



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Public Safety & Transport

Date: WEDNESDAY 9 MARCH
2022

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: Tuesday 1 March 2022

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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

Useful information for petitioners attending

Travel and parking

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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	7.00pm	Swakeleys Drive, Ickenham - Petition Requesting A 20mph Speed Limit And Rat Run Traffic Filtering On Swakeleys Drive / Court Road	Ickenham	1 - 6
5	7.20pm	Rickmansworth Road, Harefield - Petition Requesting A Zebra Crossing Or Pedestrian Island	Harefield	7 - 12
6	7.40pm	Bedford Road, Ruislip- Petition Requesting A Residents' Only Parking Permit Scheme	South Ruislip	13 - 18

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SWAKELEYS DRIVE, ICKENHAM - PETITION REQUESTING A 20MPH SPEED LIMIT AND RAT RUN TRAFFIC FILTERING ON SWAKELEYS DRIVE / COURT ROAD

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 an e-petition from residents requesting the consideration of a 20mph speed limit and rat run traffic filtering on Swakeleys Drive / Court Road, 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 £425 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 & Transport:

- 1) Meets with petitioners and listens to their request for traffic calming and rat run traffic mitigation on Swakeleys Drive / Court Road, Ickenham;
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 automated traffic counts at locations along Swakeleys Drive and Court Road as agreed with petitioners;
- 3) Subject to the outcome of (2) above, asks officers to consider as appropriate the request for traffic calming and rat running mitigation on Swakeleys Drive / Court Road, Ickenham.

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 117 signatures has been received by the Council.
2. The petition states the following: *'We the undersigned petition Hillingdon Council to implement a 20 mph speed limit plus traffic/modal filtering measures on Swakeleys Drive and Court Road, to prevent the endemic speeding and rat-running of vehicles using these roads. **Justification:** These roads are used as a rat-run to/from Long Lane at various times of the day and as such the drivers have no regard for the safety of residents, pedestrians or other road users frequently reaching between 40-60 mph on certain stretches. The chances of a life-threatening injury stemming from collision at those speeds on a residential street are effectively guaranteed. The blatant risk is further highlighted during school hours with both roads forming major walking/ cycling corridors for Vyners and Douay Martyrs schools. Local residents are concerned about pulling in or out of their driveways safely, the safety of their families and neighbours of all ages. A 20 mph speed limit and traffic/ modal filtering would be a low-cost solution to dramatically improve the safety of the roads for all concerned whether they be commuting, walking or cycling to school, visiting neighbours/friends or simply out to exercise. Numerous examples across the borough, city and indeed the country show that 20 mph is the appropriate speed limit for a residential street. Transport for London (in its 2018 Vision Zero Action Plan) is actively campaigning for 20 mph (rather than 30 mph) to become the default speed limit in urban areas, something which is now the case in 58% of local authorities across Greater London. Since they were introduced in the UK during the 1960's, traffic/modal filters have been consistently proven to reduce life-threatening injuries on and around roads by removing the possibility of rat-running and speeding whilst not impeding access for local residents or adversely increasing traffic on surrounding roads.'*
3. Swakeleys Drive is a mainly residential road which runs between Warren Road and Long Lane. Court Road is a residential road running between Swakeleys Drive and Long Lane. Both roads currently have a 30mph limit denoted by the presence of street lighting.
4. Although neither road has a direct school entrance the area is highly used by pupils travelling to and from Douay Martyrs and Vyners Secondary Schools. The schools have a combined student population of around 2,433. The pupils aged 11 – 18 years of age tend

to travel themselves or with friends. Swakeleys Drive also provides access to Swakeleys Park, a keen green space primarily serving local residents.

5. The petition touches upon the Transport for London (TfL) Vision Zero policy which is the '*ambition to eliminate death and serious injury from London's transport network by 2041*'. A review of the most recent five-year accident data for this site shows a total of two slight personal injury accidents on Swakeleys Drive and two slight personal injury accidents on Court Road. The recorded accidents do not take into account vehicle only damage collisions or near misses.
6. The petition suggestions measures such as a 20mph speed limit or traffic modal filters. Traffic modal filters are either physical or camera-enforced closures of a section of road to restrict vehicles cutting through the area, access would be maintained for cyclists and pedestrians. These are just some of the methods which can be used to reduce traffic speeds and discourage rat running. The most appropriate traffic calming measures for an area are considered based on a number of factors, including but not limited to traffic levels; vehicle classification; speeds and typography.
7. The Cabinet Member will be aware that some local authorities have introduced such measures as 'modal filters' and 'Low Traffic Neighbourhoods' (LTN for short); clearly such measures, which limit through traffic, also affect local residents just as they can govern rat-running, and in some cases have proved controversial due to the understandable wide range of views. With this in mind, it would be very important to gauge the true level of support within the community for any broad measures of this kind. Survey work and further consultation will therefore be important further steps before consideration of further action.
8. In order to consider the concerns raised by the petitioners, the Cabinet Member may be minded to ask officers to commission a set of 24/7 speed classification surveys on Swakeleys Drive and Court Road. The locations to be surveyed could be identified with the assistance of the petitioners and their Ward Members at the meeting. In order to gain a comprehensive survey of the area, it is suggested three locations are identified on Swakeleys Road and two on Court Road.
9. Subject to the outcome of the traffic surveys, the Cabinet Member may be minded to instruct officers to review potential options to improve the road safety in the area. These considerations would need to take into account highways constraints, existing restrictions, and such. The outcome of these considerations would then be discussed with the Cabinet Member to decide on the most appropriate way forward.
10. Should a potential scheme result from this process, there would need to be appropriate public consultation with residents.
11. In conclusion, it is recommended that the Cabinet Member invites the petitioners to meet with him and set out the nature of their concerns, together with an indication of the kind of interventions that they feel that they and their neighbours in Swakeleys Drive and Court Road might be prepared to support.

Financial Implications

The cost associated with the recommendations to this report is £425 and 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.

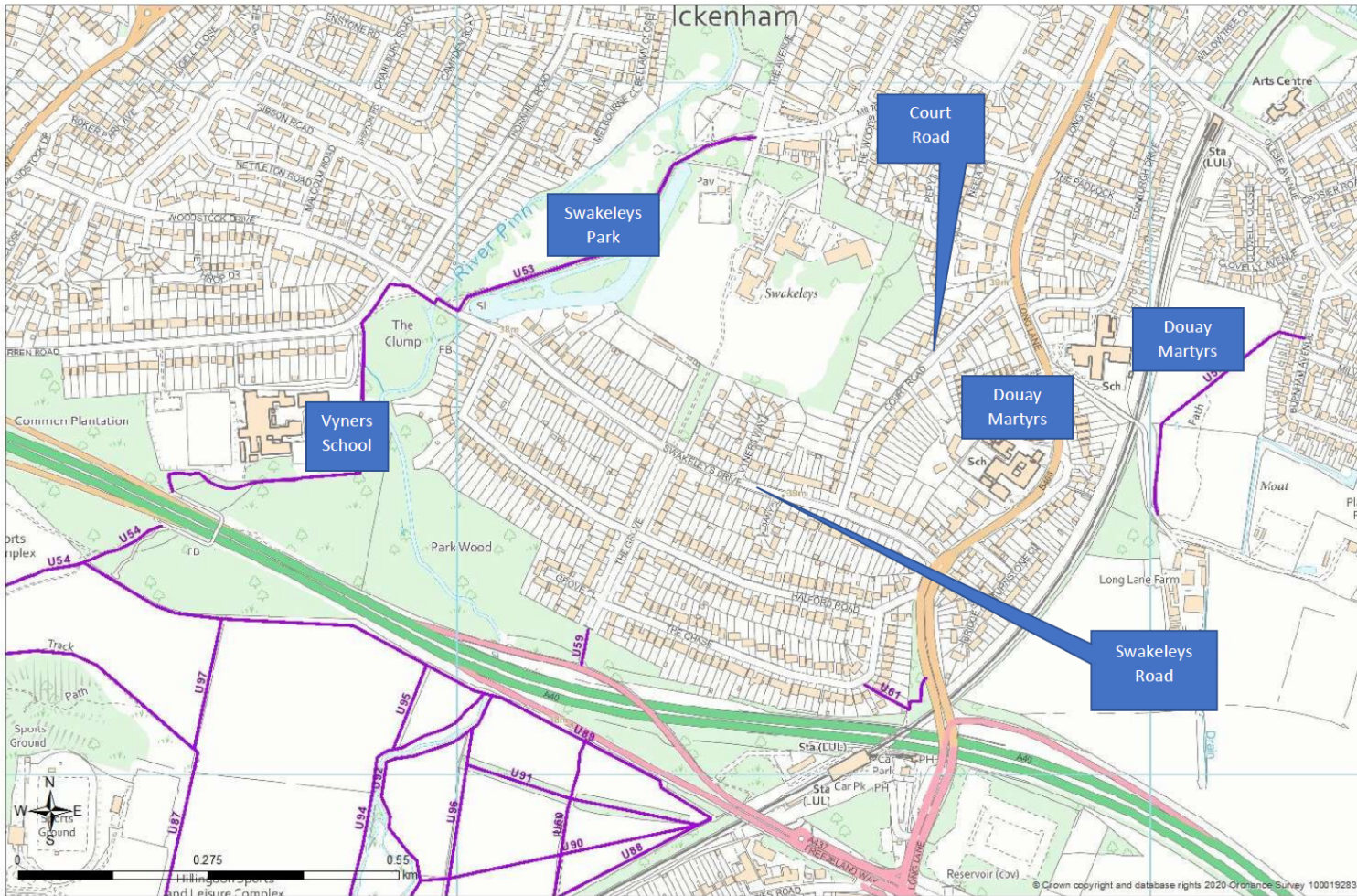
BACKGROUND PAPERS

Petition received

APPENDIX A - LOCATION PLAN

Swakeleys Drive / Court Road

Page 5



Map Notes

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RICKMANSWORTH ROAD, HAREFIELD - PETITION REQUESTING A ZEBRA CROSSING OR PEDESTRIAN ISLAND

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 received from residents who mainly live in Harefield requesting the installation of either a zebra crossing or pedestrian island close to the Baptist Church on Rickmansworth Road, Harefield.
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	The estimated cost associated with the recommendations to this report is £600 and will be managed within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Road Safety and Transport Select Committee
Relevant Ward(s)	Harefield

RECOMMENDATIONS

That the Cabinet Member for Planning and Transportation:

1. meets with petitioners and listens to their request for either a Zebra Crossing or pedestrian island on Rickmansworth Road, Harefield close to the Baptist Church.
2. subject to the outcome of the above, asks officers to undertake 24/7 speed and traffic surveys on Rickmansworth Road.
3. subject to the above, also considers asking officer to commission a specialist company to undertake an assessment of pedestrian crossing demand at the location suggested 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 114 signatures has been submitted to the Council mainly from residents of Harefield signed under the following heading:
 - a. *"We the undersigned would like to request a Zebra Crossing/traffic island to be installed opposite the Baptist Church on Rickmansworth Road, Harefield.*
 - b. *It is increasingly difficult and dangerous to cross this busy road and to get to the Baptist Church, the Hospital, Taylors Meadow, The Bowls Club, Barden Court, Hall Drive, and the bus terminal inside the hospital grounds. The majority of residents in this area are either elderly or disabled"*
2. In an accompanying letter submitted with the petition, the lead petitioner provided additional helpful information as attached below:

Please find enclosed a petition signed by residents of Harefield, mostly by those living in the close vicinity of Rickmansworth Road.

It has become increasingly difficult to cross the road near the Baptist Church on Rickmansworth Road or from Sanctuary Close. Most of the residents in this area are elderly or disabled. Barden Court is the older persons home in Hall Drive and the bungalows on this road are mostly residents from an older group of people. As you can see, they have signed the petition. People who try to cross the road on this part of Rickmansworth Road are in danger due to cars speeding around the corner from Rickmansworth and those gathering speed from the village. Residents who attempt to cross the road are either heading to Harefield Hospital, the Bowls club or are attempting to get the U9 bus parked in the hospital. Trying to get to the Baptist Church from the other side of the road (Sanctuary Close) is also very difficult. Also, for children trying to get to Taylors Meadow for football or residents of Sanctuary Close, crossing is really dangerous. I have noticed there is a dropped pavement near Hal Drive entrance, but it is not at all safe to cross there and a crossing would be better sited near the Post Box and the corner leading to the Baptist Church.

There have been several incidents of near misses which is why a Zebra Crossing or Traffic Island is needed as a matter of urgency.

I would be grateful if you could look into this for us, our Councillor Jane Palmer is aware of this petition, and it has been signed by the Police and member of the Harefield Tenants Association. It has also been signed by members of the Bowls Club next to Taylors Meadow.”

3. Rickmansworth Road, as the name would suggest, is a key route between Harefield Village and Rickmansworth Town Centre to the north. The southern end of Rickmansworth Road forms part of the U9 bus route that operates between Uxbridge Station and its termination point at Harefield Hospital. Rickmansworth Road appears to be served by two other bus services the R1 and R2 which are operated on behalf of Hertfordshire County Council. As you leave Harefield Village and just to the north of Hall Drive the speed limit changes from 30mph to national speed limit. The road from that point has a distinctly rural feel to it particularly coming from the Rickmansworth direction.
4. Petitioners have suggested two possible options they would like to see at this location to improve pedestrian safety when crossing Rickmansworth Road. There are many types of crossing that can be considered where there is sufficient pedestrian demand and the circumstances are appropriate, the latter including the layout and type of road, the availability of sufficient room on the carriageway and adjacent footways, and the last but not least the traffic volume and speed.
5. Petitioners have suggested a possible Zebra Crossing which as the Cabinet Member will be aware are covered by a Statutory Instrument laid out in Parliament and has nationally prescribed design standards with it. These include statistical formulae which require the consideration of the data previously described. It should be noted that a Zebra Crossing involves the introduction of two or more flashing Belisha Beacons which experience has shown can be perceived as a nuisance to those living nearby. In addition, the design of any new formal crossing of this kind must take account of any existing access onto the highway (e.g. a driveway) to avoid safety conflicts between pedestrians and drivers manoeuvring nearby. Notwithstanding the legal process involved and the requirements set out above, the introduction of a Zebra Crossing can be a complex and lengthy process.
6. Alternative pedestrian crossings which usually compromise dropped kerbs, tactile paving a traffic island refuge and illuminated beacon are in some ways easier to implement. Although many of the considerations highlighted previously apply to this type of arrangement, this is perhaps a more typical provision for a site of this kind, catering for the likely levels of pedestrians using the crossing. Forward visibility in both directions for any options mentioned appears to be more than adequate due to the alignment of Rickmansworth Road.
7. In conclusion, as a result of the petition raised by residents the Cabinet Member may be minded to instruct officers to instruct officers to commission 24/7 Automatic Traffic Counts on Rickmansworth Road and possible pedestrian counts. The data captured and the testimony of petitioners will help inform the investigations into the possibility of improved crossing facilities close to the Baptist Church on Rickmansworth Road, Harefield.

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 £85 per location, which will be managed within existing revenue budgets for the Transportation Service. The cost of commissioning pedestrian counts is estimated to be in the region of £600, subject to obtaining quotes from appropriate specialist companies. If works are subsequently required, suitable funding will be identified.

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

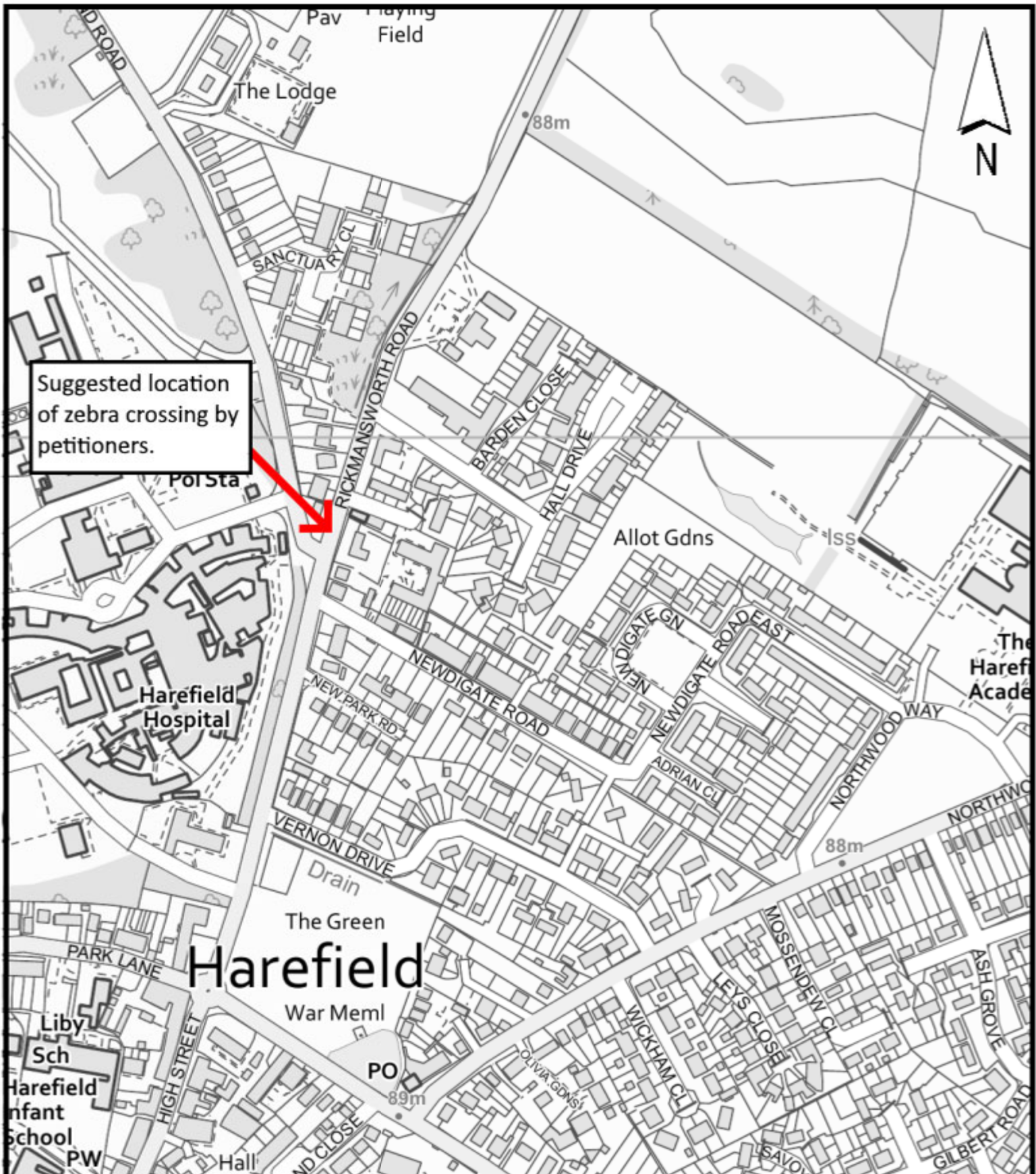
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Rickmansworth Road, Harefield
Location plan

Appendix A

February 2022

Scale 1:4,000

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BEDFORD ROAD, RUISLIP - 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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Bedford Road, Ruislip requesting the introduction of a residents' permit parking scheme.
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 for on-street parking controls.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Public Safety and Transport Select Committee
Relevant Ward(s)	South Ruislip

RECOMMENDATIONS

That the Cabinet Member for Planning and Transportation:

- 1. meets with petitioners and listens to their request for a residents' permit parking scheme in Bedford Road, Ruislip.**
- 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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

- 1) A petition with 25 signatures has been submitted to the Council from residents of Bedford Road, Ruislip signed under the following heading:

“Parking Permit”

Although little additional information has been provided it is assumed that petitioners are requesting the introduction of a residents’ permit parking scheme, but this can be clarified through discussions with residents.

- 2) Bedford Road is a mainly residential road with a mixture of terraced houses and maisonettes. Many of the terraced houses appear to benefit from off-street parking provision and there are many dropped kerbs along the road which limits the amount of available kerbside space for parking. A plan of the area is attached as Appendix A.
- 3) Bedford Road is a short walk to Ruislip Gardens underground station which provides easy access to central London. The local shopping parade, school and other local community amenities are all just a short walk away.
- 4) As the Cabinet Member will be aware, a section of Bedford Road between its junctions with West End Road and Trevor Crescent already benefits from a Parking Management Scheme which operates every day between 9am and 5pm.
- 5) It is recommended that the Cabinet Member discusses with petitioners their request for *“Parking Permit”* and, if appropriate, asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation with residents on including them in a possible extension to the existing Parking Management Scheme.

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 on Bedford Road, 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.

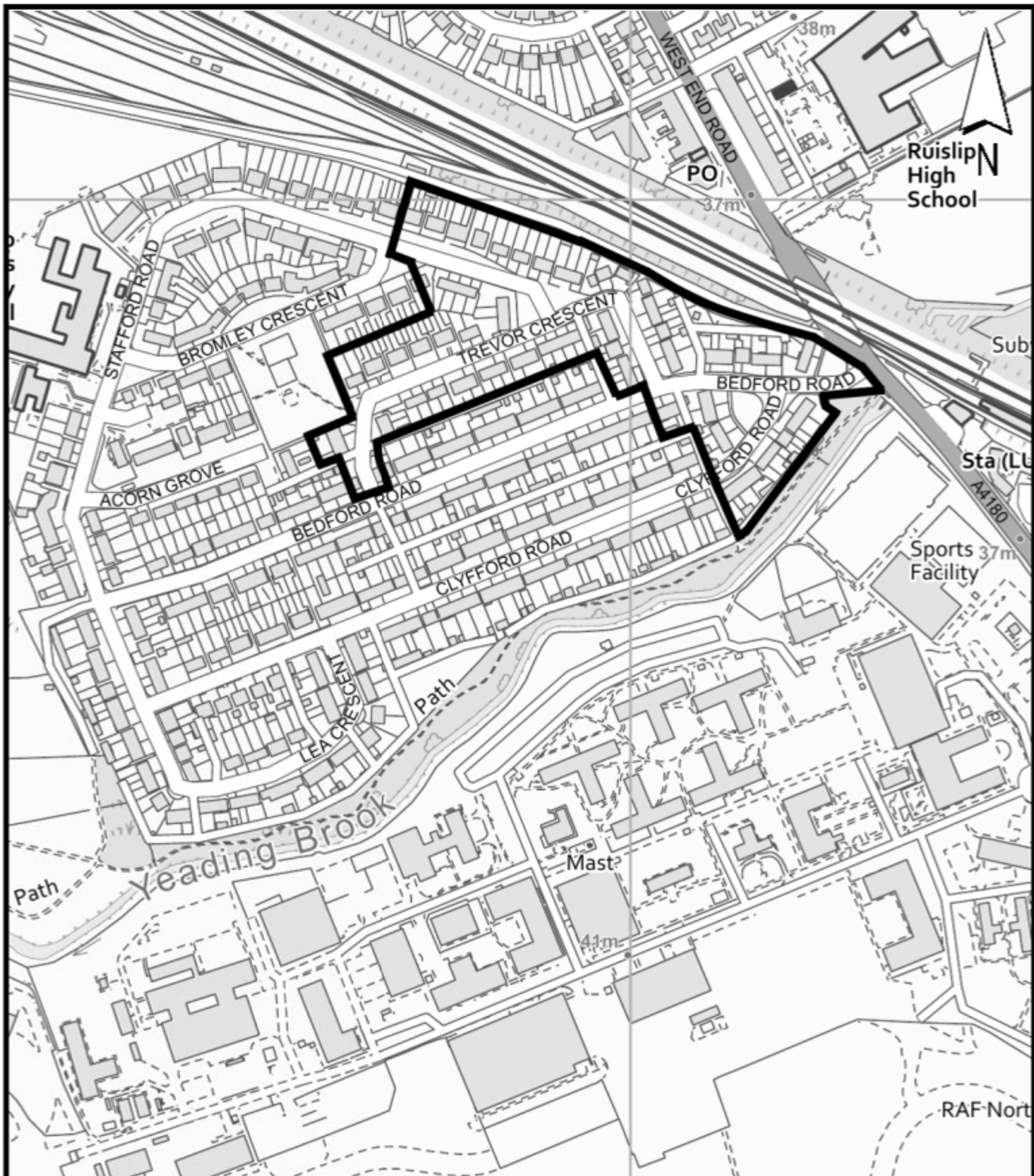
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan

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Bedford Road, Ruislip Location plan

Appendix A

January 2022
Scale 1:4,000



Nearby extent of the Ruislip Gardens
Parking Management Scheme

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