



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Property, Highways & Transport

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: 29/11/22

Contact: James Jones

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Date: WEDNESDAY, 7
DECEMBER 2022

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

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



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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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:

	Start Time	Title of Report	Ward	Page
4	19:00	Petition Requesting Parking Restrictions for Non-Residents on The Greenway [Ickenham] to Reduce Traffic.	Ickenham & South Harefield	1 - 6
5	19:15	Petition Requesting Zone E Parking Permits for Residents on Field End Road.	Eastcote	7 - 12
6	19:30	Petition Seeking Fundamental Changes to the Modus Operandum of the Car Parking Pay and Display Arrangements.	Belmore	13 - 18
7	19:45	Petition In Regard to Speeding Near Cranford Drive and Crowland Avenue.	Pinkwell	19 - 24
8	20:00	Petition Requesting Speed Measures in Long Drive.	South Ruislip	25 - 30

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THE GREENWAY, ICKENHAM - PETITION REQUESTING THE INTRODUCTION OF A “RESIDENTS PERMIT” PARKING SCHEME OR AN EXTENSION TO THE OPERATIONAL TIMES OF THE EXISTING WAITING RESTRICTITONS

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition was received from residents mainly living on The Greenway, Ickenham requesting the introduction of a Parking Management Scheme or an extension to the operational times of the existing waiting restrictions.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: <i>Be / feel safe from harm</i> This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways & Transport Select Committee
Relevant Ward(s)	Ickenham & South Harefield

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- meets with petitioners and listens to their request to either extend the operational times of the existing waiting restrictions or to implement a possible Parking Management Scheme.**
- Notes the extensive and ongoing dialogue between the Council and HS2 and their agents and contractors, in terms of better managing the parking and wider travel arrangements of their workforce, with a view to minimising the impact on our residents, as described in the body of this report; and,**

3. subject to the above, asks officers to add this request to the Council's extensive Parking Scheme Programme for further investigation and 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 valid petition has been submitted to the Council, mainly by residents who live on The Greenway, Ickenham signed under the following heading:

"We the undersigned petition Hillingdon Council to introduce parking restrictions for non-residents of The Greenway, Ickenham, to reduce the volume of traffic and increase safety for a child populated road, as well as reduce the inconvenience created to local residents of the street.

Non-residents from nearby, as well as commuters and HS2 workers have been taking advantage of a section of The Greenway to block access gated and garages to park for free and leave their vehicles all day as there are no other areas to park nearby as they all have restrictions. Currently, the section of road that does have single yellow lines is only restricted between 10am and 11am, and subsequently, many non-residents come to park from 11am onwards for the entirety of the day and night, causing the road to become extremely congested and inconveniencing parking and driveway access for residents. This situation has progressively been becoming worse and given the roads proximity to the underground station and shops, there appears to be more people trying to take advantage of this road. "

In an accompanying statement the lead petitioner has indicated that they would like to see the following:

"We propose that the road has further parking restrictions on all parts of the road -either by way of introducing a residents permit only parking scheme or increasing the timings of yellow line restrictions (i.e., 10-12 and 3-5pm) on all sections of the road."

- 2) The Greenway is a mainly residential road located close to West Ruislip Station, a small shopping parade and other local amenities. A plan of the area is attached as Appendix A.
- 3) There have been ongoing issues with parking of what is stated to be vehicles belonging to HS2 workers in the residential roads near to the West Ruislip Portal Site off Ickenham High Road including The Greenway. It could be argued that the HS2 workers are not doing anything wrong if they are parking on roads with no restrictions in place, but

complaints have been received from residents who claim that they have trouble parking their own vehicles near to their homes due to the HS2 workers parking.

- 4) There is a long-standing issue with lack of parking provision on the West Ruislip Portal Site, where HS2 contractors SCS use what was the Car Park of the Fairway Public House. Earlier this year SCS took measures to control the parking in the Car Park by allocating Parking Permits to workers who it was deemed could not possibly commute to West Ruislip by public transport due to where they live. While this alleviated the problem of too many vehicles for too little spaces in the SCS Car Park, it merely dispersed the problem onto the nearby residential roads.
- 5) HS2 via contractor SCS have taken the complaints raised by LBH on board and have carried out sessions to brief the workforce not to park on the local residential roads, but the problem of workers ignoring these instructions persists, even though admittedly at a lesser level than previous. SCS were in support of LBH carrying out parking enforcement and issuing Penalty Charge Notices (PCNs) to vehicles, but as many of the residential roads where the issues with parking are located have no formal parking restrictions, the threat of parking enforcement cannot be applied.
- 6) HS2/SCS have been working with LBH over the last few months to seek approval for part of the land on the Golf Course next to the West Ruislip Portal Site to temporarily (until the end of construction works) be used for additional parking for the HS2 workforce. It is hoped that these plans will be approved through the planning process and the additional parking provision available over the next couple of months. Once the extra capacity of parking is available there is no reason to foresee further issues with HS2 workers parking on residential roads as the extra parking will be nearer to their work than having to park on a residential road and then walk to the Site.
- 7) As mentioned in the petition, there are existing waiting restrictions on The Greenway. These were implemented as a direct result of a petition submitted by residents and considered by the then Parking Sub-Committee on 5th June 2000 requesting the introduction on one-hour waiting restrictions, Monday to Friday. The petition also specifically requested that the restrictions should not apply to the area in front of Buckland Court and the section of highway behind the shops fronting High Road, Ickenham, as many of the residents here do not have access to off-street parking provision.
- 8) Following the above, an informal consultation was undertaken, and a consultation letter, questionnaire and plan was sent to all residents of The Greenway. 125 consultation packs were delivered with 90 returned (a 72% return rate). Of the 90 responses, 79 (88%) supported the one-hour waiting restriction with a preferred time of 10am to 11am Monday to Friday.
- 9) As a result, the required 21-day formal consultation was carried out in October 2001 and all comments received were reported to the Parking and Traffic Sub-Committee of the time in February 2002, who approved the introduction of the proposed one-hour waiting restrictions to remove all day non-residential parking.
- 10) In 2009 the single yellow lines at on the first part of The Greenway between High Road and the section of highway behind the shops were changed to double yellow lines

following concerns over obstructive parking raised by residents. In 2016 additional double yellow lines were implemented around most of the bends in the road.

- 11) In the present petition, residents are requesting that all of The Greenway should have parking controls and that the times which the existing single yellow lines operate be extended or that they are replaced with a residents' permit parking scheme. It may be helpful to petitioners and the Cabinet Member to consider the implications of all the suggestions put forward.
- 12) If waiting restrictions are proposed for the entirety of The Greenway, then the residents who live above the shops and in Buckland Court are likely to object to such proposals as in the past they have cited the fact that they do not have access to off-street parking.
- 13) If the current one-hour waiting restriction were to be changed to the suggest 10am – 12pm and 3-5pm times then it should be noted that these restrictions would apply equally to residents, their visitors, and non-residents alike.
- 14) If a residents' permit parking scheme is the preferred option, then the required marked bays and associated signs would normally be installed where parking places can be safely proposed. Currently residents are entitled to apply for one resident's virtual parking permit and 10 virtual visitor vouchers annually and after that there is a cost for additional residents permits and visitor vouchers may be subject to increased costs in the future.
- 15) In view of the suggestions raised in the petition, it is recommended that the Cabinet Member discusses with petitioners their request for either an extension to the times the current waiting restrictions operate or the introduction of a resident permit only parking scheme, and if appropriate asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation.

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 Coldharbour Lane and any of the surrounding roads, 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

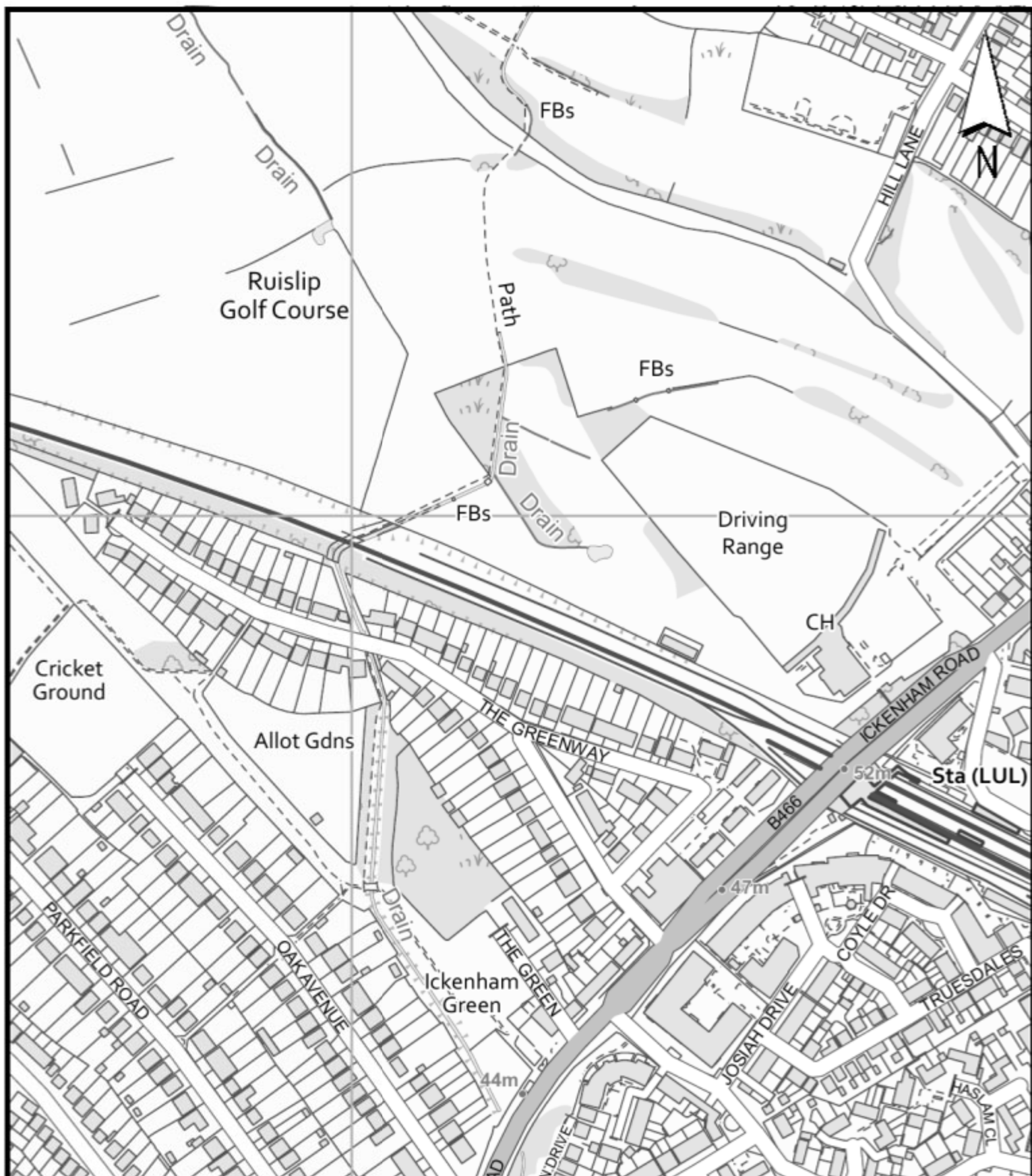
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



The Greenway, Ickenham Location plan

Appendix A

November 2022
Scale 1:4,000

FIELD END ROAD, EASTCOTE - PETITION REQUESTING THAT RESIDENTS OF THE FLATS BE ENTITLED TO “ZONE E” PARKING PERMITS

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents who live above the commercial premises on Field End Road, Eastcote asking for “Zone E” parking permits to replace the current “Zone E1” permits they are currently entitled to.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: <i>Live in good quality, affordable homes in connected communities.</i> This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Eastcote

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) **meets with petitioners and listens to their request to be entitled to join “Zone E” residential parking scheme and any comments made by Ward Councillors.**
- 2) **notes the results of the previous parking stress surveys undertaken and the views expressed at the time by the Ward Councillors.**
- 3) **discusses the matter with the Cabinet Member for Residents’ Services.**
- 4) **subject to the outcome of the above, decides if officers should add this request to the Council’s extensive Parking Scheme Programme for further investigation.**

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 24 signatures has been submitted to the Council by some residents of Field End Road signed under the following heading:

“Residents of the flats in Field End Road, should be allowed to park in a residential street near to where they live – Therefore they should be entitled to join the residential parking scheme & be allowed to park in Zone E.”

In an accompanying letter the lead petitioner has provided the following information:

“Following on from my petition in 2017, I have recently had face to face meetings with David Simmonds CBE MP. He feels that the decision taken in relation to that petition was incorrect.

“David Simmonds explained that new build flats in Field End Road could be excluded from joining residential parking scheme. However, existing flats in Field End Road that have existed for more than 20/25 years should have been allowed to join the residential parking scheme, allowing the residents of the flats in Field End Road to park in a residential street near to where they live.

“David Simmonds has since raised this issue with London Borough of Hillingdon Council and Councillors. David Simmonds feels the best way forward would be for the residents of the flats in Field End Road to submit a new fresh petition. This would demonstrate to the Council the strength of feeling from local residents for the parking restrictions to be reviewed.

“A parking stress survey report clearly showed that 60-70% of parking spaces were available at all times following the 2017 petition. The Council paid for a parking stress survey report and then ignored the results.”

- 2) Field End Road runs through Eastcote Town Centre with its multiple shops, businesses and other local amenities. The main carriageway is bounded on both sides by service roads that provide paid for parking spaces for residents, visitors and customers. A plan of the area is attached as Appendix A.
- 3) Currently, residents who live on Field End Road are entitled to a “Zone E1” permit which was introduced in 2000. There are currently 77 “Zone E1” parking permits on issue which

allow residents to park in the shared use/pay and display parking bays free of charge until 10am and thereafter residents can park in either Devonshire Lodge, Northview or Devon Parade car parks which provide a combined total of 365 parking spaces.

- 4) As the lead petitioner has alluded to in their submission, the former Cabinet Member for Planning, Transportation and Recycling considered a similar petition in March 2017. As a result of discussion with petitioners, a decision was made to undertake a parking stress survey in roads close to the town centre to establish spare parking capacity.
- 5) The surveys were subsequently undertaken at three different times of that day and over different days of the week. The results of the surveys are tabulated below:

Eastcote Zone E (Monday to Saturday 9am to 5pm)

Road	No. of permit parking places	No. of cars parked	Permit parking stress (%)	Available spaces
Abbotsbury Gardens	61	17	28	44
Crescent Gardens	37	14	38	23
Deane Croft Road	30	15	50	15
Hawthorne Avenue	104	30	29	74
Morford Close	6	1	17	5
Morford Way	11	9	82	2
The Sigers	39	16	41	23
Total	288	102	35	186
 				
Road	No. of permit parking places	No. of cars parked	Permit parking stress (%)	Available spaces
Abbotsbury Gardens	61	18	30	43
Crescent Gardens	37	13	35	24
Deane Croft Road	30	16	53	14
Hawthorne Avenue	104	36	35	68
Morford Close	6	2	33	4
Morford Way	11	10	91	1
The Sigers	39	15	38	24
Total	288	110	38	178
 				
Road	No. of permit parking places	No. of cars parked	Permit parking stress (%)	Available spaces
Abbotsbury Gardens	61	14	23	47
Crescent Gardens	37	9	24	28
Deane Croft Road	30	20	67	10
Hawthorne Avenue	104	31	30	73
Morford Close	6	5	83	1
Morford Way	11	10	91	1
The Sigers	39	18	46	21
Total	288	107	37	181

- 6) The results of the surveys were shared with the Cabinet Member and, as Field End Road was located in two wards at the time, the six local Ward Councillors. Whilst the Ward

Councillors were sympathetic to the petitioners' situation, they all indicated that they were unable to support the request at that time. As a result, no further action was taken to amend the traffic management order that would allow residents of Field End Road to be eligible for Zone E permits.

- 7) However, in light of the new petition, it is recommended that the Cabinet Member listens to the testimony from petitioners and the views of the Ward Councillors. Subject to the outcome of these discussions, the Cabinet Member may also be minded to discuss this matter further with his colleague, the Cabinet Member for Residents' Services, whose portfolio includes parking permits and car parks, before he makes a decision on how to proceed.

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 Field End Road and any of the surrounding roads, 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

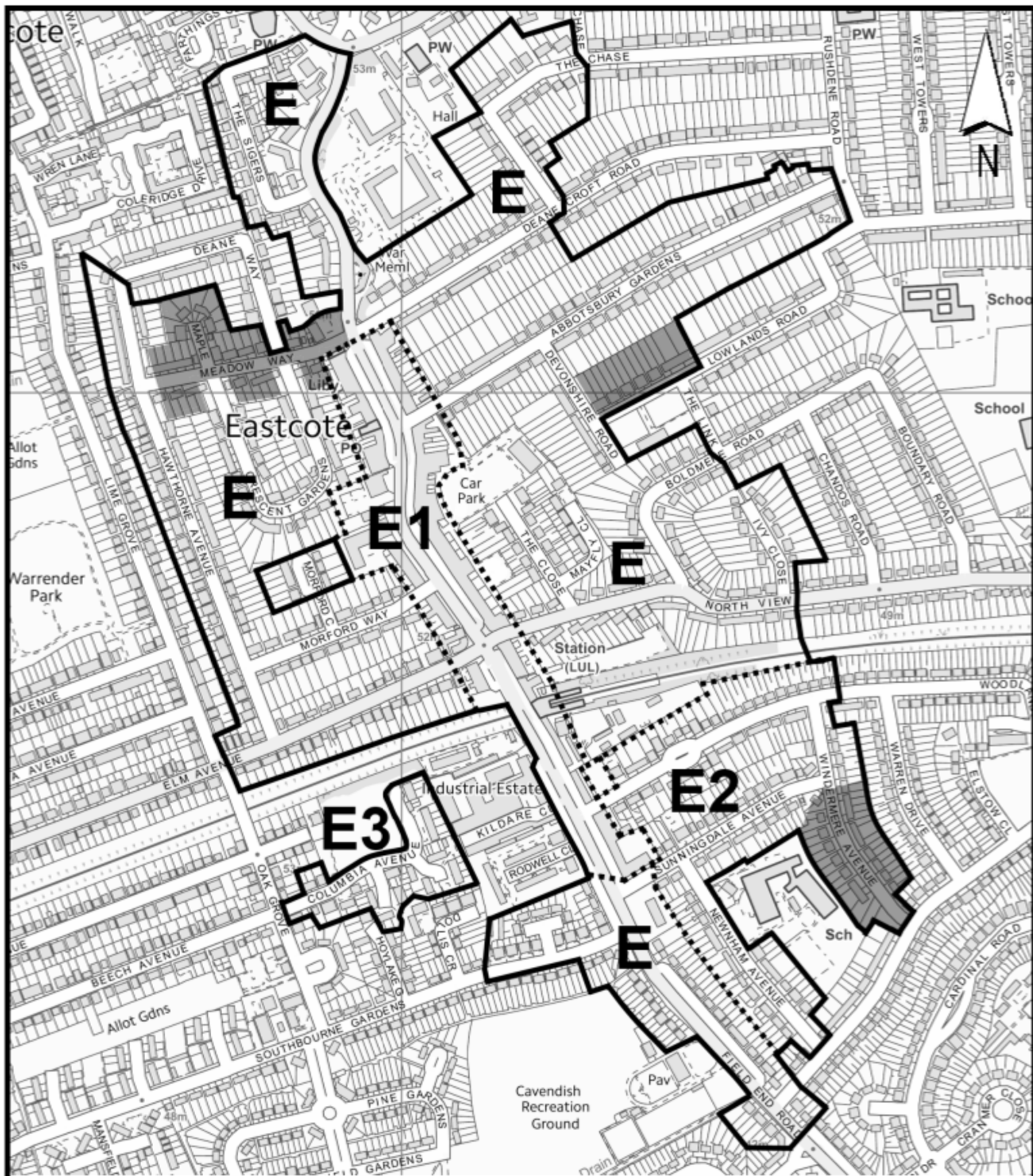
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES




Appendix A - Location plan



Eastcote Parking Management Scheme Scheme area plan

Appendix A

November 2022
Scale 1:6,500

-  Extent of the Eastcote Parking Management Scheme
-  Internal zone boundary
-  Approved inclusion of additional roads into the scheme



UXBRIDGE ROAD, HAYES - PETITION REQUESTING CHANGES TO THE DAYS AND TIME THE EXISTING 'STOP AND SHOP' PARKING SCHEME OPERATES

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has received from a business and its customers asking that the days and times that the existing 'Stop and Shop' parking scheme operates is extended.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: <i>Be / feel safe from harm</i> This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Belmore

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. meets with petitioners and listens to their request to amend the times and days of operation that the existing 'Stop and Shop' parking scheme operates.
2. Subject to the outcome of the above, asks officers to add this request to the Council's extensive Parking Scheme Programme for possible informal consultation with business occupiers and residents in an area agreed with local ward councillors; and,
3. notes the suggestion that requires a vehicle registration number to be added when purchasing a ticket from a pay and display machine and advises petitioners that this is being investigated separately and is outside the remit of this report.

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 has been submitted to the Council by a business located on Uxbridge Road, Hayes and what appears to be its customers signed under the following heading:

“We, the undersigned urge the council to highlight the parking concerns encountered on Uxbridge Road, Hayes. Currently the car park is free to use for 30 minutes (pay and display) thereafter a fee is payable. However, the parking machines do not require users to key in car registration number platers, therefore this facility is widely abused. Some drivers tend to park their cars for multiple hours by keep on changing their tickets every half an hour. As a result, the parking spaces are limited and therefore the queue of cars waiting to park is so long that it extends to the main Uxbridge Road which is very busy. This is a serious health and safety concern. There had been accidents in the past due to this issue. We propose that the council upgrades the parking machines so that users have to key in their number plates so that users have to key in their number plates so that only one 30-minute free parking ticket can be issued to that particular number plate and thereafter the users must need to pay to continue parking.

Furthermore, the free 30-minutes parking hours be extended from 8.00am to 8.00pm for seven-days a week to ease the flow of traffic in the car park. We urge the Sunday be included as it is noted that some people travelling to London park their cars for the whole day. Secondly this parking was designed to help small traders by council and government, but it is vitally abused by people living in the flats because residents park Saturday evening and move their vehicles on Monday morning. Sunday is the only business day for all traders in this parade because large business have condition of restricted hours of opening on order to help the small business similar to operating in this parade.”

- 2) Uxbridge Road (A4020) is a main route linking Uxbridge in the north to Southall in the south. The road is used by the 90, 427, U7, 696, 697 and N207 bus routes, The area referred to in the petition appears to focus on the section of Uxbridge Road between Warley Road and Shakespeare Avenue also known as Belmore Parade. Although there is a diverse range of local businesses on Belmore Parade there are also residential properties situated above the shops. A plan of the area is attached as Appendix A.
- 3) This part of the Uxbridge Road is two lanes wide that accommodates Pay and Display/Shared Use parking bays adjacent to a central meridian that separates the main carriageway from a service road. The service road which this petition also refers to

benefits from Pay and Display, Pay and Display/Shared Use parking spaces, loading bays and blue badge bays

- 4) The Cabinet Member may be aware that the Council recently undertook significant improvement works along Uxbridge Road as part of the Hillingdon Capital Works programme with £2.5m invested to implement a range of improvements. These included the introduction of a new shared space within Belmore Parade with high quality paving, brighter street lighting, extensive tree planting and substantial soft landscaping throughout to help tackle air pollution in the area. All the improvements were developed in consultation with local businesses, residents, and ward councillors.
- 5) The original parking controls were originally implemented in this part of Uxbridge Road in 2006 although some minor amendments were made to them as part of the improvement works outlined above. The scheme currently operates Monday to Saturday 8am to 6:30pm.
- 6) It appears that the petition was organised by a local business and has been signed by many of its customers. As mentioned previously this part of Uxbridge Road is a vibrant shopping area combined with residential properties.
- 7) In view of the suggestion to extend the operational times of the parking controls in the area, it is recommended that the Cabinet Member discusses with petitioners their request and if appropriate asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation with the wider business community and nearby residents in an area agreed by local ward councillors.
- 8) The suggestion to change the pay and display machines to a system where a vehicle registration number is required to be added has been noted by the Council's Parking Enforcement Team. They have advised that the new pay & display machines that were installed in Dec 2020 now have the technology available to include a function to require motorists to key in their vehicle registration number (VRN) details before a ticket can be issued and restrict them from purchasing additional tickets to extend their period of parking.
- 9) The inclusion of a VRN system would require residents that use their Hillingdon First card, to obtain preferential residents parking rates, to undertake a further process when parking, in addition to obtaining authorisation for their Hillingdon First card. The machine supplier has been asked to detail exactly how a VRN system would operate for Hillingdon First cardholders, and to provide details of the costs of introducing and operating a VRN system. Once this information is received this option would be reviewed further with the relevant Cabinet Member.

Financial Implications

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider extending the operational times of the parking scheme on part of Uxbridge 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

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

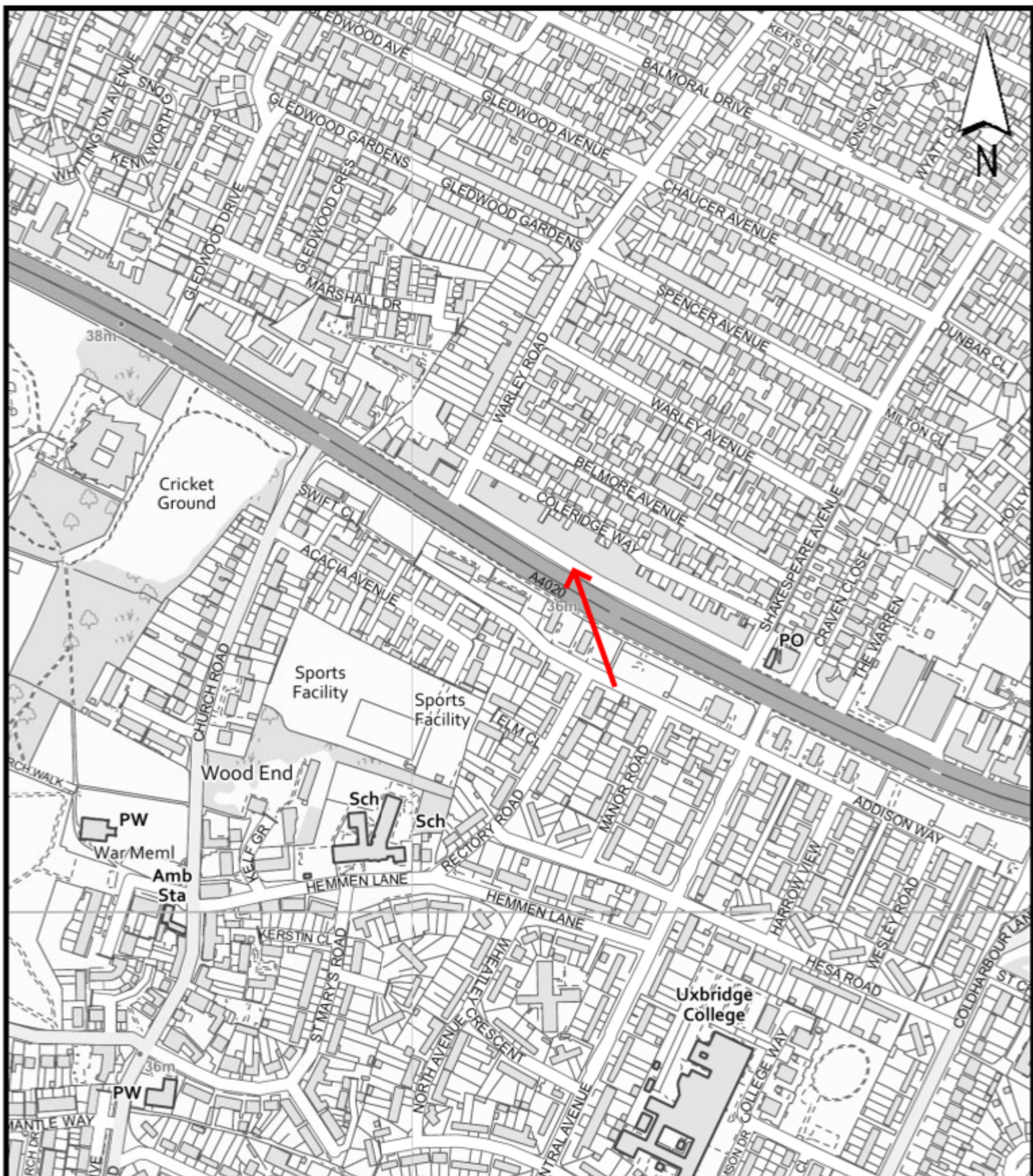
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Uxbridge Road, Hayes - Belmore Parade area
Location plan

Appendix A

October 2022
Scale 1:5,000

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CRANFORD DRIVE AND CROWLAND AVENUE, HAYES - PETITION IN REGARD TO SPEEDING NEAR CRANFORD DRIVE & CROWLAND AVENUE

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways & Transport
Officer Contact(s)	Sophie Wilmot – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of both Cranford Drive and Crowland Avenue [Hayes] regarding speeding in the area.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: <i>Be / feel safe from harm</i> This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
Financial Cost	The cost associated with the recommendations to this report are estimated at £640 and will be managed within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Property, Highways & Transport Select Committee
Relevant Ward(s)	Pinkwell

RECOMMENDATIONS

That the Cabinet Member for Property, Highways & Transport:

1. meets with petitioners and listens to their concerns regarding speeding near Cranford Drive and Crowland Avenue [Hayes].
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 Cranford Drive and Crowland Avenue [Hayes]; and,
3. subject to the outcome of surveys, instruct officers to investigate the possible measures to calm traffic on Cranford Drive and Crowland Avenue, Hayes.

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 126 signatures has been submitted to the Council from residents of Cranford Drive and Crowland Avenue, Hayes signed under the following heading: *“Speeding near Cranford Drive And Crowland Avenue, Hayes”*. The petition is worded as follows: *“We would like the council to look at how many cars are cutting through from Station Road into Crowland Avenue Hayes onto Cranford Drive then going along surrounding roads to get to North Hyde Road. This is also happening with cars come from approaching roads off North Hyde Road that want to get to Station Road Hayes. The car and vans are also driving very fast, throughout the summer we could hear the speed they were driving as the windows were open. Also when there were roadworks on Station Road Hayes there was a backlog of cars trying to avoid the traffic. There has been a few accidents as car drive very fast from when turning from Cranford Drive into Crowland Ave Hayes and recently a van hit a car and did not stop”*.
- 2) Both Crowland Avenue and Cranford Drive are residential roads with a mainly residential area in Hayes to the south of North Hyde Road and Hayes Town Centre. The entire local residential road network is bounded by Station Road to the west, North Hyde Road to the north, the A312 Hayes Bypass to the east, and the M4 motorway to the south. Traffic patterns are likely to be complex and multiple-direction within the area as a consequence of these external geographic constraints.
- 3) There are no schools located directly on either Crowland Avenue or Cranford Drive but a large Primary School is located within the wider residential area. A plan of the area is attached as Appendix A. The two roads do form a potential route for traffic to avoid the junction of North Hyde Road and Station Road, especially at busy times.
- 4) The western end of Crowland Avenue joins onto Bedwell Gardens which in turn runs parallel to Station Road. The eastern end of Crowland Avenue meets Cranford Drive roughly halfway along the latter road’s extent, meaning that traffic can pass to and from North Hyde Road using a choice of two directions along Cranford Drive, which for the purpose of this report may be regarded in terms of having ‘northern’ and ‘southern’ arms.
- 5) Crowland Avenue also lies on the popular E6 bus route which connects to the Tesco superstore at Bulls Bridge, just outside the Borough, although the bus route runs via the southern arm of Cranford Drive, via Carfax Road and Roseville Road and then to North Hyde Road, rather than via the northern arm of Cranford Drive, which connects to North Hyde Road via Crane Gardens.

- 6) 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.
- 7) The petitioners made reference to road works which had taken place in the recent past, and the impact that these unfortunately had on traffic through the local road network at the time. These traffic patterns were hopefully temporary in nature, but petitioners may have further thoughts on this as part of their testimony.
- 8) 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.
- 9) Neither Crowland Avenue or Cranford Drive have a known (reported) poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for Long Drive 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.
- 10) 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.
- 11) Measures such as one-way working whilst on the face of it a possible means to address rat-running tend also be a blunt tool; if the traffic movements are 'tidal' - i.e. they reverse at different times of day, perhaps because the cause is commuter or school related traffic – then there will only be an impact at one time of day, and long experience has shown that very often one-way streets suffer an increase in traffic speed for the simple reason that a driver will know that they will not be faced with any opposing traffic. One-way working can also be unpopular if residents object to the circuitous routes that they face coming to or from their homes. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.
- 12) In some cases where speeding has been identified as an issue of local concern, the Council has installed electronic warning devices called 'Vehicle Activated Signs' or 'VAS' for short, and these can be helpful in reminding drivers of the speed limit. The Cabinet Member may be minded to consider such devices if the case can be proven, but at the

same time may wish to point out to petitioners that these devices do not have any enforcement function.

- 13) 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.
- 14) Given the lengths of both Crowland Avenue and Cranford Drive, a total of up to eight survey locations may be appropriate. The Cabinet Member may wish 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. The results of the subsequent survey can then be used to analyse not only the speeds of vehicles, but also their types and sizes, as well as the patterns of movement. The analysis would then be discussed with the Cabinet Member to assist him in deciding the next steps.

Financial Implications

The cost associated with the recommendations to this report, allowing speed and vehicle classification surveys to be undertaken, are estimated at £640 and will be managed within existing revenue budgets for the Transportation Service. Should the outcome of the surveys result in any traffic measures being proposed, a suitable funding source would need to be identified before any implementation could be undertaken.

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

Location Plan



Map Notes

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LONG DRIVE, SOUTH RUISLIP - PETITION REQUESTING SPEED MEASURES IN LONG DRIVE, SOUTH RUISLIP

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Sophie Wilmot – Place Directorate
Papers with report	Appendix A & Appendix B

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Long Drive, South Ruislip requesting the introduction of traffic calming measures.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: <i>Be / feel safe from harm</i> This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
Financial Cost	The cost associated with the recommendations to this report is estimated at £425 and will be managed within existing revenue budgets for the Transportation service.
Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	South Ruislip

RECOMMENDATIONS

That the Cabinet Member for Property, Highways & Transport:

1. meets with petitioners and listens to their request for traffic calming in Long Drive, South Ruislip.
2. Notes the background of previous petitions and work done to date on Long Drive, South Ruislip as detailed within the body of the report.
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 Long Drive; and,
3. subject to the outcome of surveys, instruct officers to investigate the possible measures to calm traffic on Long Drive.

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 78 signatures has been submitted to the Council from residents of Long Drive, South Ruislip signed under the following heading:

*Requesting speed measures to be put in place at Long Drive in Ruislip. Following on from an accident Saturday 16th July A driver speeding and under-taking another car before losing control and crashing into a parked car. Speeds above 40mph. **Desired outcome:** Speed measures must be speed bumps to prevent serious harm in the future.*

- 2) Long Drive is within a mainly residential area running between Victoria Road and Field End Road. There are no schools located on Long Drive but a large Primary and Secondary located on Queens Walk, a short distance away, which many in the area of Long Drive and beyond may access periodically during the weekdays in school term times. A plan of the area is attached as Appendix A.
- 3) There is already some existing traffic calming in the section of Long Drive and between Field End Road and Queens Walk in the form of speed tables. The locations of these existing features are shown in Appendix B.
- 4) There have been a number of previous petitions from residents of Long Drive on a number of different transport issues, those related to speeds are summarised in the table below.

Petition Date	Petition Request	Number of Signatures	Outcome
March 2012	Residents request to have additional speed bumps in Long Drive, South Ruislip	34	Petition heard and 24/7 surveys undertaken. Reported to Cabinet Member, no further action. Pass details to the Police 'Safer Neighbourhood' Team.
January 2019	Residents request for speed restrictions on Long Drive.	95	Petition heard and 24/7 surveys undertaken. At the time consideration given to a scheme as part of the 2019/2020 TfL-funded programme. However, no progression due to the COVID-19 pandemic.

- 5) As a result of the previous petition in 2019, automated traffic count data was commissioned through an independent survey company and was collected at locations on Long Drive. The last set of counts undertaken were at three locations in March 2019.

These counts show an average 85%tile speed of 30mph; as noted above there is limited traffic calming in places which has been in place for well over a decade.

- 6) 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.
- 7) 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.
- 8) Long Drive does not have a known poor road traffic collision record; indeed officers have interrogated the Police Road Traffic Collision data for Long Drive and have established that fortunately 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 this independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough, when there are always competing requests.
- 9) 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, although to counter this argument it is noted that there is some traffic calming already in situ; it may be instructive to hear from petitioners whether they are happy with the side-effects of this.
- 10) It is appreciated that circumstances such as traffic routes can change, and so in order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to ask officers to commission fresh speed and vehicle classification surveys, again 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.
- 11) Given the length of Long Drive, a total of five 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. The new surveys

will allow a better understanding of speeds and the difference in speeds between the traffic calmed and non-traffic calmed areas of Long Drive.

Financial Implications

The cost associated with the recommendations to this report is estimated at £425 and will be managed within existing revenue budgets for the Transportation service. Should the outcome of the surveys result in any traffic measures being proposed, a suitable funding source would need to be identified before any implementation could be undertaken.

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

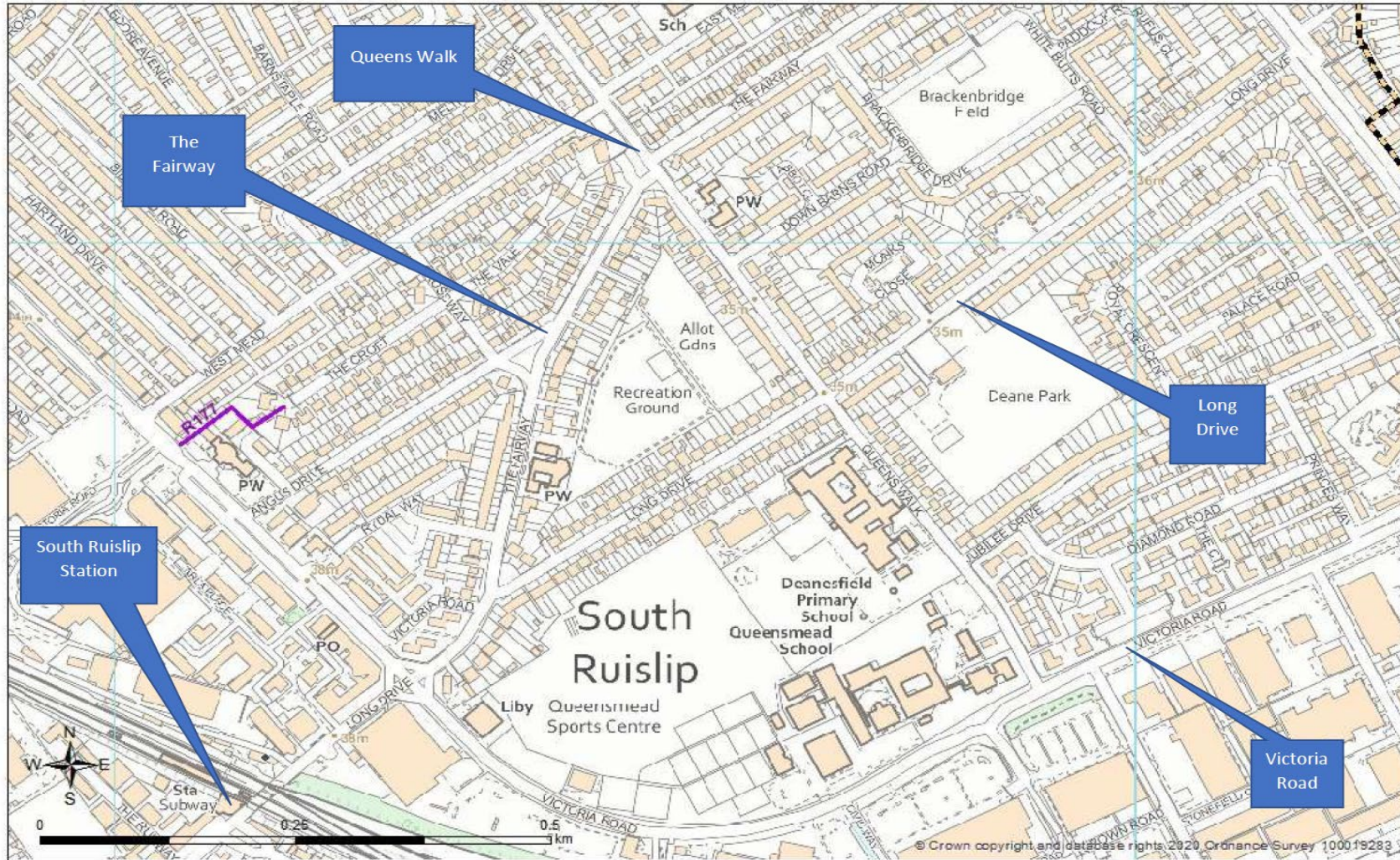
None at this stage.

BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan

Long Drive, South Ruislip



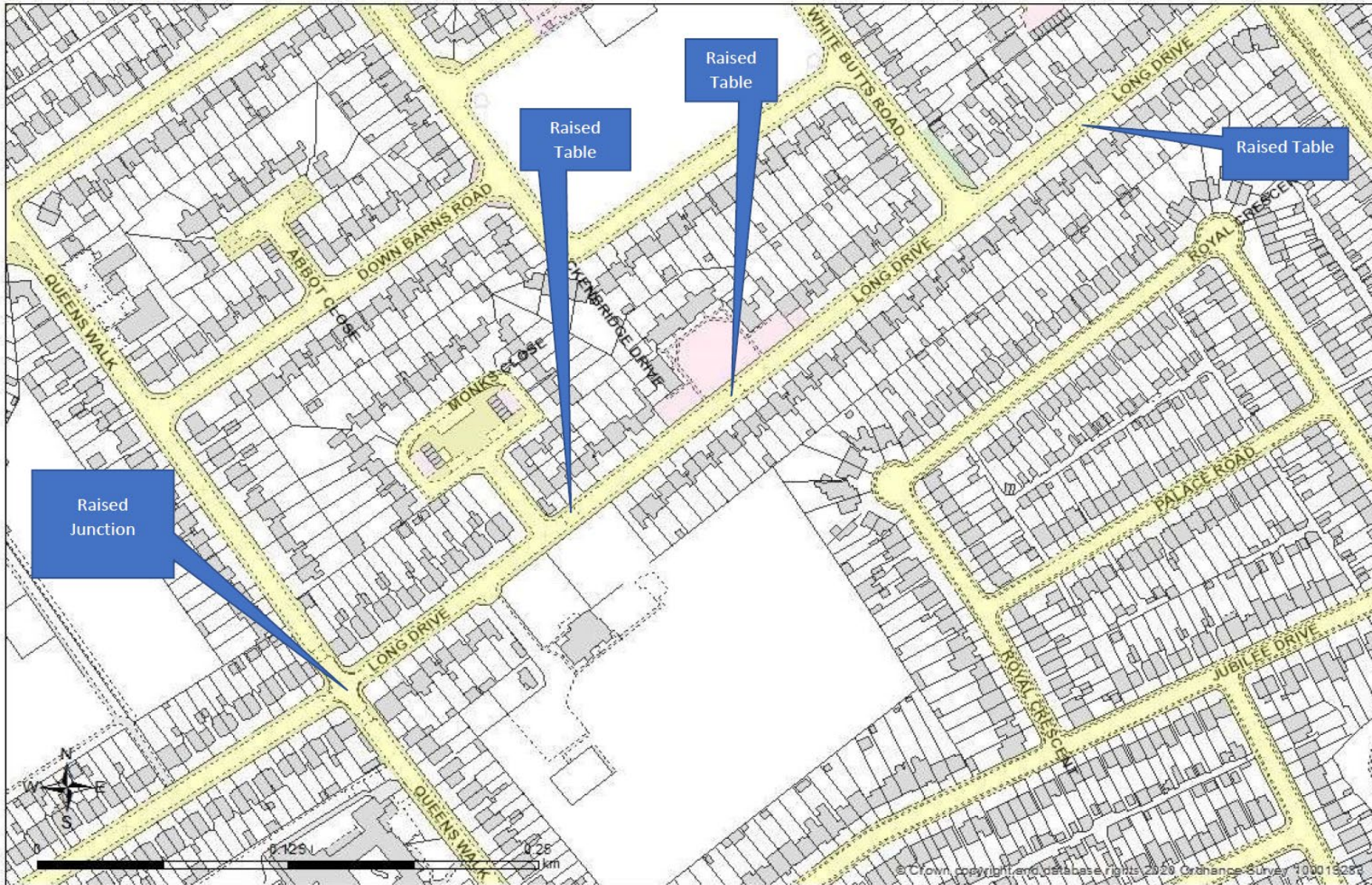
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Map Notes

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Appendix B - Location of existing traffic calming

Existing Traffic Calming Long Drive, South Ruislip



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Map Notes

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