



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Property, Highways & Transport

**Date:** THURSDAY, 6 OCTOBER  
2022

**Time:** 7.00 PM *(see agenda for  
specific petition start times)*

**Venue:** COMMITTEE ROOM 6 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting  
Details:** Members of the Public and  
Media are welcome to attend.

You can view the agenda  
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use a smart phone camera  
and scan the code below:



## Cabinet Member hearing the petition(s):

Councillor Jonathan Bianco, Cabinet  
Member for Property, Highways &  
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:** Wednesday 28 September  
2022

**Contact:** James Jones

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**Putting our residents first**

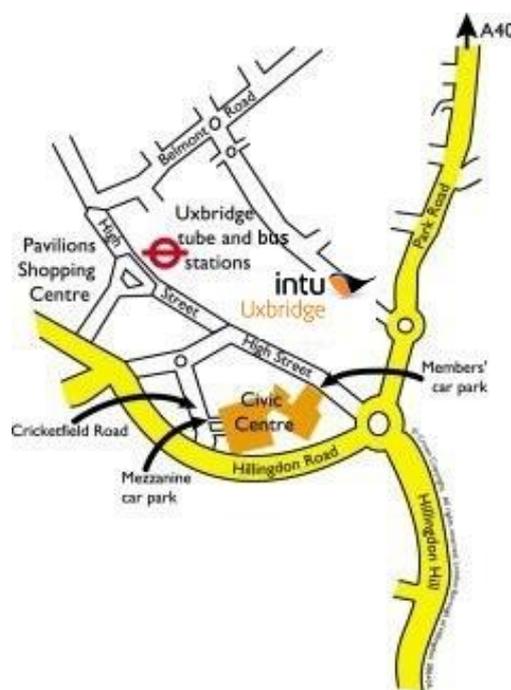
Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

# Useful information for petitioners attending

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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:

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	19:00	Petition Requesting Traffic Calming Measures on Warwick Road	West Drayton	1 - 8
<b>5</b>	19:15	Petition Requesting for Traffic Calming Measures on Howlett's Lane	Ruislip	9 - 14
<b>6</b>	19:30	Petition Regarding Parking at St Anselm's Road Disabled Car Park	Hayes Town	15 - 26
<b>7</b>	19:45	Petition Requesting Speed Control Measures on Mahlon Avenue	South Ruislip	27 - 32
<b>8</b>	20:00	Petition Requesting Speeding Measures on Hercies Road and Honeycroft Hill	Uxbridge	33 - 38

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## WARWICK ROAD, WEST DRAYTON - PETITION ASKING THE COUNCIL FOR TRAFFIC CALMING MEASURES

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Steven Austin, Place Directorate
<b>Papers with report</b>	Appendix A

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking that the Council investigate options for traffic calming measures in Warwick Road, West Drayton.
<b>Putting our Residents First</b>	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.
<b>Financial Cost</b>	The estimated cost of surveys is £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward</b>	West Drayton

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. meets with petitioners and listens to their request for the Council to investigate options for possible traffic calming measures for Warwick Road, West Drayton; and
2. subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on Warwick Road, West Drayton at locations agreed with petitioners and ward councillors, 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.

## Policy Overview Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. A petition with 23 signatures signed by residents of Warwick Road, West Drayton which represents 14 of 162 households, has been submitted to the Council under the following heading:

*"Traffic Calming Measures*

*More speed bumps*

*Implement Low Traffic Neighbourhood*

*Low speed limit."*

2. In an accompanying statement submitted by the lead petitioner with the petition they helpfully provided the following additional information:

*"Please find attached petition for measures to calm the traffic on Warwick Road*

*With the coming of the Elizabeth Line, there has been a significant increase in number of people living in and around West Drayton. Our road has become a major highway for commuters and we are deeply disappointed that the Council has not taken proactive action to help residents of Warwick Road.*

*On Tuesday my son's care was coming out of the driveway and was hit by a speeding vehicle. The residents of Warwick Road feel that the quality of life and our lives are being put at risk.*

*In the interest of getting this petition heard asap, I have got the minimum number of signatures required. I can assure you that the majority of residents on Warwick Road are very supportive of this petition.*

*Can I please request that this petition receives an urgent hearing before there is a major accident on Warwick Road"*

3. Warwick Road is a mainly residential road close to town centre shops, businesses, and other local amenities. The rear access to West Drayton Station is located on Warwick Road. Roughly half of the length of Warwick Road is in the form of a cul-de-sac with no through access beyond its end; however halfway along the road is its junction with Brandville Road which serves as a route to and from Station Road, one of the main roads through this area of West Drayton.
4. As a result of its proximity to the town centre, Warwick Road benefits from a Parking Management Scheme, operational Monday to Friday 9am to 5pm and already benefits from a series of physical traffic calming measures in the form of speed cushions. A location plan is attached as Appendix A.

5. In an additional email received after the petition was submitted by the lead petitioner and stated the following

*“One further point that came to my mind which would be quick to implement is a ‘No Entry’ subject to access signs at both ends of Warwick cross (1 at No.2 and No.30 Warwick Road) I understand that such signs have been used in Slough and only allow access to residents and those servicing them.”*

6. The ‘No Entry’ sign, including its means of usage, is prescribed in a Statutory Instrument, namely The Traffic Signs Regulations and General Directions 2016, and where used must be supported by a Traffic Management Order. There are a few very specific exemptions allowed to the ‘No Entry’ restriction, which includes provisions to accommodate movements by buses, local buses and/ or cycles. There is not, however, a supplementary sign plate that exempts residents or vehicles servicing them from the ‘No Entry’ prohibition. The reason for this is that there is a heightened risk of danger if a driver is confused about the force of the no-entry restriction.
7. The only way the Highway Authority which is responsible for the area could use alternative signs to those already prescribed in legislation is if they have sought special signs authorisation from the Department for Transport for this site, and from past experience, it is believed that such authorisation would be highly unlikely to be forthcoming for any other ‘no entry’ exemptions. Other bespoke forms of access restriction can be considered on a ‘permit’ basis but these require considerable resources and costs in terms of practical enforcement, such as specialist camera equipment, if they are to be truly effective.
8. Although on site visits, cars were observed to be parked on both sides of Warwick Road, these often act as an unintended traffic calming measure, but nevertheless residents are evidently concerned at perceived vehicle speeds in their road. In light of the testimony made by residents, not only in the petition and accompanying letter, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on Warwick Road at locations agreed with petitioners and ward councillors.
9. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to help 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.
10. 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 ‘speed bumps’) but in some cases, where evidence is sufficient and support is evident, it is sometimes prepared to consider other measures such as flat-topped speed tables and speed cushions, the latter similar to those already existing, but only where they are appropriate and supported by the community. Should such measures become a future recommendation, arising from the survey work the Cabinet Member may instruct officers to commission, then they would be subject to an appropriate public consultation.

11. In conclusion, therefore, it is recommended that that Cabinet Member meets with the petitioners and listens to their concerns, and then considers the commissioning of independent traffic surveys to establish the situation on the ground, and to report back to him on the findings.

### **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 can be funded by existing revenue budgets. If works are subsequently required, 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**

Legal Services confirm 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**

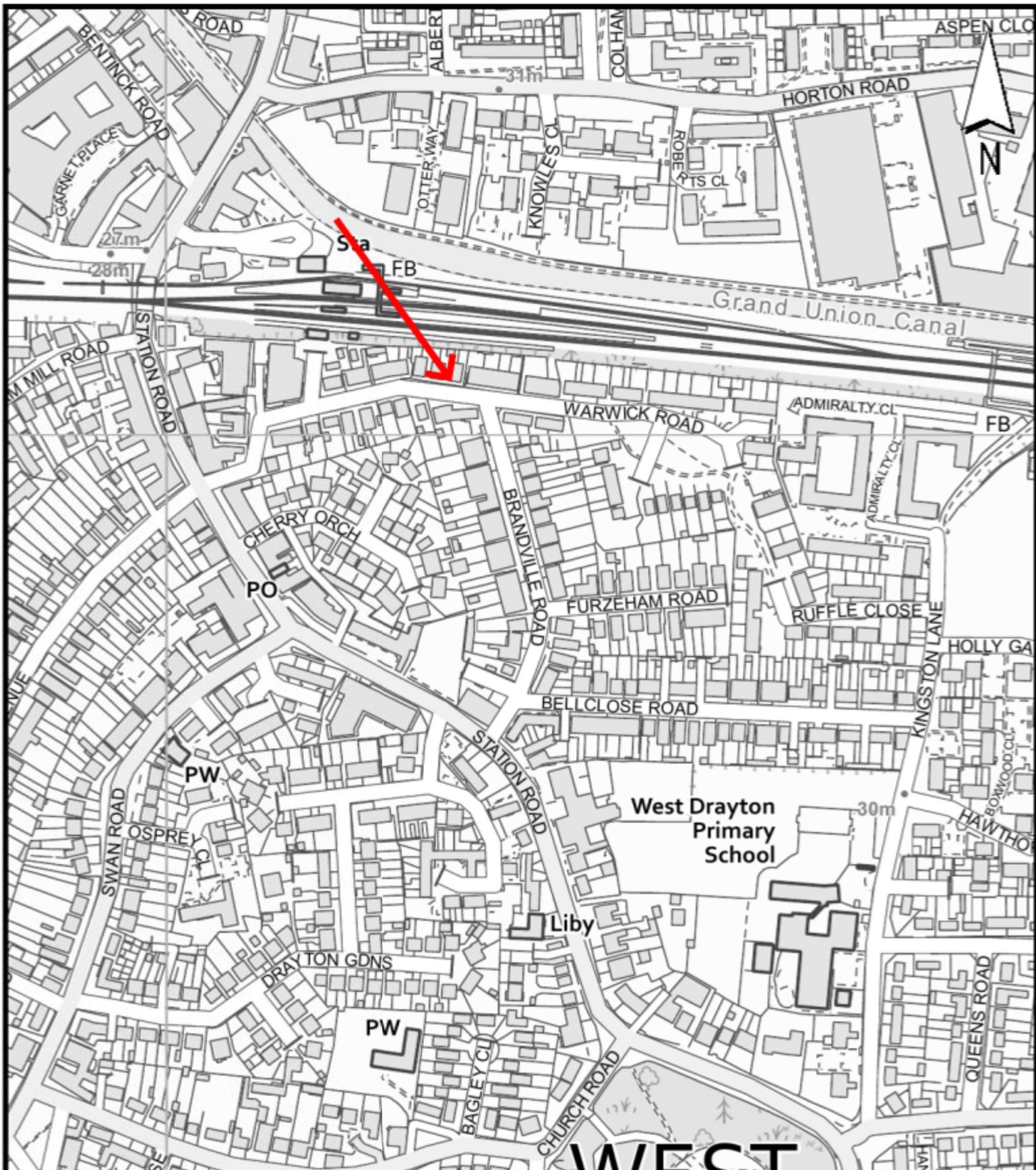
Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location plan



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Warwick Road, West Drayton  
Location plan

Appendix A

June 2022  
Scale 1:4,000

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## HOWLETTS LANE, RUISLIP - PETITION REQUESTING THE INTRODUCTION OF TRAFFIC CALMING MEASURES.

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Sophie Wilmot – Place Directorate
<b>Papers with report</b>	Appendix A

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition was received from residents of Howletts Lane, Ruislip requesting the introduction of traffic calming measures.
<b>Putting our Residents First</b>	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 road safety measures.
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is £340 and will be funded within existing revenue budgets for the Transportation service.
<b>Relevant Select Committee</b>	Property, Highways & Transport Select Committee
<b>Relevant Ward</b>	Ruislip

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request for traffic calming in Howletts Lane, Ruislip.
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 speed and vehicle classification surveys to determine the extent of the issues on Howlett's Lane; and
- 3) subject to the outcome of surveys, instruct officers to investigate possible measures to calm traffic on Howlett's Lane.

#### 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 from residents of Howlett's Lane, Ruislip signed under the following heading:

*'Traffic calming in Howlett's Lane to reduce speeding. To introduce appropriate traffic calming measures including speed cushions and electronic signage.'*

- 2) Howlett's Lane is within a mainly residential area running between Breakspear Road and Marlborough Avenue. Howlett's Lane has a small parade of local shops which benefit the community in the area. There are no schools located on Howlett's Lane but a large Infant and Junior school are located on Ladygate Lane, a short distance away, which many in the area of Howlett's Lane and beyond may access periodically during the weekdays in school term times. A plan of the area is attached as Appendix A.
- 3) An existing vehicle activated sign is situated in Howlett's Lane, facing northbound traffic. This sign has been specially checked ahead of the hearing and has been confirmed as operational.
- 4) The Cabinet Member may wish to advise the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Police, which is the only statutory organisation with the powers of enforcement against speeding drivers, as speeding is an enforceable offence which can result in prosecution and in many cases points on the driver's licence.
- 5) In case the question is asked, the Cabinet Member may also wish to advise petitioners that, contrary to a common prevailing public belief, so-called 'speed cameras' (more formally 'safety cameras') are not owned, maintained or operated by the Council, but instead are fully the responsibility of the Police, Transport for London, His Majesty's Courts and 'London Councils', the body responsible for representing all the interests of London's boroughs. The siting of such equipment is a matter for the partnership of these bodies and is generally selected in cases where there is a very high prior record of road traffic collisions involving serious injury. None of the revenue streams involved come to the Council.
- 6) Howlett's Lane does not have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for Howlett's Lane and have established that there have been no road traffic collisions at all, recorded by the Police, for the most recent five years for which data is available. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough.

- 7) Whilst some forms of traffic calming have been introduced widely, including so-called 'speed tables', petitioners may wish to consider the fact that such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads. Horizontal traffic calming such as chicanes and similar measures are seldom suitable for a residential road; they can cause problems such as loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.
- 8) In order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to ask officers to commission speed and vehicle classification surveys via an independent survey company. These surveys involve transverse pneumatic strips which are kept in place for a minimum of a week and which record all traffic movements, including size, type and speed of vehicle on a 24/7 basis. The Police regard this type of equipment as the most reliable and accurate available for such purposes.
- 9) Given the length of Howlett's Lane, a total of four survey locations would seem appropriate. The Cabinet Member may be minded to seek a steer from the petitioners and/or their ward councillors as to where they feel such traffic surveys would be most beneficial, in order to best demonstrate the speeding issues which they are facing.

### **Financial Implications**

The estimated cost associated with the recommendations to this report is £340 and will be funded within existing revenue budgets for the Transportation service. Should the outcome of the surveys result in any traffic measures being proposed, a suitable source of funding would need to be identified before any implementation could be progressed.

## **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**

Legal Services confirm that there are no specific legal implications arising from this report.

## **Infrastructure / Asset Management**

None at this stage.

## **Comments from other relevant service areas**

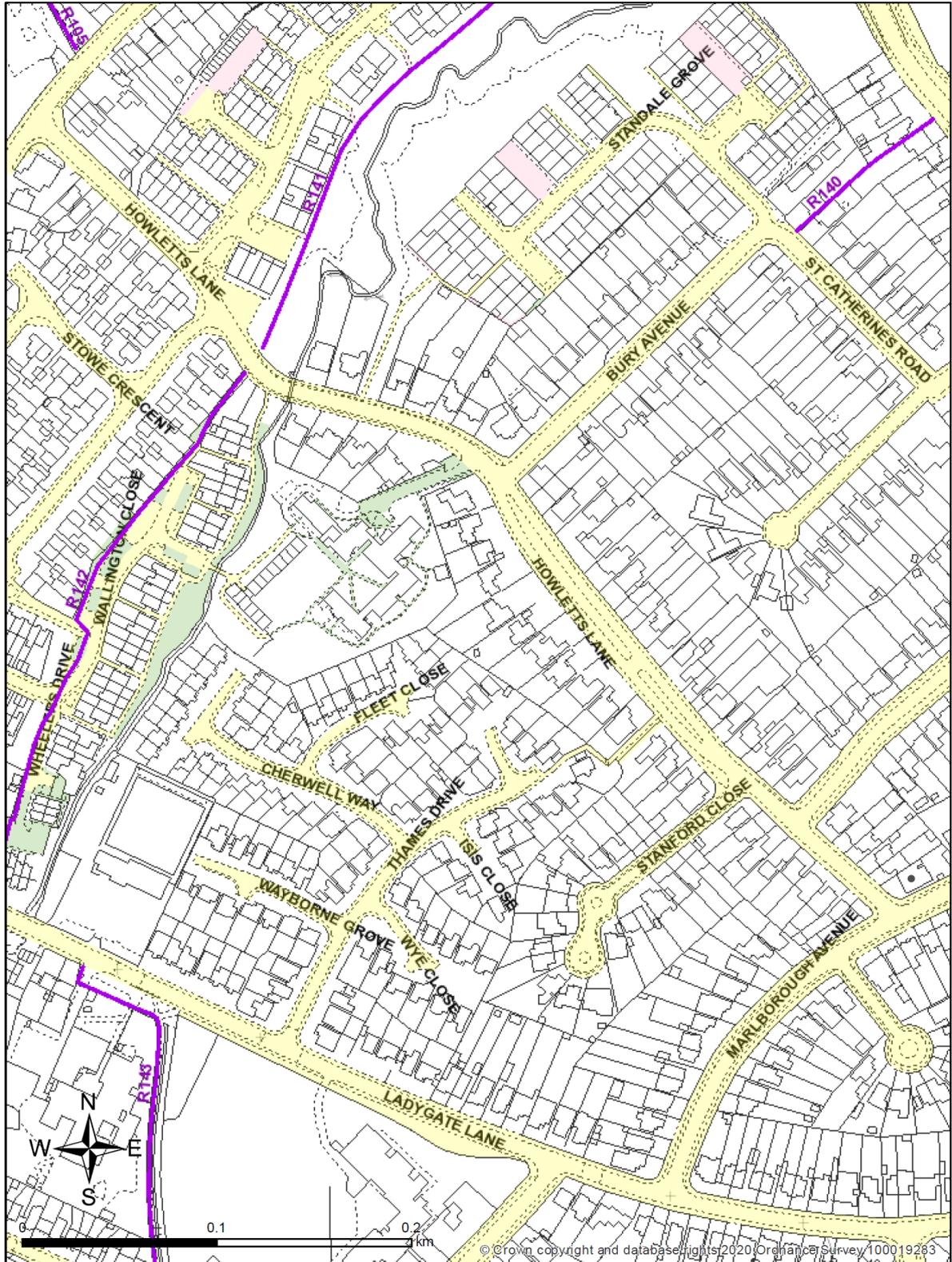
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

# APPENDIX A - LOCATION PLAN

## Howletts Lane



Map Notes

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## PETITION REQUESTING PARKING AT ST. ANSELM'S ROAD [HAYES TOWN] REVERT TO DISABLED PARKING.

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Hayley Thomas – Place Directorate
<b>Papers with report</b>	Appendices A-C

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking that the Council revert the existing parking in St. Anselm's Road to disabled parking.
<b>Putting our Residents First</b>	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.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations within this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward</b>	Hayes Town

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request for the Council to revert the parking at St. Anselm's Road to a disabled car park;
- 2) notes that the current layout provides a generous allocation of both disabled and Pay & Display parking along with improved direct access from the high street rather than a convoluted route through nearby residential streets;
- 3) notes the informal and statutory consultation already undertaken by the Council and the positive feedback received as part of this;
- 4) notes the views of a local Ward Councillor, the Parish Priest and a member of the local business community, each referenced in the body of this report;

- 5) notes the high levels of parking enforcement activity described in the body of this report; and
- 6) subject to the outcome of the above, considers if he either:
  - (a) wishes officers to carry out a review of the amendments to the parking and access arrangements in St. Anselm's Road with residents of St. Anselm's Road, Nield Road and Walter Close and report back to him; or alternatively
  - (b) wishes to take no further action at this stage but to keep the matter under review.

### 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 53 signatures signed by residents of Nield Road, St. Anselm's Road and Walters Close, has been submitted to the Council under the following heading:

*"We the undersigned hereby humbly petition the Cabinet Member for Property, Highways and Transport to consider and review the use of the above facility and revert it's use as a disabled car park as it originally was. The present use of the facility for pay and display has created a series of problems for residents in this neighbourhood causing serious congestion; uncontrolled misuse of the entire area, including parking in the middle of the road and on double yellow lines; blocking residents' driveways; abuse of the area by drug dealers and users amidst antisocial behaviour; playing loud music through the night and making it difficult or impossible for service vehicles to enter and exit destinations. Ambulances and rubbish collection vehicles are typical examples.*

*Because of the congestion, accidents have happened here before and more are bound to happen if action is not taken, more are likely to happen. And the Fire Access Barrier at the entrance of St. Anselm's should be closed again as its opening has led to uncontrolled traffic, amid additional congestion. Significantly, no resident supports the status quo. None of those who support it resides here, it's a non-resident agenda and charter."*

2. Hayes Town Centre has undergone significant improvements to transform the area, making it more attractive to shoppers and visitors. The Council successfully secured £6m funding from Transport for London's 'Major Scheme Fund' to implement a series of improvements which included new paving, street lighting, opening Station Road through

to traffic (including buses), planting semi-mature trees, more safe and convenient crossings and the installation of the 'Gold Disc' canopy replacing the redundant bandstand.

3. In connection with the arrival of Crossrail at Hayes and Harlington station, the Council secured an additional £2.6m funding through Transport for London and developer Section 106 contributions to extend the town centre scheme to include the area around the new station building, which included the remainder of Station Road, creating a station arrival experience in Blyth Road with drop off and pick up spaces, upgrades to Hayes and Harlington station underpass and a planned implementation of a boardwalk extension at Botwell Bridge.
4. The location of St. Anselm's Road is indicated on Appendix A; it is a one-way residential road which links with Nield Road in both the northwest and southwest. St. Anselm's Road also has a small spur road linking to Station Road and provides access to Walter Close, the HESA Medical Centre and St. Anselm's Church. This is the area which the petition relates to and is highlighted in red on Appendix A. Whilst the petitioners refer to this area as a 'car park' it is in fact part of the public highway.
5. Prior to the improvement works, this area chiefly comprised 12 dedicated disabled parking spaces and an emergency access gate located at its junction with Station Road. As part of the improvements scheme a request was received to convert these spaces to Pay & Display parking to increase the provision of and ready access to these spaces within the town centre. Ward councillors and other local groups were very supportive of ensuring that such parking capacity was available in close proximity to the heart of the town centre and that this was accessible, flexible and practical.
6. A comparison of other town centres within the Borough showed that Hayes had a very generous provision of on-street disabled parking, with ten bays in addition to 12 in St. Anselm's Road (Uxbridge and Ruislip town centres both have ten).
7. In consultation with the Hayes Town Centre Stakeholder Working Group, which included representatives of the Hayes Town Partnership, Hayes Town Business Forum and local councillors of the former Botwell and Townfield wards, a proposal was developed to retain six of the existing disabled parking spaces and convert the remaining six into ten Pay & Display parking places. This was implemented with an experimental traffic order, which received no objections at the time and was duly formalised as part of the town centre improvements.
8. In addition to amendments to the parking, a request was also received to review the access arrangements to this section of St. Anselm's Road. The positioning of the emergency access gate at the junction of Station Road meant that the only way to access both the 'Pay & Display' and disabled parking spaces was a convoluted route through nearby residential roads. It was important that the gate was retained to prevent potential 'rat running' through these residential roads and for this reason, a proposal was developed to relocate the emergency access gate to allow access to these parking spaces directly from the high street, as shown on the plan attached as Appendix B.
9. The proposals were also reviewed by members of the Council's Traffic Liaison Group which includes representatives of each of the emergency services as well as Transport

for London and local bus operators. No concerns were raised by any of the members on technical grounds.

10. Informal consultation was carried out with residents directly affected by the proposals, with a plan, questionnaire and covering letter delivered to 20 properties. The two options available for access were to keep the existing access arrangements or relocation of the emergency access gate as per Appendix B. A small majority supported the relocation of the access gate; therefore, in consultation with the local Ward Councillors and the Cabinet Member at the time, it was agreed to progress the proposals to statutory consultation.
11. As part of the statutory consultation, there were also proposals included to upgrade the existing 'At Any Time' waiting restrictions to 'No Loading At Any Time' as a number of reports had been received by the Council's Parking Enforcement Team regarding parking and loading on the current restrictions which restricted vehicular movements in this area. As the Cabinet Member will be aware, holders of Blue Badges are able to park on double yellow lines and, whilst the vast majority of such drivers are law-abiding, a minority may be tempted to park in places which are obstructive, and in such cases 'no loading' blips may need to be considered, as in this case, to tackle inconsiderate parking practices.
12. Statutory consultation for the proposed amendments in St. Anselm's Road took place between 4 and 25 November 2020. Street notices were erected on site and public notices were advertised in the local newspaper and the Council's website. In addition, and in-line with Government legislation on statutory consultation during COVID-19 lockdowns at the time, letters detailing the proposals were delivered to residents and businesses that were directly affected by the proposals inviting them to comment on and/or object to the proposals.
13. During the statutory consultation, there were a total of 16 responses received, only one of which objected to the proposals from a resident of Walter Close. All responses from residents of St. Anselm's Road and Nield Road supported the proposals. Support for the proposals was also received from the Hayes Town Partnership, Hayes Town Business Forum and St. Anselm's Church.
14. All responses were reported to the Cabinet Member to consider on 4 March 2021, and approval was given to proceed with the proposed amendments. The proposals attached as Appendix C were implemented in April 2021.
15. A review of the accident data for the area, dating back to the start of 2016, showed only one incident in early 2016 prior to the improvement works taking place. This involved a vehicle colliding with a pedestrian at the junction of Station Road causing slight injuries. At the time the incident took place, the emergency access gate would have been in the earlier position. There was limited information provided about the incident and it is likely that a vehicle was using this junction as a turning point prior to the collision.
16. Local Ward Councillors were consulted on the petition, and one responded:

*"The parking layout should stay as it is. Many people who have tried parking in this area have complained to us as Cllrs, that they have been harassed by a couple of residents when they try to park. One was approached by a male who was quite abusive to him*

*when he was trying to park. The local police approve of the current scheme, as do the other emergency services and the local priest Fr Mathew from St Anselm's church, which is directly next to the parking area. We consider that the current layout is most acceptable, for shoppers, those using the Health Centre and also the Church. The only concern we have is that sometimes people park in the disabled bays without displaying a blue badge. But that is something for parking enforcement to keep an eye on."*

At the invitation of the Ward Councillor, the local Parish Priest at St. Anselm's, who is also a resident, kindly shared his thoughts on the matter.

*"I'm afraid I cannot support the petition, and it contains several inaccuracies. Whilst several residents are indeed unhappy with the increase in traffic to the car park after it was re-developed (which coincided with the lifting of lockdown), this is far from the view of all residents – including us at St. Anselm's. We have seen a significant drop in anti-social behaviour now that the car park is open from the high street. We've been able to open the side of the church and use it more because of the new layout. We sadly do see some anti-social behaviour which is not limited to the car park – but is spread through much of Hayes Town. However, as a resident of Nield Road, and representing residents at the bottom of St. Anselm Road, we have noticed a significant decline in anti-social behaviour in these roads. We have also noticed that the new arrangement allows for easier access for those with mobility problems to the doctors' surgery. Of course, that can mean that people who are slower to move their cars or who need to manoeuvre more at the entrance to access the disabled spaces can cause short delays to cars accessing the pay and display spaces or the residential spaces. The significantly improved disabled access from the high street would seem to mitigate the short delays it may cause. The residents of the housing to our rear were unhappy with the arrangements prior to this set up, but since the installation of their own security gate are now broadly happy with the access. Although some of them do note how much quieter it was during lockdown! They comment on how much easier it is to be able to exit to the high street rather than through Nield Road and see this as a significant improvement".*

The Parish Priest further commented that in his view, *"parking enforcement is robust (or certainly looks and feels that way) and improperly parked vehicles are ticketed quite quickly."*

He concluded: *"to my mind – as a local resident and as the parish priest – the current scheme works well for the majority of people and the proposed change would (as previous consultation, planning and experience have shown us) be a backwards step for all involved. It would not reduce traffic in the car park, it would not reduce anti-social behaviour in the area (indeed it would seem it would increase it in Nield and St. Anselm Road) – but it would make access more difficult for the majority of residents within the scheme and remove significantly improved disabled access for the doctors. It would also make it harder for cars to park short-term and use the local businesses and the foodbank at St. Anselm".*

17. The Cabinet Member will be aware that Parking Enforcement engage the services of 'Civil Enforcement Officers' who patrol the Borough's streets, and they already include the area of interest covered by this petition and report within the scope of their patrols. To date in 2022, 659 penalty charge notices have been issued in this section of St. Anselm's

Road which also includes 210 penalty charge notices issued to vehicles parked in the disabled bays without displaying a valid blue badge.

18. Finally, a representative of the Hayes Town Partnership stated:

*“My recollection is that the background to the request from the Hayes Town Business Forum was that while the Town Centre has quite a lot of parking spaces most of the car parks are on the north side of the Town and the only one on the south is in Blyth Road. The Forum highlighted the fact that a large number of disabled spaces had been installed alongside St Anselm’s Church in the past to enable older residents to collect their pensions from the adjoining Post Office, but that usage had declined once this had been relocated to W H Smith’s further down Station Road. It put the case that conversion of some of the spaces for ordinary parking would help redress the imbalance between north and south while retaining sufficient numbers for visitors to the Hesa Primary Care Centre which had taken over the old Post Office space”.*

*“The Forum also argued that direct access from Station Road would help the businesses in the section of the road between Crown Close and Clayton Road where there is no on-street provision because of the narrowness of the carriageway. A number of the businesses here have struggled because of the lack of parking and this has been a particular problem for eating establishments where customers expect to be able to park nearby. The relocation of the fire gate from Station Road to St Anselm’s Road has definitely assisted these businesses although it is difficult to quantify the benefit because of the impact on trade caused by the pandemic. It is not clear what the second paragraph of the petition is seeking in relation to the gate but I am sure that any proposal to move it back to Station Road would be strongly opposed by the Forum who would be supported by the Hayes Town Partnership”.*

19. It is recommended that the Cabinet Member meets with the petitioners, shares with them the detail of what has gone before, discusses their concerns and notes the feedback set out above, and finally considers what further measures, if any, would be appropriate and supported by residents.

## **Financial Implications**

There are no direct financial implications associated with the recommendations within 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**

Informal and statutory consultation carried out with residents of St. Anselm’s Road, Nield Road and Walters Close.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms there are no direct financial implications associated with this report.

### **Legal**

Legal Services confirm 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**

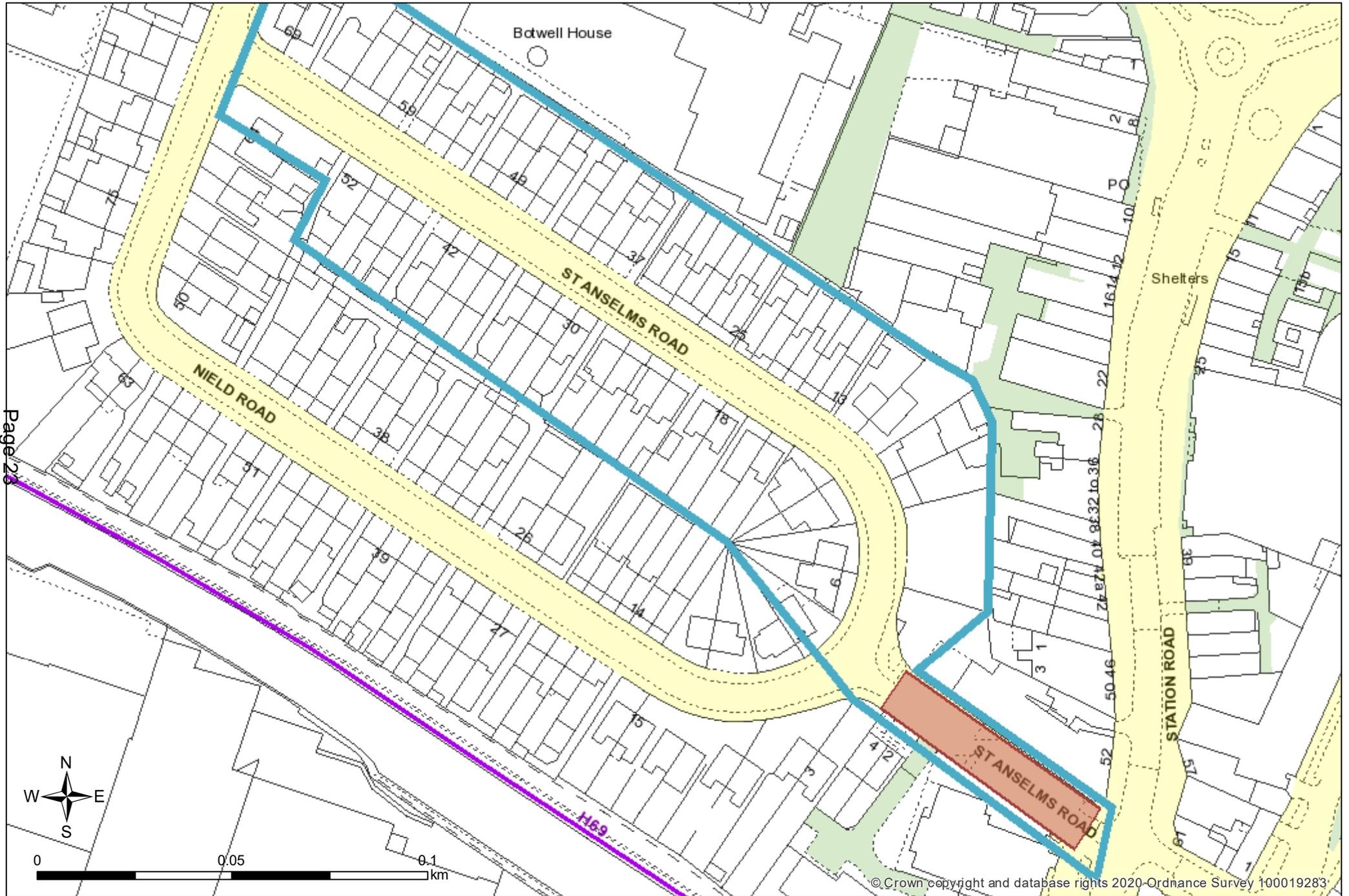
Appendix A - Location plan

Appendix B – St. Anselm’s Road Emergency Access Gate Relocation Plan

Appendix C – St. Anselm’s Road Implementation Plan

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# Appendix A - St. Anselm's Road Location Plan

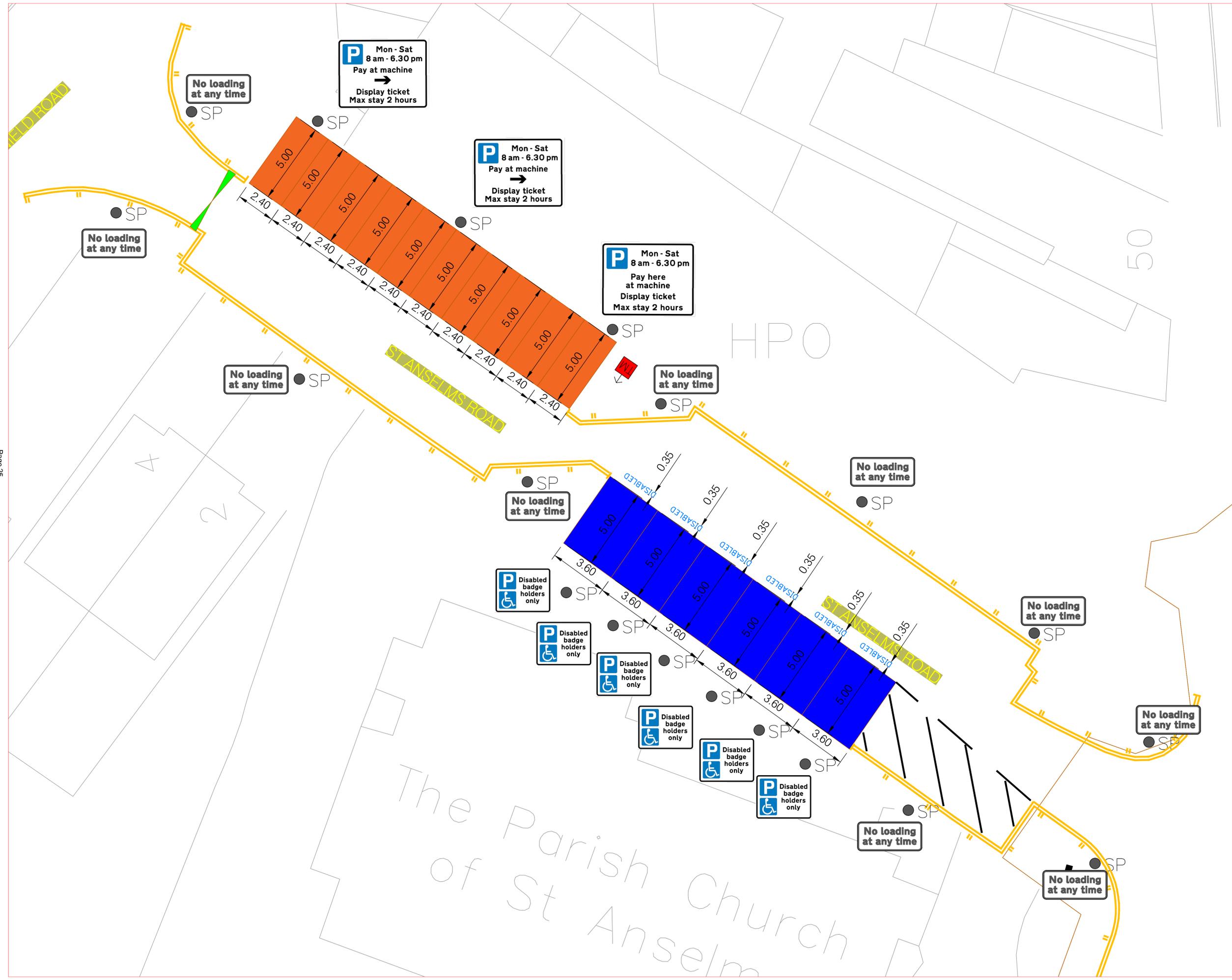


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**LEGEND**

- DISABLED PARKING PLACE
- STOP & SHOP PARKING PLACE
- YELLOW LINE
- NEW RELOCATED EMERGENCY ACCESS GATE
- SP SIGN POST



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## MAHLON AVENUE, SOUTH RUISLIP - PETITION ASKING THE COUNCIL FOR TRAFFIC CALMING MEASURES AND A 20 MPH ZONE

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Steven Austin – Place Directorate
<b>Papers with report</b>	Appendix A

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking for traffic calming measures and a 20mph speed limit in Mahlon Avenue, South Ruislip.
<b>Putting our Residents First</b>	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.
<b>Financial Cost</b>	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.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward</b>	South Ruislip

### RECOMMENDATIONS

**That the Cabinet Member for Property, Highways and Transport:**

- 1) meets with petitioners and listens to their request for the Council to implement traffic calming measures and a 20mph speed limit on Mahlon Avenue, South Ruislip; and**
- 2) subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on Mahlon Avenue at locations agreed with petitioners and Ward Councillors, 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

1. A petition with 25 signatures signed by residents of Mahlon Avenue, has been submitted to the Council under the following heading:

*"Speed control measures – speed bumps with a 20mph speed limit. (Road safety)."*

Petitioners have highlighted that the main area of concern is from Station Approach to Edwards Avenue.

2. Mahlon Avenue is a mainly residential road close to local shops, businesses, and other community amenities. South Ruislip Central Line and Chiltern Line Station is a short walk away. Mahlon Avenue benefits from a Parking Management Scheme operational Monday to Friday 9am to 5pm. At the junction of Mahlon Avenue, where it meets Edwards Avenue, there is an emergency access gate that separates the northern section of Mahlon Avenue to its southern section. A location plan is attached as Appendix A.
3. Although cars were observed to be parked on both sides of Mahlon Avenue, in a manner which often acts as an unintended traffic calming measure, residents are clearly concerned at perceived vehicle speeds in their road. In light of the testimony made by residents, not only in the petition and accompanying letter, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on Mahlon Avenue at locations agreed with petitioners and Ward Councillors. The views of the Metropolitan Police would also be sought, because it is they and they alone who have the necessary enforcement powers to tackle speeding in general, as 'speeding' is an endorsable offence, which can lead to points on a driver's licence as well as potential prosecution.
4. 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 discreet 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.

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

### **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. If works are subsequently required, 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**

Legal Services 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



Mahlon Avenue, Ruislip  
Location plan

Appendix A

August 2022  
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## HERCIES ROAD AND HONEYCROFT HILL, HILLINGDON - PETITION ASKING FOR SPEED MITIGATION MEASURES TO REDUCE VEHICLE SPEEDS.

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Steven Austin – Place Directorate
<b>Papers with report</b>	Appendix A

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking that the Council consider measures to reduce traffic speeds on Hercies Road and Honeycroft Hill, Hillingdon.
<b>Putting our Residents First</b>	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.
<b>Financial Cost</b>	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.
<b>Relevant Select Committee</b>	Property, Highways & Transport Select Committee
<b>Relevant Wards</b>	Uxbridge, Hillingdon East & Hillingdon West

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request to introduce measures to reduce vehicle speeds on Hercies Road and Honeycroft Hill, Hillingdon; and
- 2) subject to the outcome of the above, asks officers to commission independent 24/7 traffic and speed surveys on both roads at locations agreed with petitioners and ward councillors, 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

1. A petition with 59 valid signatures, signed mainly by residents who either live on or close to Hercies Road, Hillingdon has been submitted to the Council under the following heading:

*"Reduce excessive speeds on Hercies Road."*

2. In an accompanying statement and photographs submitted by the lead petitioner, they helpfully provided the following additional information:

*"I live on Hercies Road which is a relatively straight road. As a result, drivers tend to drive extremely fast up and down Hercies Road as well as on Honeycroft Hill.*

*This poses a great danger to the residents who live here and we have to be very careful when we use this road daily, at all times of the day. Many people walk their dogs on the road as well as taking children to and from school.*

*The chicane effect only aggravates the situation as drivers race around the bends at high speeds, often losing control of their vehicles as a result (as the pictures below evidence).*

*Over the course of three weeks, I have personally witnessed three accidents – photos of which are below. Residents have advised that there have been many more accidents recently.*

*All of my neighbours and many residents on Hercies Road would like to request urgent installation of speed bumps on Hercies Road to slow down these speeding cars and motorcycles. We are happy to get a petition signed to ensure that these speed bumps are installed.*

*This is a matter of utmost urgency. Someone will probably get killed if nothing is done."*

3. Hercies Road and Honeycroft Hill are contiguous, mainly residential, roads that connect Uxbridge to Hillingdon Circus and form part of the 'U2' bus route. At the Hillingdon Circus end of Hercies Road there are parades of local shops, Hillingdon Park Baptist Church, and other local amenities. A location plan is attached as Appendix A.
4. In light of the testimony made by residents, not only through 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 in both roads at locations agreed with petitioners and ward councillors.

5. 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, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
6. The Cabinet Member will be aware that the Council, has a range of possible traffic calming measures it is prepared to consider when developing traffic speed mitigation measures but where appropriate these will need to be supported by the local community. Should measures become a future recommendation arising from the survey work the Cabinet Member may instruct officers to undertake, they would be subject to an appropriate public consultation.
7. The Cabinet Member may also wish to advise petitioners that experience in some other locations (especially where traffic levels are higher) has shown that unfortunately there is often a trade-off to be considered between, on the one hand, the possible reduction of general traffic speeds, against on the other hand, the strong likelihood of a significant increase in vehicle generated noise, in particular that caused by larger vehicles and most notably skip lorries with un-secured chains.
8. In the meantime, as the Cabinet Member will be aware, it is vitally important for residents concerned about speeding in their road to approach the Metropolitan Police, which remains the only body able to actually enforce against excess speeds. This is because the offences concerned are enforceable, with possible penalty charges and points on a driver's licence. Whilst the Council can explore the potential for physical measures on street as the petitioners have suggested, the Police are potential allies in the battle against inconsiderate driving.
9. In the meantime, officers have checked the Police Accident Database, which as the Cabinet Member will be aware, records all known road traffic incidents where the Police have attended, and it may be noted that in the most recent three years for which these records are available, one incident classified as 'slight' occurred on Honeycroft Hill in June 2020 near the junction of North Way. Another incident also occurred in June 2020 on Hercies Road near the junction of Honey Hill which was recorded as 'serious' and a final collision close to 131 Hercies Road in November 2020 classified as slight. The current data available to the Council will not include the recent incidents helpfully captured by the lead petitioner.
10. In conclusion, the Cabinet Member may wish to meet the petitioners and hear their testimony, supported as appropriate by their local ward councillors, and to then consider the technical advice and recommendations set out in this report.

## **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 is expected to be managed through existing revenue budgets within the Transportation service. If works are subsequently required, 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**

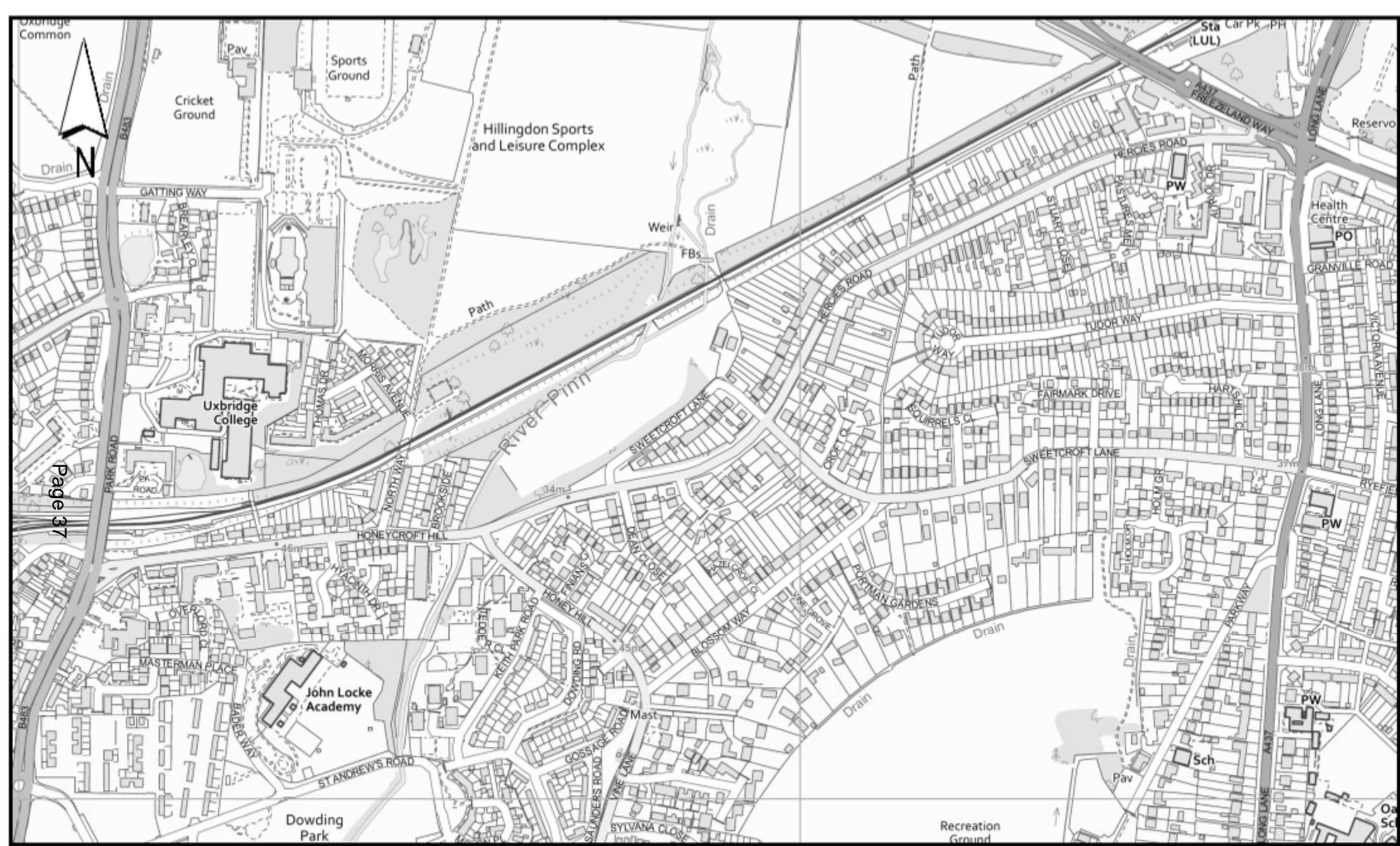
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location plan



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# Hercies Road & Honeycroft Hill, Hillingdon Location plan

## Appendix A

September 2022



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