



HILLINGDON  
LONDON



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

## Cabinet Member hearing the petition(s):

Councillor Jonathan Bianco, Deputy  
Leader of the Council & 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:** 24 January 2023

**Contact:** Liz Penny

**Email:** [epenny@hillingdon.gov.uk](mailto:epenny@hillingdon.gov.uk)

- Date:** WEDNESDAY, 1  
FEBRUARY 2023
- Time:** 7.00 PM (*see agenda for  
specific petition start times*)
- Venue:** COMMITTEE ROOM 6 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE
- Meeting  
Details:** Members of the Public and  
Media are welcome to attend.  
You can view the agenda  
at [www.hillingdon.gov.uk](http://www.hillingdon.gov.uk) or  
use a smart phone camera  
and scan the code below:



Putting our residents first

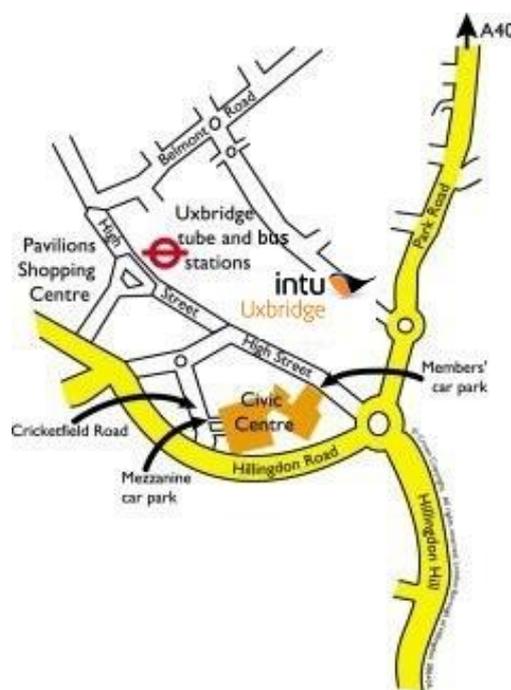
Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

# Useful information for petitioners attending

## Travel and parking

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In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.

# Agenda

- 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>	7:00pm	Temple Park, Uxbridge - Petition Requesting the Introduction of a "Residents' Permit" Parking Scheme	Colham & Cowley	1 - 6
<b>5</b>	7:15pm	Permit Parking Zone 'U8' Uxbridge - Petition Requesting that Permit Parking Zone 'U8' be Merged with Permit Parking Zone 'U1'	Uxbridge	7 - 12
<b>6</b>	7:30pm	Eastcote Road, Ruislip - Request for Removal of Raised Zebra Crossing	Ruislip	13 - 20
<b>7</b>	7:45pm	Kingsend, Pembroke Road, West End Road, Ruislip - Requests for (i) Traffic Calming Measures & (ii) Resurfacing	Ruislip and Ruislip Manor	21 - 28

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## TEMPLE PARK, UXBRIDGE - PETITION REQUESTING THE INTRODUCTION OF A “RESIDENTS’ PERMIT” PARKING SCHEME

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</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 from residents of Temple Park, Uxbridge, requesting the introduction of a Parking Management Scheme.
<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 for on-street parking controls.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Colham & Cowley

### RECOMMENDATIONS

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

- 1. meets with petitioners and listens to their request for a possible Parking Management Scheme;**
- 2. Notes the results of the previous consultations with residents of Temple Park, as detailed in the body of the report; and**
- 3. Subject to the above, considers asking 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 petition with 22 signatures has been submitted to the Council by residents who live on Temple Park, Uxbridge signed under the following heading:

*“We would like some sort of parking scheme to make it easier for residents to park outside their homes, something similar to the surrounding roads.”*

In an accompanying statement the lead petitioner has helpfully provided the following information:

*“The roads surrounding us have parking schemes so this has pushed non-residents parking in our close. We also have company vehicles parking overnight. Sometimes these non-resident cars don’t move for days so we believe they may be catching the A10 to the airport. The cars park inconsiderately leaving no room for residents to park and block access to No.13.”*

- 2) Temple Park is a small cul-de-sac comprising 14 residential properties situated just off Harlington Road which is served by the A10 bus route. Uxbridge Road is within easy walking distance and is served by bus routes 278, 427, U2 and N207 and has local shopping parades and other local amenities. As a result, Temple Park could provide an attractive place for non-residents to park if they wish to use these facilities. A plan of the area is attached as Appendix A.
- 3) As mentioned by the lead petitioner, the service road immediately adjacent to Temple Park already benefits from a Parking Management Scheme, which was implemented in October 2021. As part of the process which commenced in 2019, but which unfortunately was delayed by the impact of the global Covid-19 pandemic, Temple Park residents were included in an area-wide informal consultation
- 4) During the above, the Council delivered a letter, plan of the area, a questionnaire and reply-paid envelope to every property in the area agreed with ward councillors. Responses received from residents in Harlington Road (Nos.3 to 47. Odds, and Nos. 26 to 82 Evens) and Hilliers Avenue generally supported the principle of a Parking Management Scheme.
- 5) However, residents of Coney Grove and Temple Park indicated they were happy with the current arrangements. Of the 14 consultation documents delivered to residents of Temple Park, one indicated support for a possible parking scheme while three were returned opposing any changes to the unrestricted parking. This represented a response rate of 29%.

- 6) The results were shared with the Cabinet Member and local ward councillors who were concerned that should a scheme be implemented in Harlington Road and Hilliers Avenue, parking could transfer to Temple Park and Coney Grove.
- 7) As a result, officers were asked to reconsult residents of the two roads that did not support a possible scheme, to see if they would like to reconsider their decision, given the fact that a scheme may be implemented nearby.
- 8) A further informal consultation was subsequently undertaken with residents of Coney Grove and Temple Park, and again consultation packs were delivered to every property.
- 9) Results from Coney Park again indicated residents from this road did not support managed parking. Responses from the 14 properties in Temple Park were balanced with three indicating support for a scheme and three indicating they would prefer no change. This represents an improved response rate of 43%.
- 10) Again, the results were shared with ward councillors who on reflection felt that there was still no clear consensus, and on that basis, they recommended that the current parking arrangements should remain the same in Temple Park.
- 11) In view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their request for 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. Ward councillors may at the same time wish to offer their views on the matter in light of the fact that two previous comprehensive consultation exercises resulted in no support for changes to the parking arrangements in Temple Park.

## **Financial Implications**

There are no direct financial implications associated with recommendations to this report. However, if the Council were to consider the introduction of managed parking on Temple Park, 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**

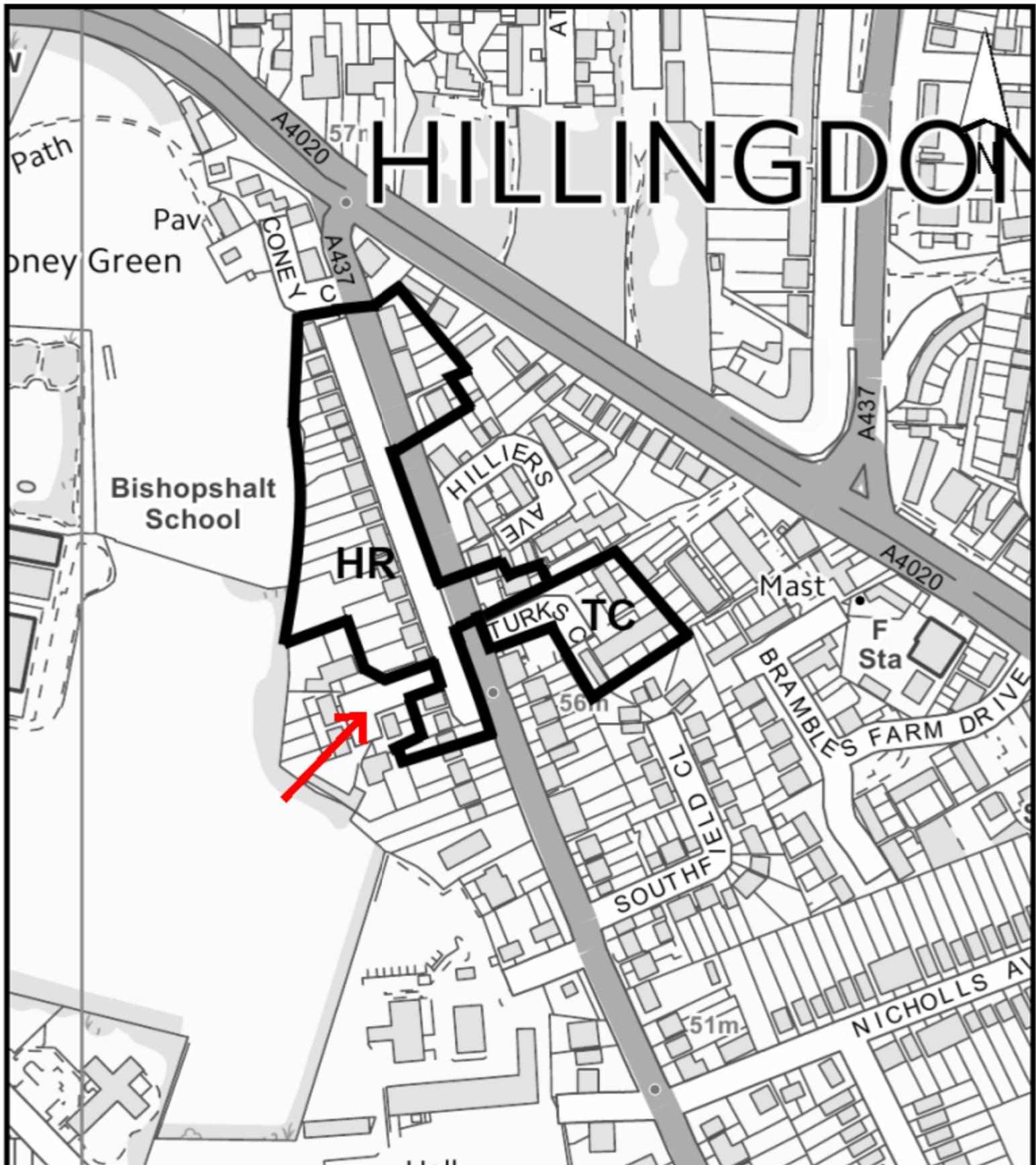
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location plan



Temple Park, Uxbridge - Location plan and nearby Parking Management Schemes

Appendix A

January 2023  
Scale 1:3,000



Extent of the Harlington Road Zone HR and Turks Close Zone TC Parking Management Schemes

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## PERMIT PARKING ZONE 'U8', UXBRIDGE - PETITION REQUESTING THAT PERMIT PARKING ZONE 'U8' BE MERGED WITH PERMIT PARKING ZONE 'U1'

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</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 from residents who live in Uxbridge permit parking zone 'U8' requesting that this parking zone be merged with Uxbridge permit parking zone 'U1'.
<b>Putting our Residents First</b>	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>
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Uxbridge

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request for parking permit zone 'U8' to be merged with permit parking zone 'U1'; and
- 2) subject to the outcome of the above, and with discussions with Ward Councillors, 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 22 signatures has been submitted to the Council by some residents who live within Uxbridge parking permit zone 'U8' signed under the following heading:

*"I, the lead petitioner, recently moved into Uxbridge and was surprised to find that North Uxbridge is split into a number of parking zones. These zones to my mind do not evenly reflect ease of access to key amenities and shopping facilities, which should be an area of focus for the Council.*

*In the case of zone U8: -*

- 1. The parking bays are limited taking me away from my home address.*
- 2. The bus service to and from Uxbridge town is not frequent enough and after 1851 pm the U10 bus service from Uxbridge station ends for the day with the U1 service ending at 2051. The frequency of buses between 7 and 9 pm is only 2 buses per hour which is really quite limiting.*
- 3. The parking bays in roads in U8 parking zone – Beacon Close, Hillman Close, Salt Hill Clos, Towergate, Woodhall Close are already quite full with limited room for additional capacity.*
- 4. Even though I live on Harefield Road I am unable to park anywhere on Harefield Road as the road comes under the U1 permit zone.*

*I am therefore proposing merging zones U8 and U1*

*In support of this petition, I attach signatures and addresses from neighbours."*

- 2) Uxbridge parking zone 'U1' was introduced in December 1997 following a consultation with residents who live close to Uxbridge Town Centre, who were concerned with all-day non-residential parking. Zone 'U8' was subsequently implemented in March 2006 as complaints were received about displaced parking. A plan of the parking zone areas is attached as Appendix A.
- 3) The Council's Parking Permits Team have advised that currently there are approximately 694 residents parking permits on issue for zone 'U1' with approximately 459 spaces, and in the considerably smaller zone 'U8' there are 34 permits on issue and around 31 on-street spaces.

- 4) The majority of zone 'U1' operated Monday to Saturday 9am to 5pm; however, some roads closest to Uxbridge Town Centre petitioned the Council to increase the operational times of the scheme in their road due to the pressure on parking spaces. As a result of that petition and subsequent consultations and decisions at the time, part of the zone 'U1' scheme now operates everyday between 9am and 10pm whilst the parking scheme zone 'U8' currently operates Monday to Friday 9am to 5pm.
- 5) In light of this new petition, it is recommended that the Cabinet Member listens to the testimony from petitioners and asks for the views of the ward councillors on the suggestion as to whether there is a case to merge the two parking zones. Clearly ward councillors will be able to advise on the basis of any local knowledge they can offer concerning the likely support or otherwise they feel there may be within the local community as a whole.
- 6) If the Cabinet Member is minded to add this request to the extensive parking scheme programme for an informal consultation, then it is recommended that residents in both zone 'U1' and zone 'U8' are consulted. In total there are approximately 1,360 properties within this area, which is one of the reasons why local ward councillor views may be especially valuable to mitigate the risk of abortive work and costs that could ensue.

### **Financial Implications**

There are no direct financial implications associated with recommendations to 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**

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**

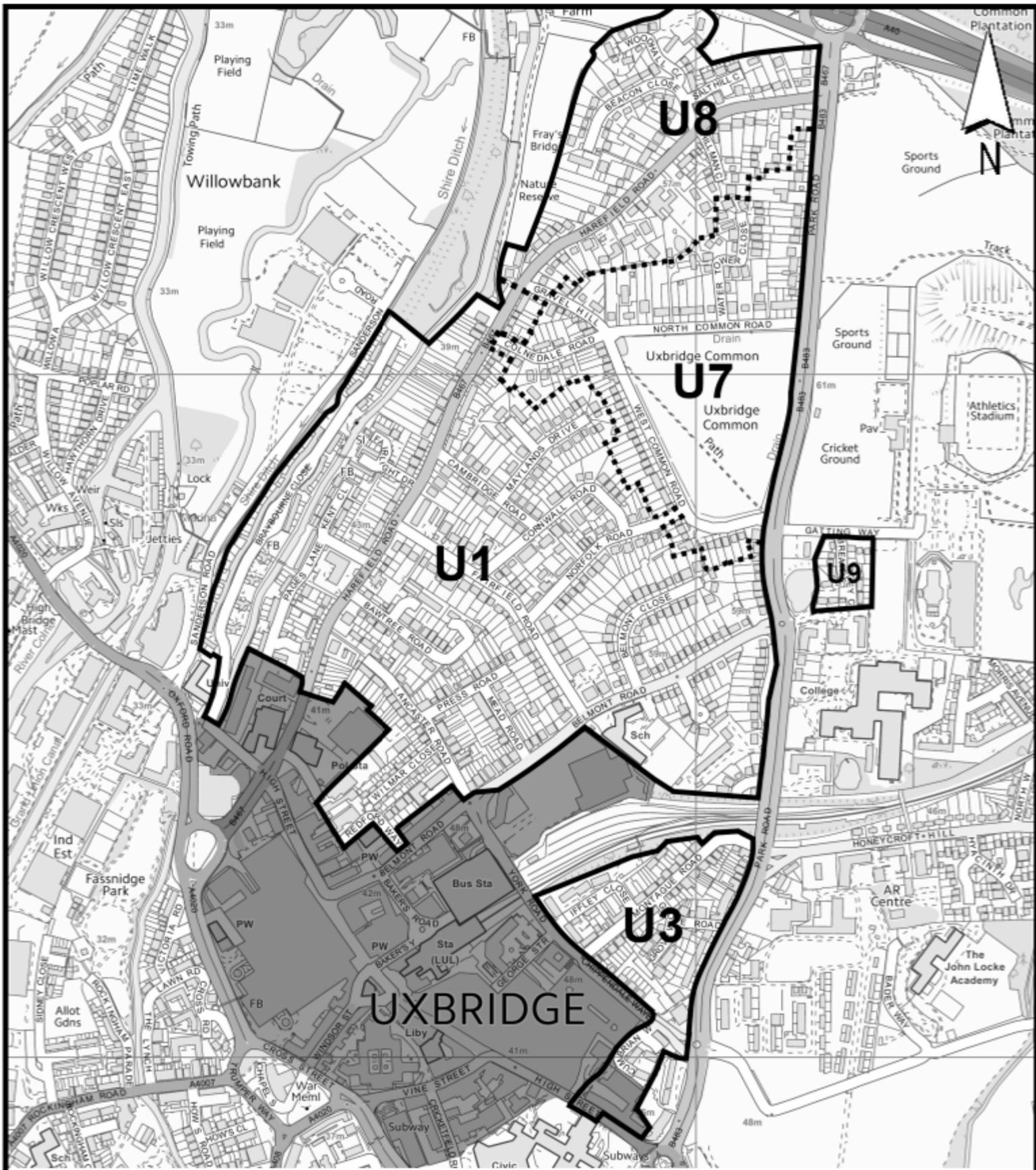
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

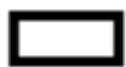
## **TITLE OF ANY APPENDICES**

Appendix A – Parking zones location plan



# Uxbridge North Parking Management Scheme

# Appendix A

 Boundary of the Uxbridge North Parking Management Scheme Zones U1, U3, U7, U8 and U9

January 2023  
Scale 1:8,000

 Internal zone boundary

 Extent of the Town Centre Scheme

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## EASTCOTE ROAD, RUISLIP - REQUEST FOR REMOVAL OF RAISED ZEBRA CROSSING

<b>Cabinet Member(s)</b>	Cllr Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Property, Highways & Transport
<b>Officer Contact(s)</b>	Sophie Wilmot, Place Directorate
<b>Papers with report</b>	Appendix A – Location Plan

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents of Eastcote Road, Ruislip requesting removal of a raised zebra crossing.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: Live active and healthy lives  This report supports our commitments to residents of: A Green and Sustainable Borough
<b>Financial Cost</b>	The financial costs associated with the recommendations to this report is dependent on the instruction from the Cabinet Member. 6.a) has no direction financial implications 6.b) will be managed within existing revenue budgets and 6.c) with be managed through the Council’s Capital Release process.
<b>Relevant Select Committee</b>	Property, Highways and Transport
<b>Relevant Ward(s)</b>	Ruislip

### RECOMMENDATIONS

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

- 1. meets with petitioners and listens to their request for the removal of a raised zebra crossing on Eastcote Road, Eastcote;**
- 2. notes the previous petitions and communications from residents, requesting improvements to road safety in the area, as detailed within the body of the report;**
- 3. notes the benefit of the raised zebra crossing, as detailed with the report;**

4. considers the cost of removal of the zebra crossing, as outlined in the report;
5. reviews the work done to date by officers to investigate the concerns being raised by the petitions, as provided within the report; and
6. based on the above, considers the options outlined in paragraph 19 and instructs officers on one of the following courses of action:
  - a). Take no further action at this stage but keep the matter under review;
  - b). Commission further traffic volume and speed surveys and report back to the Cabinet Member and Ward Councillors;
  - c). Instruct officers to investigate budgetary options to cover the costs involved in removal of the raised table, subject to consultation as necessary.

### 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 the minimum compliant total of **21** signatures has been received by the Council, requesting the removal of a raised zebra crossing on Eastcote Road. The petition has been signed under the following:

*'We the undersigned implore Hillingdon Council to have the raised table for the Zebra crossing located by 273 Eastcote Road Ruislip which was installed in February 2022, removed and the crossing returned to be flat with the road surface. The raised table has caused far more distress to us residents and cause for safety concerns than we had here previously. The crashing down of various trucks, vans, trailers etc along with the skip vehicles which boom and clang coming off the ramp is simply unbearable for the residents here with such occurring at all hours - particularly an issue early morning, including Saturdays, as well as often very late into the night. Sleep is disturbed: being jolted awake, causing great stress with the bomb-like sound. The booming crashes off the ramp cause properties to shake, much more than the HGV's roaring past used to. Further cracks in houses have appeared and there is danger caused to pedestrians with debris being thrown off skips onto the pavement as they crash down. Such debris has also caused car tyres to burst when using the driveway into the adjacent property. Pedestrians are very startled by the often-deafening booms. Flooding occurs by the ramp with heavy rain causing the pavement to be impassable. The raised table has got to go. It has ruined our environment*

*here, made pedestrian safety more of an issue, given greater concern for the fabric of our properties and made our lives a torment.'*

2. Eastcote Road (B466) is a major east-west route in Hillingdon that links Ruislip to Northwood Hills and Eastcote. Eastcote Road is designated as a Borough secondary distributor road and forms part of the H13 bus route. Although now a mainly residential road, Eastcote Road and Eastcote High Road also have local shops, a busy public house and are a main route for school children. From an 1868 Ordnance Survey map, cartographers showed that what is now Eastcote Road, follows much the same route as it does today so clearly this is an ancient thoroughfare. A location plan is attached as Appendix A to this report.

### **Previous Petitions & Correspondence**

3. The measures at the zebra crossing and the junction of Windmill Hill / High Road Eastcote were brought forward following a petition of **207** signatures calling for urgent safety measures on Eastcote Road; that previous petition was signed under the following heading:

**Title:** *Road Safety Measures urgently needed - Eastcote Road (between Spring Drive up to and including Windmill Hill roundabout)*

**Statement:** *'We the undersigned petition Hillingdon Council to urgently implement the following road safety measures: - Speed cameras with fines throughout the stretch of road between Spring Drive/ Fore Street and Windmill Hill roundabout junction. - Improvement of design of Windmill Hill roundabout junctions to include severe traffic calming. - Enforce breaches of the London Lorry Control Scheme throughout this area and stop HGV's tearing through these roads day and night causing noise & vibration disturbance to our homes. - New and improved VAS signage in key stretches of road between Spring Drive all the way through to Windmill Hill roundabout. - Renewed road surfacing & fixing of potholes/ drain and gully covers.*

**Justification:** *We call on Hillingdon Council to take note of the road problems in this area (notwithstanding a terrible fatal collision on 25<sup>th</sup> October 2020 in the area) and put together a proposal to make the entire stretch of road safer for residents, pedestrians and other road users as a matter of urgency.'*

4. It is understood that the incident which presumably galvanised the petitioners into raising the topic of wider road safety in Eastcote Road was almost certainly the one referenced by the petitioners. At the time of the petition hearing, the case was still subject to police investigation and consideration by the Coroner, so it was not possible to make further comment then, because of the risk of prejudicing the case in question. The case has now concluded, with the prosecution of the driver who caused the tragic infant fatality; it has since been placed on the public record that the driver was suffering from regular medical episodes which incapacitated him (a fact which he had failed to disclose to the DVLA) and furthermore, at the time of the collision, was found to have been under the influence of cocaine, the combined consequences of which meant that he lost control of his car, which led to it crossing the road and striking the infant in her pushchair with tragic consequences.

5. It was clear that the shock of this dreadful incident, resulting in an infant death, understandably served as a catalyst for residents' wider concerns about road safety in Eastcote Road, prompting the petition which was heard by the previous Cabinet Member in April 2021. Much detail was included in the petition report of the time, including such matters as the status of safety cameras, and the fact that the Council was preparing to re-join the London Lorry Control

Scheme (LLCS); as most of the issues from the petition referenced above were covered through the previous hearing process, most of it does not require repeating in this present report.

6. However, further information, including concerns and suggestions, was provided by petitioners both at the hearing and via subsequent correspondence with Officers.

7. An example of this additional helpful detail from petitioners is as follows:

*“The zebra crossing near to Lidgould Grove/Pembroke Park is very precarious due to the fact that drivers from either side of the road are unable to react quickly enough if they are travelling at speed due to the S-bend in the road. Pavements on this stretch of road are also very narrow, kerbs are too low (on the bend towards Ruislip) and vehicles have been seen mounting the narrow pavement where they are unable to see pedestrians clearly due to the bend. Re-instate refuge islands at zebra crossing on Eastcote Road by Pembroke Park entrance as this is a busy crossing at peak times due local schools either side (Coteford, Haydon, Warrender, Bishop Ramsey). Often cars do not stop simultaneously on both sides of the road despite pedestrians being in full view and people are left ‘hanging’ in the middle waiting to cross”.*

8. The former refuge island referred to by the petitioners was removed when the zebra crossing was first introduced as part of the redeveloped RAF Eastcote. The old refuge island, comprising a pair of old-fashioned iron ‘D-rings’, was substandard both in its size and its location. Having provided a proper formal (Zebra) crossing the Council clearly could not allow any crossing point created within the new crossing to be substandard. The current carriageway width does not lend itself to a crossing with a centre island that meets current design standards, which stipulate a minimum width for waiting pedestrians, including anyone with a pushchair or using a wheelchair, who are pausing half-way across the road, as well as adequate passing width on both sides for general traffic.

9. The issue with the provision of a refuge island which is compliant with national standards has previously been communicated to petitioners, who responded as follows:

*“If it remains that refuge islands are still deemed impossible (but serious question why) please investigate if a slightly raised table to the crossing area would work instead?”*

10. In responding, the point about design standards for refuge islands was again reiterated, but the idea to raise the level of the crossing which, as can be seen from this came directly from the petitioners themselves, was considered by officers and Members as a reasonable and viable option, as clearly raising of zebra crossings is a common traffic calming solution where there are concerns about traffic speeds, and indeed there are many such raised crossings not only throughout the Borough but across the whole country.

### **Work done to date**

11. Following the original petition requesting road safety measures, the zebra crossing was raised as well as the junction of High Road Eastcote / Windmill Hill to slow cars and improve facilities for those wishing to cross the road at this point. In accordance with legislation, prior to the work taking place, formal public notices were erected on site near the crossing, between 20<sup>th</sup> October 2021 and 10<sup>th</sup> November 2021, and there were no objections received. The opportunity

was also taken to install a number of warning signs to make drivers more aware of the zebra crossings in the area.

12. In terms of other work, officers have spoken to HS2 and their contractors, who are working in the wider local area, and tasked them to ensure that they do not allow any of their heavy lorries to use Eastcote Road which is not an authorised HS2 Construction Route. Officers have also discussed with the petitioners the fact that Eastcote Road is a key distributor road along with the fact that in recent years the numbers of larger lorries using the road has increased – some of them serving logistics centres as far away as Victoria Road, South Ruislip, their routes constrained by the low bridges in that area. Officers have an ongoing dialogue with London Councils about lorry routing, as part of the London Lorry Control Scheme (LLCS), which the Council agreed to re-join in early 2021, following assurances given by London Councils that the LLCS would be managed and enforced more proactively in Outer London than hitherto.

13. The Council's Anti-Social Behaviour Team have undertaken some investigations into the specifics of skip lorries and the frequent noise aspects associated with unsecured chains but regrettably this is a widespread issue without an easy solution, being chiefly reliant upon goodwill by the skip businesses concerned.

14. The road in the area has been resurfaced, with the Council's Highways team using a new type of surfacing which is designed to reduce noise; this was one of the first areas to benefit from this new type of surfacing.

### **Benefits of a raised zebra crossing**

15. The idea of speed tables stems from many years of research sponsored by Central Government, with extensive work by the Transport Research Laboratory (TRL) at Crowthorne to develop the optimum profiles. When used on a bus route there are further design standards stipulated by Transport for London (TfL). The Council long ago stopped introducing the older round-topped 'sleeping policemen' but over the past couple of decades has introduced, where supported through consultation, coupled with some evidence of speeding, flat-topped speed tables of the kind installed in Eastcote Road, which is the subject of this present petition.

16. These raised tables not only serve to slow traffic (and moreover encourage approaching traffic to slow out of self-preservation as much as anything) but their presence reinforces the presence of a place where pedestrians are likely to cross, and there are particular benefits for wheelchair users, people with buggies and anyone else who can take advantage of having a level passage across the road which a raised table provides. Furthermore, the fact that there are key schools in the vicinity with catchment areas spanning both sides of Eastcote Road, strengthens the arguments in favour.

### **Disbenefits of a raised crossing**

17. Whilst a raised table of the kind installed in Eastcote Road offers the road safety benefits already described, there can often be an unwelcome issue in terms of vehicle noise. It is appreciated that this concern is the key driving force behind the present petition. Background traffic levels and associated noise in the road were already higher than, say, an adjacent side road, but having said that this is typical of other local distributor roads in the area.

## Cost and other implications for consideration of removal of the zebra crossing

18. Following the initial concerns raised by the residents, officers firstly checked and confirmed that the scheme had been accurately and properly constructed to design standards, and then considered a possible cost estimate for removing the raised zebra and reinstating the crossing at carriageway level. The Highways team provided a cost estimate of circa £19k for these works, based on rates from the Council's term contractors O'Hara who would undertake the works.

19. It should also be noted that removal of the raised table should properly involve a consultation process, including the local schools, to ensure that all views may be fairly and reasonably considered. It should be borne in mind that the driving factor behind the installation of this traffic calming feature, suggested by residents in the first place, was the enhancement of road safety.

### Options going forward

20. Based on the information provided above, the Cabinet Member may be minded to consider the options below and instruct officers as to the next steps for this petition:

- **Option 1:** Do Nothing: no changes to be made to the crossing and the scheme to remain as is currently provided (financial cost: £0).
- **Option 2:** Review: review the speeds in the area in six months' time to ensure the speed reduction benefits are still being met (financial cost: £255).
- **Option 3:** Consultation on and, subject to the outcome, potential removal of the raised zebra crossing, and re-instatement of an at grade crossing (financial cost: £19,000; it should be noted that there is at present no budget reserved for such an action).

### Financial Implications

The financial cost associated with the recommendations to this report is dependent on the instruction from the Cabinet Member.

**6.a) Take no further action at this stage but keep the matter under review** has no direct financial implications.

**6.b) Commission further traffic volume and speed surveys and report back to the Cabinet Member and Ward Councillors** will be managed within existing revenue budgets for the Transportation service.

**6.c) Instruct officers to investigate budgetary options to cover the costs involved in removal of the raised table, subject to consultation as necessary** will be managed through the Council's Capital Release process.

## 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**

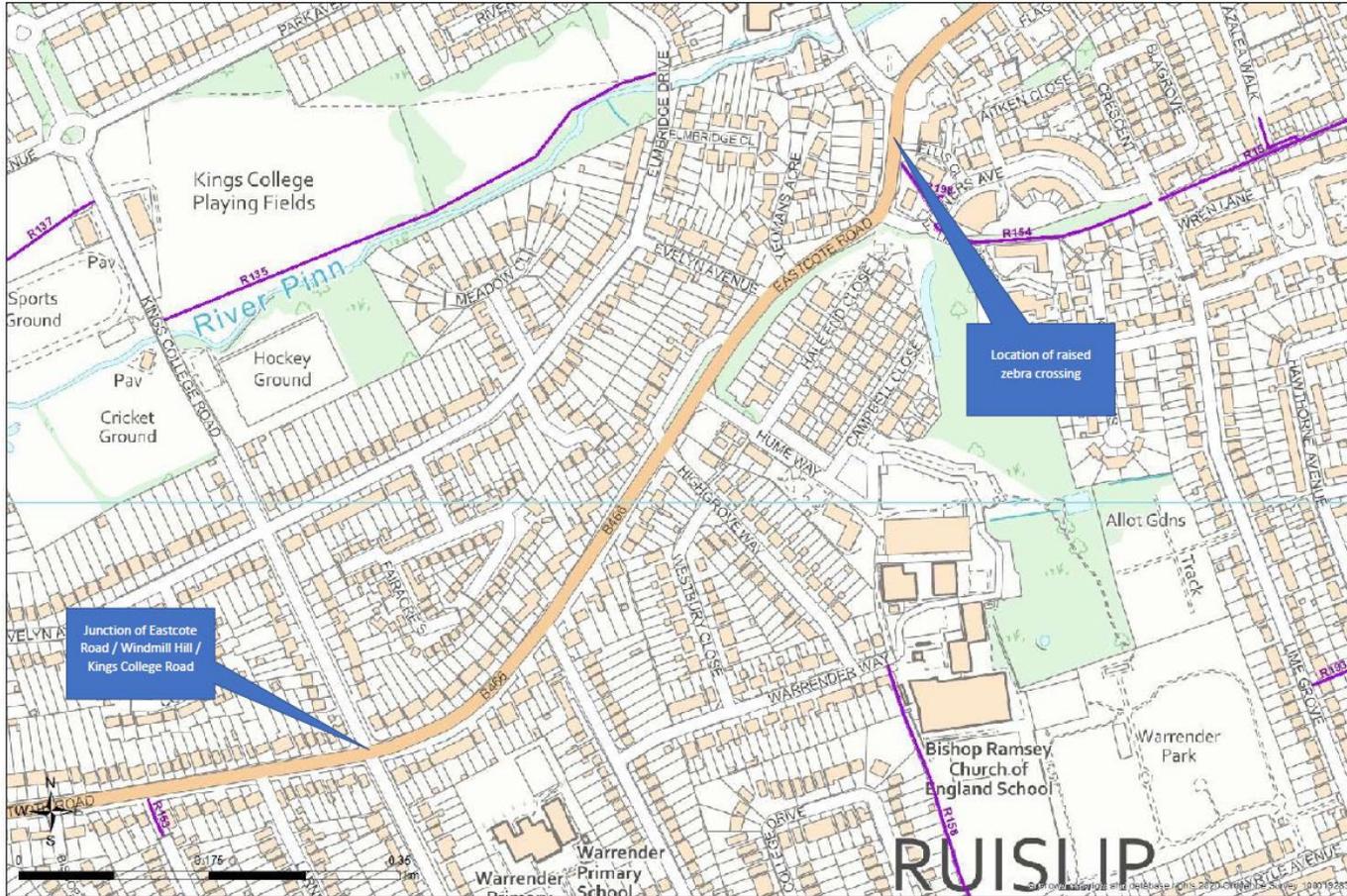
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

# Appendix A - Location Plan

## Eastcote Road



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Map Notes

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## KINGSEND, PEMBROKE ROAD, WEST END ROAD RUISLIP - REQUESTS FOR (i) TRAFFIC CALMING MEASURES & (ii) RESURFACING

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</b>	Sophie Wilmot, Place Directorate
<b>Papers with report</b>	None

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a pair of petitions have been received from residents of Kingsend, Ruislip - one requesting traffic calming measures and the second resurfacing.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: Live active and healthy lives  This report supports our commitments to residents of: A Green and Sustainable Borough
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is £518 and will be managed within existing revenue budgets for the Transportation service.
<b>Relevant Select Committee</b>	Property, Highways and Transport
<b>Relevant Ward(s)</b>	Ruislip and Ruislip Manor

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. with regard to the first petition:
  - a. meets with petitioners and listens to their request for traffic calming measures on Kingsend, Pembroke Road and West End Road, Ruislip;
  - b. notes the request for the provision of 'speed cameras' - more formally 'Road Safety Cameras' - and informs the residents that these are not under the jurisdiction of the Council;
  - c. invites petitioners to consider whether they have alternative suggestions to be considered to address their concerns over speeding vehicles;

- d. instructs officers to consider the undertaking of 24/7 speed and vehicle classification surveys (the Cabinet Member may be minded to ask petitioners their views on locations for these);
  - e. subject to the outcome of the surveys, instructs officers to undertake further investigations and report back; and
2. with regard to the second petition, seeking road resurfacing at the same junction:
- a. notes the letter sent to the lead petitioner by the Head of Highways, details of which have been included within the report; and
  - b. subject to the above, listens to the testimony of the petitioners on the subject of resurfacing and instructs Highways Officers to take any further action as appropriate and to report back to him accordingly.

### 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) The Council has received two consecutive petitions related to broadly the same site and both led by the same lead petitioner. In order to make best use of the petitioners' and Cabinet Member's time, these two petitions are considered together in this single report.
- 2) The first of the two petitions, with 21 signatures, has been submitted to the Council from residents of Kingsend Road, Ruislip signed under the following heading:

**Petition Topic** *Traffic calming around traffic lights at Kingsend, Pembroke Rd and West End Road:*

**Desired outcome** *Cars, motorbikes and buses accelerate from the Traffic lights up the hills on Kingsend, West End Rd and along Pembroke Road, breaking the law, risking pedestrian safety, creating noise pollution, and disrupting sleep. The Council currently have put zero measures in place to disincentivise this.*

**Desired outcome is** *Speed cameras on Kingsend West End Road and Pembroke Road*

**Specific location details.**

1. *Kingsend from Traffic lights to Old Bear pub roundabout with B466*
2. *West End Road from Traffic Lights up the hill to Ruislip Station side entrance*
3. *Pembroke Road from Traffic lights to Green Walk'*

- 3) Both Kingsend and Pembroke Road are mainly residential in nature, although Ruislip Station is accessible from Pembroke Road, and Station Approach – a private road leading to the station - is close to the signalised junction of Pembroke Road, West End Road and

Kingsend. West End Road in this location is a link which crosses over the railway line. The area has on-street parking opportunities with some single and double yellow line waiting restrictions. A plan of the area is attached as Appendix A.

- 4) The petition states specifically that the desired outcome is for 'speed cameras' (known more formally as Road Safety Cameras) to be provided on all three roads. Unfortunately, contrary to a common prevailing public belief, within Greater London, all 'road safety cameras' are not owned, maintained or operated by the relevant local council, but instead are fully the responsibility of the Police, Transport for London, His Majesty's Courts and 'London Councils', the latter being the body responsible for representing all the interests of London's boroughs. The siting of such equipment is a matter for this partnership and sites are generally selected by them only in cases where there is already a very high prior record of road traffic collisions involving serious injury or death. Similarly, none of the revenue streams involved come to the Council. Based upon this, the Cabinet Member will wish to advise petitioners that this request cannot be delivered by the Council.
- 5) The Cabinet Member may also wish to remind the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Metropolitan Police, which is presently the only statutory organisation with the necessary powers of enforcement against speeding drivers; speeding is an enforceable offence, which can result in prosecution and, in many cases, points on the driver's licence.
- 6) Fortunately, Kingsend, Pembroke Road and West End Road do not have a significant poor road traffic collision record. Officers have interrogated the Police Road Traffic Collision data for both locations and have established that there have only been a handful of slight personal injury accidents, as recorded by the Police, within the most recent five years for which data is available, but the level is not significant given the types of road and the large, signalised junction. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time such independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough.
- 7) As 'road safety cameras' cannot be provided by the Council, petitioners may wish to consider whether they would like alternative forms of interventions to be considered to address the concerns raised. 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. In a similar vein, 'one-way' working can create inconvenience for residents and businesses, may be counterproductive if rat-running traffic flows reverse between the morning and afternoon (e.g., where associated with school or commuter traffic) and would inevitably result in a significant increase in traffic speeds, as any driver will know that they will not face any traffic oncoming towards them. The strategic nature of the routes on all four arms of the junction concerned make it highly unlikely that any of them could realistically be made one-way. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.

- 8) The Cabinet Member will also be aware that the Council has successfully deployed a number of electronic vehicle-activated signs with a 'slow down' message, intended to provide a clear warning to speeding traffic. It is conceivable, that if evidence of a genuine speeding issue is identified, such a sign could be considered, subject to a suitable budget being available.
- 9) In order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to instruct officers to undertake 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 one 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. The Cabinet Member may be minded in this context to invite petitioners to indicate the locations where they feel such surveys would be most appropriate; survey equipment generally needs to be securely attached to tall street furniture such as lampposts or trees and preferably not where equipment could be parked on.
- 10) The second petition, led by the same lead petitioner, and also with 21 signatures, concerns broadly the same site, but seeking resurfacing of the carriageway.

**Petition Topic:** *Road re-surfacing at Kingsend Your desired outcome: The road surface on Kingsend near the traffic lights is degraded in both directions. When Buses and HGVs pass the vibrations shake nearby homes and fixtures are coming loose from the vibrations*  
*Two possible desired outcomes;*

1. *Narrow the road to permanently re-route all buses and HGVs OR*
- 2 *Re-surface the road in both directions*

**Specific Location Details:** *Outside 5 & 7 Kingsend in both directions*

- 11) The Council's Head of Highways has recently written to the lead petitioner in response to this second petition, and the essence of that letter is shown below in redacted form:

***PETITION – Resurfacing of Carriageway in Kingsend, Ruislip (High Street end)***

*Thank you for your petition to the Council, which has been forwarded to me in order for me to respond to your concern in relation to the condition of the carriageway in Kingsend, Ruislip (High Street end).*

*A site inspection has been undertaken and all carriageway defects identified have been rectified. Furthermore, carriageways for inclusion in planned annual resurfacing programmes are prioritised primarily based on their condition and network prioritisation criteria, as well as funding allocation.*

*Nonetheless, Kingsend has been added to the list of roads in need of treatment for inclusion in a future programme of works, the timing of which will depend on the requisite approval, other network conditions, and priorities. At this stage, I am unable to predict the timing of these works.*

*In the interim, we will continue to monitor the condition of the carriageway in Kingsend, Ruislip and undertake necessary defect repairs as appropriate.*

*I trust that the above is satisfactory for your purposes, but should you require any additional information please let me know.*

12) It is conceivable that the petitioners may wish to comment upon the matter, in which case the Cabinet Member may wish to invite their testimony. However, with regard to the suggestion of closing access to buses and HGVs, this suggestion is not considered viable for many reasons and will not be considered further.

13) In conclusion, therefore, it is recommended that the Cabinet Member listens to the testimony of the petitioners and their Ward Councillors and considers the possible actions set out for his consideration at the head of this report.

### **Financial Implications**

The estimated cost associated with the recommendations to this report is £518 and will be managed within existing revenue budgets for the Transportation service.

## **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.

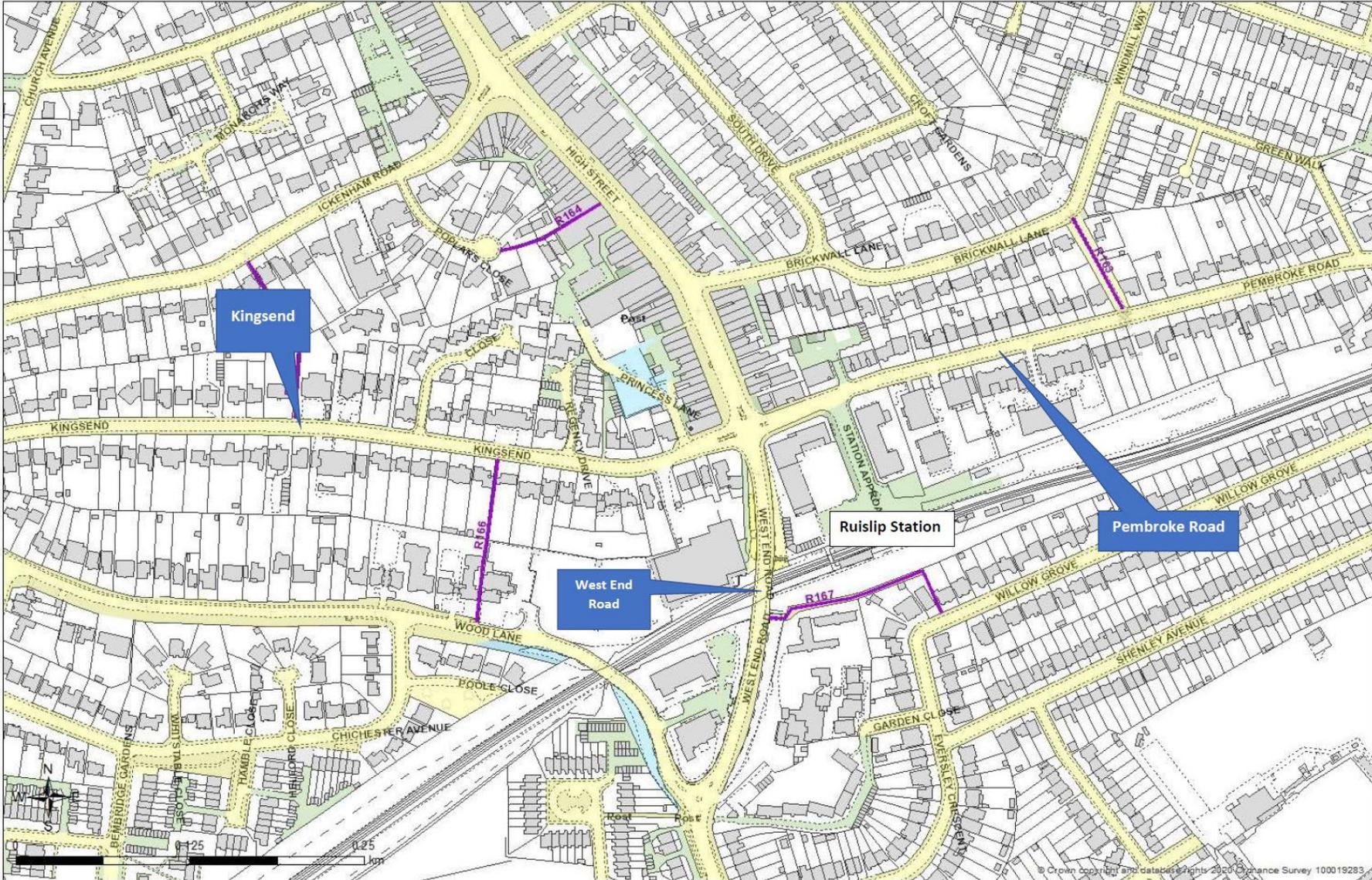
## BACKGROUND PAPERS

Petition received.

# Appendix A - Location Plan

## Kingsend, West End Road, Pembroke Road, Ruislip

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Map Notes

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