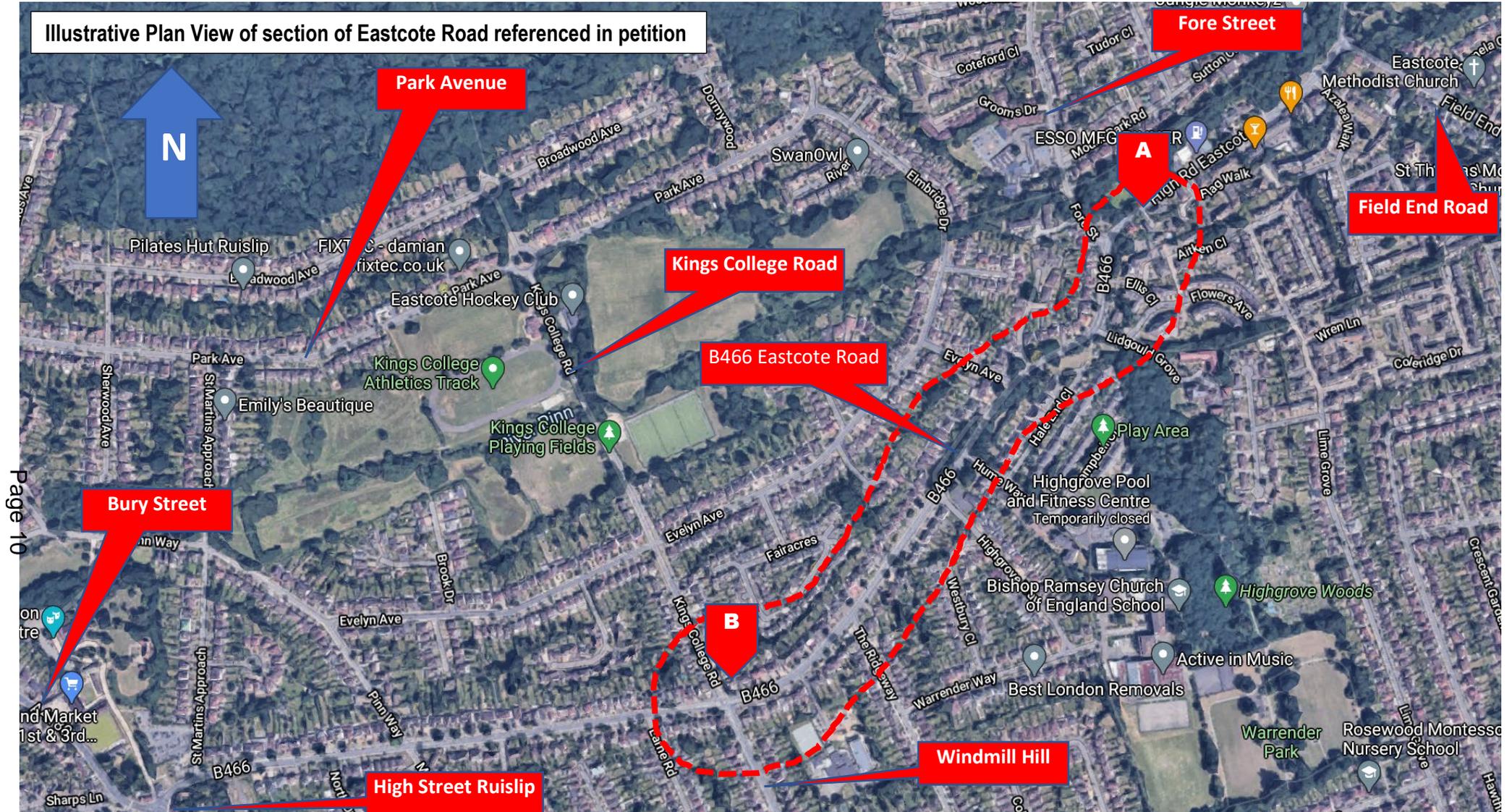
Appendix A – Location plan

Appendix B – Eastcote Road – Spring Drive to Evelyn Drive

Appendix C – Eastcote Road – Evelyn Drive to The Ridgeway

Appendix D – Eastcote Road – The Ridgeway to Windmill Hill/ Kings College Road

Appendix E – Views at Junction of Eastcote Road, Windmill Hill and Kings College Road



Illustrative Plan View of section of Eastcote Road referenced in petition

Page 10

PETITION TO THE COUNCIL - Request For Urgent Safety Measures On Eastcote Rd (Between Spring Drive & Windmill Hill Roundabout) [Title: Road Safety Measures urgently needed - Eastcote Road (between Spring Drive up to and including Windmill Hill roundabout) Statement: We the undersigned petition Hillingdon Council to urgently implement the following road safety measures: - Speed cameras with fines **throughout the stretch of road between Spring Drive/ Fore Street A and Windmill Hill roundabout junction.** - **B** Improvement of design of Windmill Hill roundabout junctions to include severe traffic calming. - Enforce breaches of the London Lorry Control Scheme throughout this area and stop HGV's tearing through these roads day and night causing noise & vibration disturbance to our homes. - New and improved VAS signage in key stretches of road between Spring Drive all the way through to Windmill Hill roundabout. - Renewed road surfacing & fixing of potholes/ drain and gully covers. Justification: We call on Hillingdon Council to take note of the road problems in this area (notwithstanding a terrible fatal collision on 25th Oct 2020 in the area) and put together a proposal to make the entire stretch of road safer for residents, pedestrians and other road users as a matter of urgency.



Page 11



Page 12

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Page 13

BELOW - VIEWS AT JUNCTION OF EASTCOTE ROAD, WINDMILL HILL AND KINGS COLLEGE ROAD

BELOW - VIEW 1: LOOKING WEST TOWARDS RUISLIP, WITH WINDMILL HILL ON THE LEFT AND KINGS COLLEGE ROAD AT RIGHT



BELOW - VIEW 2: LOOKING TOWARDS EASTCOTE, WITH KINGS COLLEGE ROAD ON THE LEFT AND WINDMILL HILL AT RIGHT



BELOW - VIEW 3: LOOKING SOUTH ACROSS JUNCTION FROM KINGS COLLEGE ROAD TOWARDS WINDMILL HILL



BELOW - VIEW 4: LOOKING NORTH ACROSS JUNCTION FROM WINDMILL HILL TOWARDS KINGS COLLEGE ROAD

