



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: 27 April 2023

Contact: Liz Penny

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Date: WEDNESDAY, 10 MAY 2023

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

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

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

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Putting our residents first

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

Useful information for petitioners attending

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Agenda

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public
- 3 To consider the report of the officers on the following petitions received:

	Start Time	Title of Report	Ward	Page
4	19:00	Redmead Road, Hayes - Petition Requesting the Introduction of Parking Controls	Pinkwell	1-6
5	19:15	Elm Avenue & Park Way, Ruislip - Request for Traffic Calming and Safety Measures	Ruislip Ruislip Manor Eastcote	7-12
6	19:30	Hinton Road, Uxbridge – Petition Opposing Proposed Double Yellow Lines and Request for Partial Footway Parking	Uxbridge	13-22
7	19:45	Vine Lane, Uxbridge - Petition Requesting Traffic Calming Measures and a Pedestrian Crossing Near ACS Hillingdon International School	Hillingdon West	23-30
8	20:00	Tavistock Road, Yiewsley – Request For 20MPH Speed Limit	Yiewsley	31-40



REDMEAD ROAD, HAYES - PETITION REQUESTING THE INTRODUCTION OF PARKING CONTROLS

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Aileen Campbell – Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Redmead Road, Hayes, requesting the introduction of parking controls.
Putting our Residents First	<p>This report supports our ambition for residents/ the Council of: Live in good quality, affordable homes in connected communities.</p> <p>This report supports our commitment to residents of: Safe and Strong communities.</p>
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward	Pinkwell

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for the Council to consider parking controls in Redmead Road, Hayes; and**
- 2) Subject to the above, asks officers to add the request for parking controls to the Council’s extensive Parking Scheme Programme and prepare an informal consultation in an area agreed in liaison with local Ward Councillors.**
- 3) Asks for matters of litter and vermin to be addressed by the other relevant department and portfolio as appropriate**

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 26 signatures representing 23 properties has been submitted to the Council by some residents of Redmead Road, Hayes signed under the following heading:

“Lack of parking controls results in commuter and commercial vehicle parking on both sides of the street causing width restrictions and also blocking driveways and dropped kerbs. This makes it very difficult for other road users to pass and vehicles can only do so in single file. Commuters and commercial drivers also leave large amounts of litter attracting vermin.

- 1) *Increase in double yellow line lengths at both ends of Redmead Road.*
 - 2) *Parking restrictions to protect commuter and commercial vehicles from using our roads as a free car park.”*
2. Redmead Road is a mainly residential road comprising of semi-detached and terraced houses, many of which appear to benefit from off-street parking provision. There is a small parade of shops nearby which includes a food take-away business, grocery store and other commercial facilities close to the junction with Bushey Road. As the road is currently unrestricted non-residents can park in the road without a time limit. A plan of the area is attached to this report as Appendix A.
 3. Redmead Road could be an attractive place to park for commuter and commercial vehicles as it is a short walk to Hayes Town Centre and public transport links. Hayes and Harlington Station which is now served by the Elizabeth Line, and there are bus stops on nearby Dawley Road which serves the U4 bus route, and Station Road which forms part of the 90, 696, 698, E6, H98, N140, U4 and more recent 278 bus route.
 4. There are existing ‘at any time’ waiting restrictions at the junction with Bushey Road, as well as the junctions with Dawley Road and Station Road which petitioners have requested be extended to help prevent obstructive parking.
 5. Although not specifically mentioned, one option for parking controls could be the introduction of a residents’ permit parking scheme. There are existing Parking Management Schemes in Hayes, the closest of which operates in Fairey Avenue as Zone HY4, and Albert Road, Black Rod Close, Gordon Crescent, Keith Road and Nestles



Avenue as Zone HY2. These were requested by residents to help prevent non-residential parking, which they associated with commuters who would walk to the station. A further option to manage parking in the area could possibly be achieved with the introduction of limit time waiting restrictions which could negatively impact residents who may not have access to off-street parking.

6. It is noted within the petition that residents are concerned about large amounts of litter which are reportedly being left by commuter and commercial drivers. This is outside of the remit of parking controls; however, the Cabinet Member may feel this can be further discussed with the Council's Anti-Social Behaviour and Environment Team who may be able to organise for increased visits by Environmental Enforcement Officers.
7. The Cabinet Member may wish to ask the local ward councillors to comment on the issues raised and to support the petitioners if they agree with the recommendations set out in this report, including other issues that are outside the remit of the Cabinet Member himself.
8. To summarise, in view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their request for the possible introduction of parking controls in Redmead Road, Hayes, and, if appropriate, asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation, whilst referring the matter of littering to the appropriate teams.
9. If the Cabinet Member is minded to add this request to the parking scheme programme, residents will be offered various options to manage the parking in their road.

Financial Implications

There are no direct financial implications associated with the 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 confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

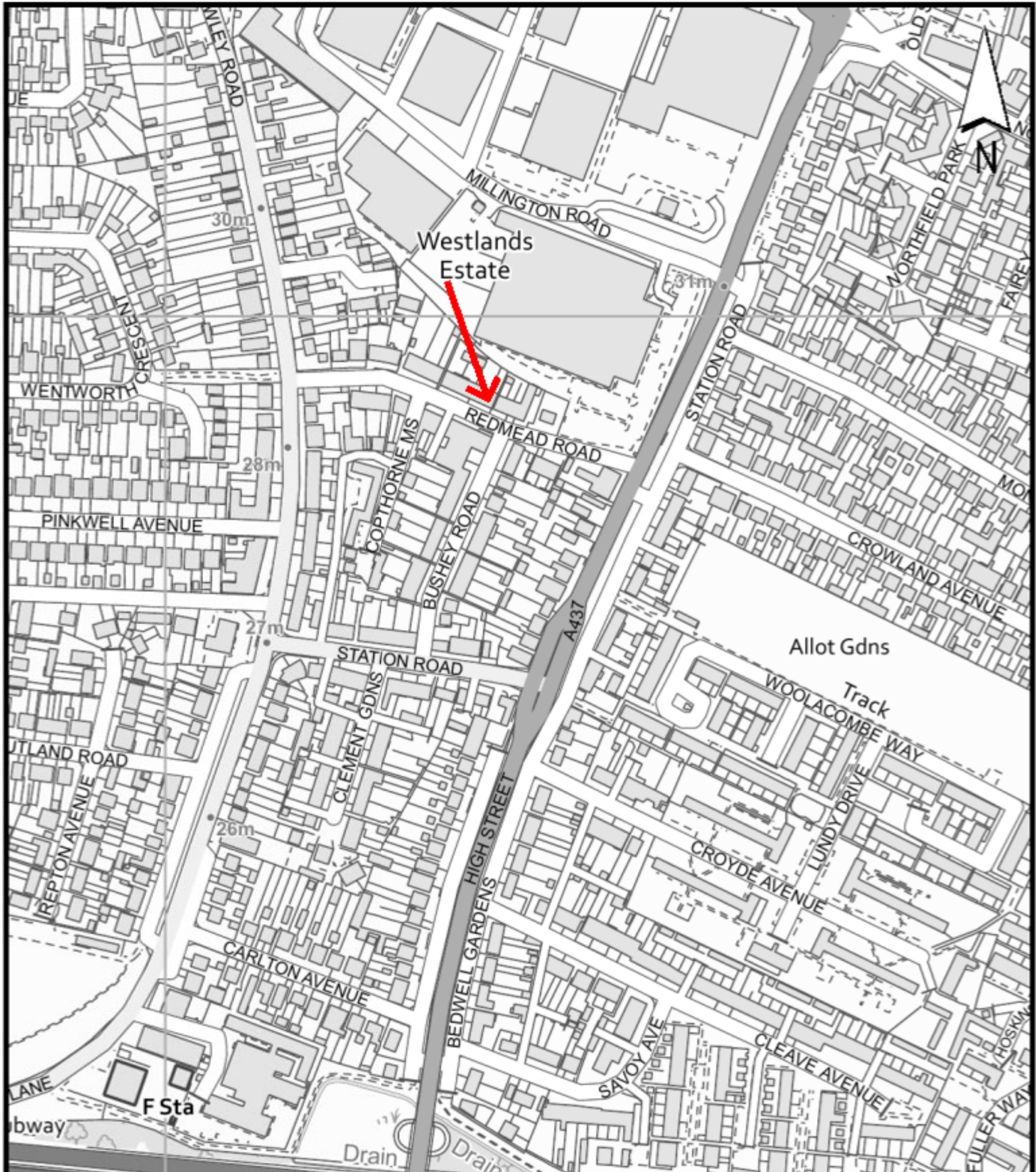
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Redmead Road, Hayes Location plan

Appendix A

April 2023

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ELM AVENUE & PARK WAY, RUISLIP - REQUEST FOR TRAFFIC CALMING AND SAFETY MEASURES

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of both Elm Avenue and Park Way, Ruislip requesting traffic calming and safety measures.
Putting our Residents First Delivering on the Council Strategy 2022-2026	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.
Financial Cost	The estimated cost associated with the recommendations to this report is £360 and will be managed within existing revenue budgets for the Transportation service.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward	Ruislip, Ruislip Manor and Eastcote

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. meets with petitioners and listens to their request for traffic calming and safety measures in Elm Avenue and Park Way, Ruislip;
2. notes petitioners' concerns over vehicle speeds and level of HGVs on Elm Avenue and Park Way and 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);
3. notes the specific feedback provided by ward councillors at an early stage upon receipt of the original petition;

4. asks officers to investigate the feasibility of the petitioners' request for pedestrian crossing in the area, given the constraints, most notably the width of the road; and;
5. based on the results of the traffic surveys and pedestrian refuge feasibility investigations, instructs officers to explore further investigations for improving road safety on Elm Avenue and Park Way, within the scope of petitioners' testimony and report back.

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 a petition, with 60 signatures, from residents of Elm Avenue and Park Way, Ruislip under the following heading:

We the undersigned petition Hillingdon Council to address the following three issues on Elm Avenue and Park Way, Ruislip HA4. a) Speed Limit - b) Weight Limit - c) Pedestrian Refuge Island.

We would like to draw Hillingdon Council's attention towards the following three issues on Elm Avenue and Park Way, Ruislip HA4.

a) Speed Limit - the current speed limit is 30mph, but despite electronic signage warning for this, this is routinely exceeded by vehicles on the road. Therefore, we would like to request Hillingdon Council to review traffic calming measures on this road, with a speed limit of 20mph, in the interest of safety.

b) Weight Limit - HGV over 7.5mt routinely operate on this road, despite 5mt Weight limits/signage applicable between 0830-1830 hrs. These large trucks cause noise, vibrations, and safety issues for the residents on the street. Large trucks use Elm Avenue to access Oak Grove, which has a narrow & weak bridge (despite a new signage), and this can lead to structural problems with the bridge. Therefore, we would like to request Hillingdon Council to review HGV weight and restrictions on this road and install physical restrictions like bollards/height restriction barriers in the interest of safety and environment.

c) Pedestrian Refuge Island - There are no pedestrian refuge islands on the road, despite the road being on a school route. School children crossing two lanes of traffic and a busy intersection (Elm Avenue-Lime Grove-Oak Grove) needs to be reviewed on a priority basis.

Therefore, we are requesting Hillingdon Council to review the use of pedestrian refuge islands on the road in the interest of safety.

- 2) Park Way which becomes Elm Avenue is a long stretch of mainly residential properties running between Windmill Hill and Field End Road. There are a few commercial developments on Park Way, close to the junction with Windmill Hill. Both roads currently have a speed limit of 30moph as denoted by the presence of street lighting. There is a combination of 'no parking' restrictions and single yellow lines restrictions along both roads. A plan of the area is attached as Appendix A.
- 3) The petition has raised concerns over vehicle speeds along mainly residential roads. The Cabinet Member may 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. Contrary to common belief the Council neither has any speed enforcement powers nor does it own, operate or maintain the safety cameras that are seen on the road network.
- 4) Fortunately, neither Elm Avenue nor Park Road has evidence of a significantly poor road traffic collision record. Officers have interrogated the Police Road Traffic Collision data for the location 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. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time this road traffic collision data, collated and recorded by the Police is a very important tool to help the Council prioritise interventions across the Borough.
- 5) The Local Ward Members of the area have provided some feedback to be considered alongside the requests set out in this report, they highlight the following:

'When considering this please note that on our last street survey in Ruislip Manor, we had residents protesting about the increase in the number of 20MPH schemes and 'tables' being installed in the wider Ruislip area. They wanted reassurance that as an Authority we would not be doing what many Inner London Councils had done to make motorists life more awkward. They are of the opinion that any councillor supporting more traffic measures was not putting Hillingdon Residents First.'
- 6) The above comments highlight that although there may be some support for traffic calming measures, this needs to be considered alongside the views of those who do not wish to see physical measures excessively implemented which many believe cause nuisances such as more noise, vibrations and, to some residents, are what they may feel is a blight on the amenity of an area. Should further studies be sanctioned that could lead ultimately to proposals for further traffic calming, residents should note that the Council would be obliged to undertake appropriate formal consultation on the proposals.
- 7) The petition also raises concerns about the level of HGVs using Elm Avenue and the Oak Grove Bridge which some may believe has a weight limit imposed, implying that the bridge itself is weak. The Cabinet Member will wish to note that the 7.5T weight limit does not apply to the bridge itself, but the warning signage in Elm Avenue, which has been in place for a number of years, alludes to the fact that there is a signed 7.5T weight limit in Chelston Road (by its junction with Dulverton Road); thus the purpose of the signage in Elm Avenue

is as a deterrent to large vehicles, headed from Eastcote towards Ruislip Manor and South Ruislip, which might be tempted to cut through from Elm Avenue to try to get to Victoria Road without following the correct route via the main traffic signal junction at Windmill Hill.

- 8) Due to recent concerns raised Council officers have investigated use of the bridge and a request for widening, initially with Transport for London who are responsible for the bridge, who responded:

The Head of London Underground Infrastructure (part of Transport for London), who is responsible for the Oak Grove Bridge, has advised that they have no concerns about its structural integrity or ability to carry heavy traffic. It was first constructed in 1904 and originally served as a farm access, which possibly explains its narrowness. They have no plans to alter or replace it, and the constraints of the site make widening almost impossible even if the funds were available.

- 9) When considering the implementation of formal pedestrian facilities such as a pedestrian refuge island, the Council is required to do so in line with national design guidance issued by the Department for Transport. Key criteria which need to be considered for a pedestrian refuge island include, but are not limited to:

- a suitable area on both sides of the crossing to accommodate pedestrians;
- forward visibility must be adequate (clear visibility for 60 metres is required in both directions);
- the island is required to be no less than 1.2m wide, ideally 1.8m wide to accommodate wheelchair uses and pushchairs;
- the carriageway on each side of the island should be no less than 4m wide.

- 10) A high-level analysis of Elm Avenue and Park Way for the purposes of this report indicates potential challenges which may inhibit the provision of pedestrian refuge islands, the average width of the roads is around 7.7m, but in order to provide a safe refuge ideally the carriageway needs to be between 9 – 11m wide.

- 11) In order to support investigations, to better understand the concerns being raised by the petitioners, and to help with any future design considerations, 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.

- 12) 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 £360 and will be managed within existing revenue budgets for the Transportation service. Should further investigation support the installation of a zebra crossing, an appropriate funding source would need to be identified and released via 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.

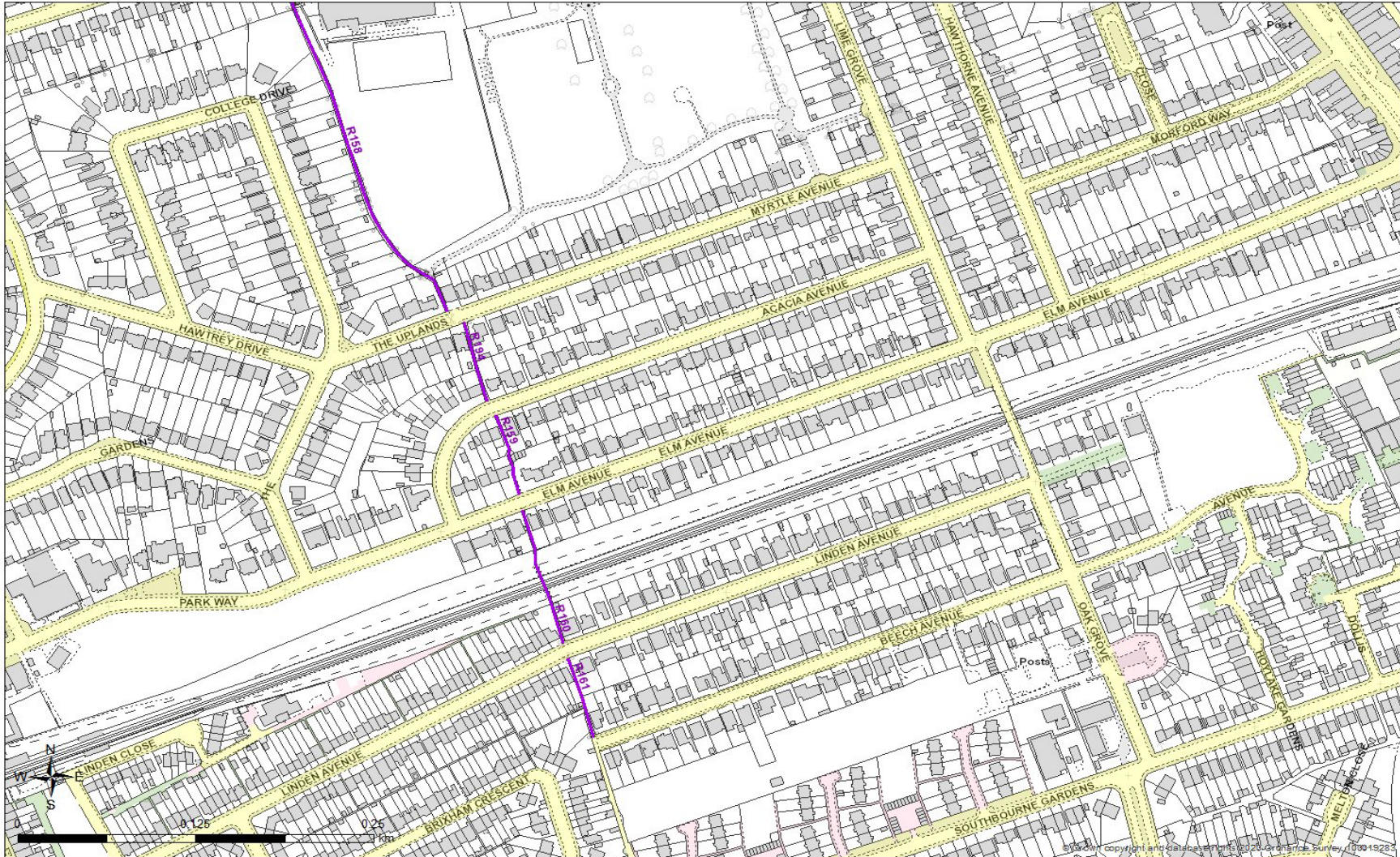
Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

Elm Avenue and Park Way



Map Notes

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Hinton Road, Uxbridge - Petition opposing proposed double yellow lines and request for partial footway parking

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 – Location Plan Appendix B - Plan of the proposed double yellow lines Hinton Road near junction with Cowley Road Appendix C - Plan of the proposed double yellow lines Hinton Road near junction with Whitehall Road

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Hinton Road, Uxbridge opposing the recently proposed extensions to the double yellow lines and requesting that footway parking be considered to allow parking along both sides of the road.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities. This report supports our commitments to residents of: Safe and Strong Communities.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Uxbridge

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for parking restrictions;**
- 2) Notes that the testimonies received during the formal consultation for the proposed introduction of double yellow lines within Hinton Road will be considered within a separate Cabinet Member report;**

- 3) Notes the request for footway parking to be considered in Hinton Road and asks officers to investigate the feasibility of this request and report back to the Cabinet Member with their findings;
- 4) Explains to petitioners that the Council is unable to enforce parking restrictions by way of camera enforcement following the 2015 Deregulation Act which restricted London Boroughs from legally doing so.

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 21 signatures has been submitted to the Council by some residents who live on Hinton Road, Uxbridge signed under the following heading:

“We are all in agreement that things need to be done to improve access into and along the road.

The double yellow line extension at the Whitehall Road end of Hinton Road needs to be amended so that the crossover/ drives to both 12 and 13 have no yellow lines over them and we would also note that the crossovers to the properties are not shown on the current drawings provided.

The extension of the double yellow lines at the Cowley Road end of Hinton Road is welcome but on their own the yellow lines are not a sufficient deterrent to the parking of cars. Almost whenever we turn into the road there are vehicles parked on the double yellow lines. The introduction of an enforcement camera along with the extension of the double yellow lines would have the desired effect of reducing parking in this location.

To improve access along the road we would propose exempting one side of the road from the footway parking ban in locations where a car can be parked. This only needs to be around 300mm and would then greatly improve traffic flow along Hinton Road.

The parking situation in Hinton Road is an emotive subject for all the residents and the implementation of the above proposals would in our opinion improve access, egress and parking.

A meeting with the lead petitioner is also requested to discuss the above and the existing proposals.”

- 2) Hinton Road is a residential road mostly comprising semi-detached, terraced and detached houses, many of which appear to benefit from off-street parking provision. The road has one-way working in place meaning vehicles may only travel in an easterly direction between Cowley Road and Whitehall Road. The road is situated close to Uxbridge Town Centre which is easily accessible on foot to the northeast. The road is one of the few in the area which does not benefit from being included within a Parking Management Scheme, and therefore is likely to suffer from pressure on parking throughout the day. A plan of the area is attached as Appendix A.
- 3) As mentioned by the lead petitioner, the Council has recently proposed an extension to the double yellow lines one side of the road near both the junction with Whitehall Road and Cowley Road. Plans of the proposals, which have already been subject to formal consultation, are shown on Appendices B and C. The purpose behind these proposals was to ensure that clear vehicle access could be maintained into the road for emergency vehicles and for refuse collections. However, there has been significant local opposition to these proposals and officers are currently preparing a separate Cabinet Member report where these representations can be considered before a final formal decision is made on whether to proceed further with the proposal. The Cabinet Member may therefore want to listen to the views of petitioners to assist in him making a future decision on these proposed restrictions.
- 4) It has been suggested within the petition that the road would benefit if partial footway parking was allowed so that parking could take place along both sides of the road whilst leaving enough remaining carriageway for traffic to pass. As the Cabinet Member will be aware, there are certain criteria that must be met before formalised footway parking can be considered within a street. It is therefore recommended that the Cabinet Member instructs officers to investigate if a footway parking scheme would be feasible within Hinton Road and report back to him with their findings.
- 5) Petitioners have also suggested that a camera could be used to enforce parking contraventions on the existing and potential future double yellow lines in the road. The request for the installation of an enforcement camera to monitor the double yellow lines has been noted however colleagues in the Parking Services team have advised that in 2015, the Deregulation Act was introduced which restricted which parking restrictions all London Boroughs could enforce using CCTV cameras. As a result, in terms of 'loading and waiting' restrictions, the Council is only legally permitted to enforce bus stops and school keep clear markings using CCTV cameras and cannot enforce any other parking restrictions such as double yellow lines.
- 6) To conclude, in view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their concerns with the current proposals for double yellow lines and advise that all the responses made during the formal consultation will be considered by way of a future report that officers are preparing. In respect to the request for partial footway parking, if appropriate the Cabinet Member could ask officers to add the request to the future extensive parking scheme programme for further investigation, with any further proposals subject to future consultations with the residents.

- 7) The Cabinet Member may also wish to seek the thoughts of his Uxbridge Ward Councillor colleagues in terms of what they feel would be most likely to be a viable solution for the road.

Financial Implications

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider the introduction of any future parking controls, 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. Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

BACKGROUND PAPERS

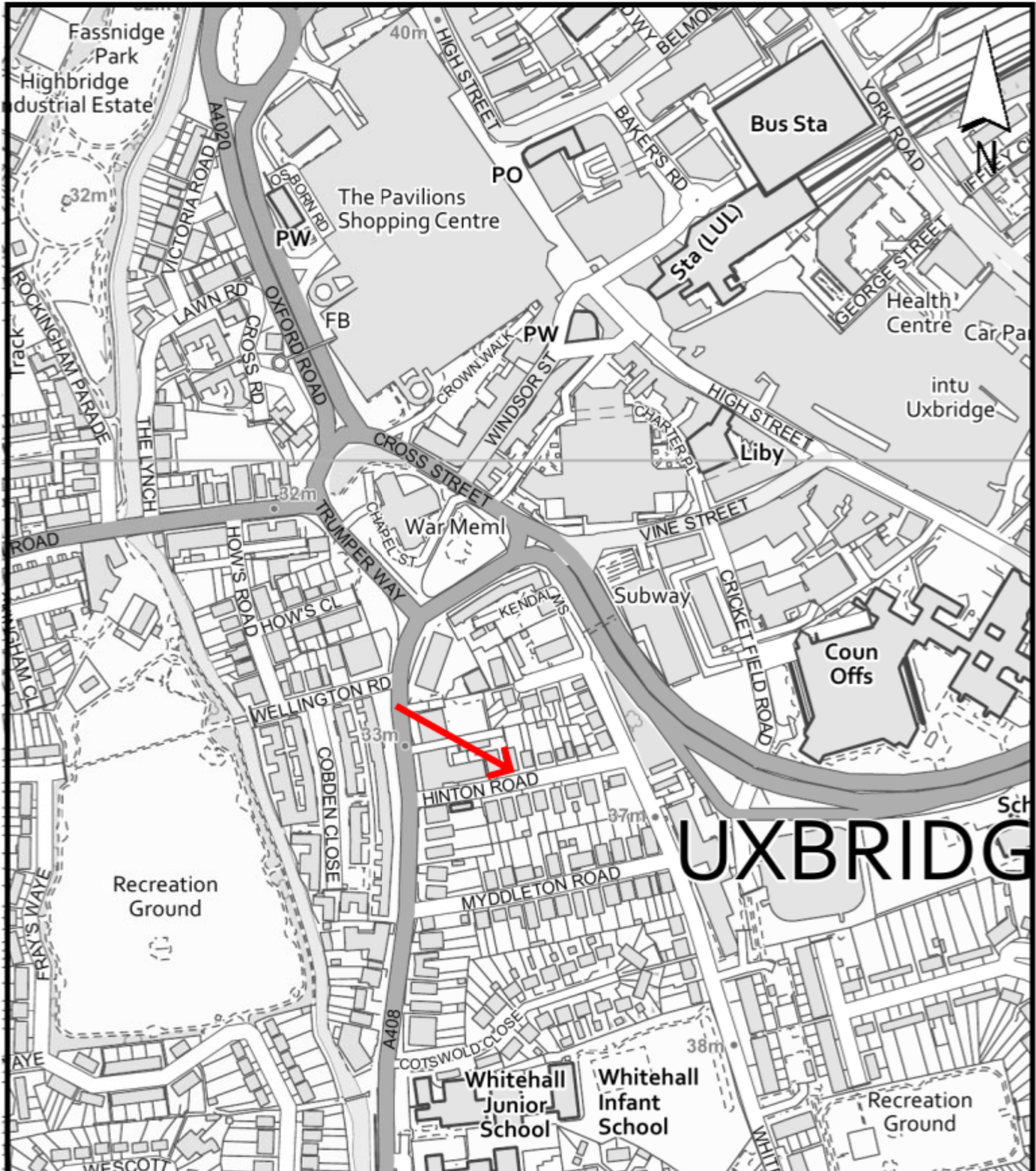
Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan

Appendix B – Plan of the proposed double yellow lines Hinton Road near junction with Cowley Road

Appendix C – Plan of the proposed double yellow lines Hinton Road near junction with Whitehall Road



Hinton Road, Uxbridge
Location plan

Appendix A

April 2023
Scale 1:4,000

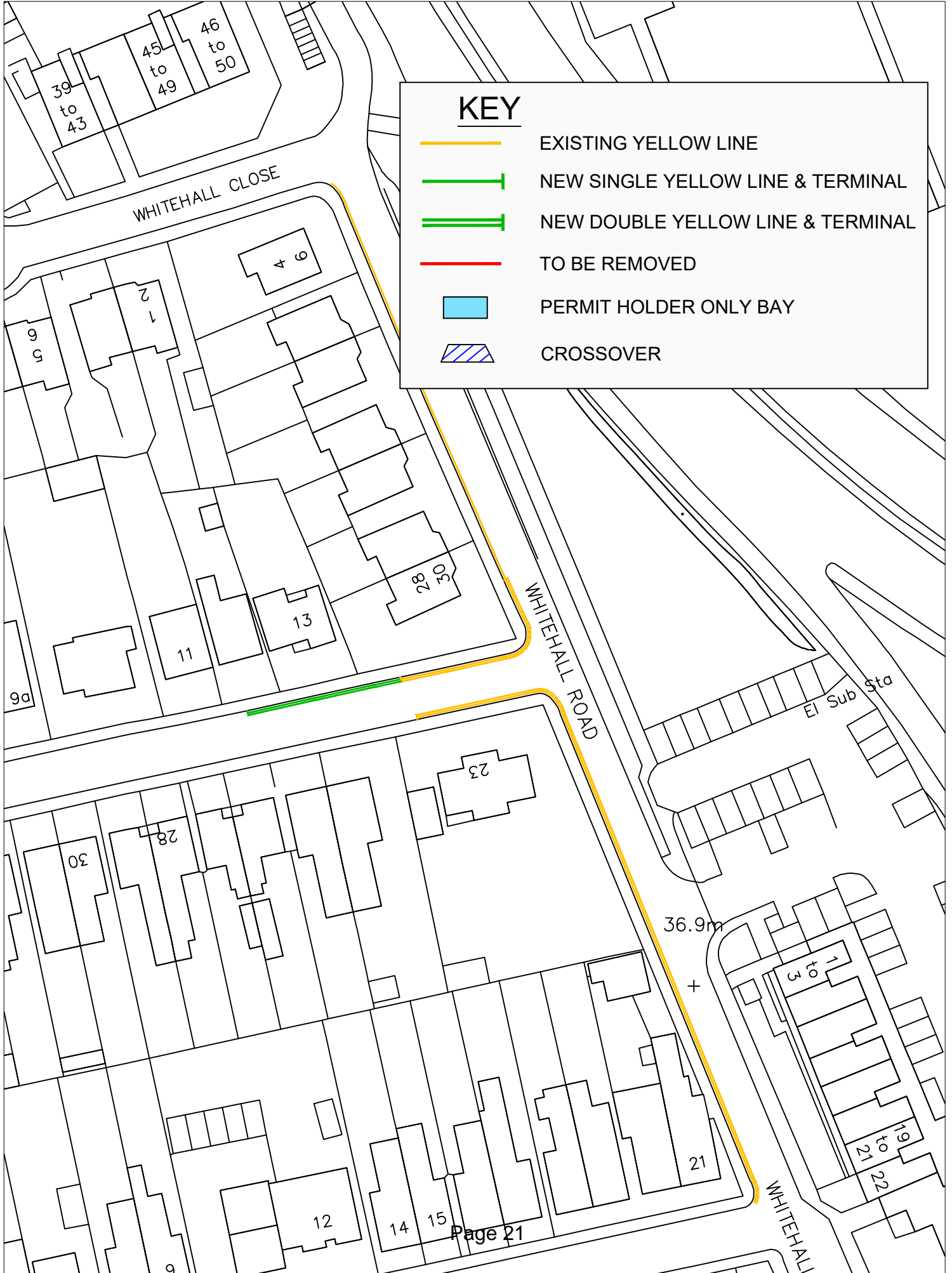
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Junction Hinton Road/Cowley Road Proposed DYL



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Junction Hinton Road/Whitehall Road Proposed DYL



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VINE LANE, UXBRIDGE - PETITION ASKING THE COUNCIL FOR TRAFFIC CALMING MEASURES AND A PEDESTRIAN CROSSING NEAR ACS HILLINGDON INTERNATIONAL SCHOOL

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 asking for improved traffic calming measures on Vine Lane close to ACS International School and a pedestrian crossing close to St Andrews Road, Uxbridge
Putting our Residents First	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities. This report supports our commitments to residents of: Safe and Strong Communities.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Hillingdon West

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1. meets with petitioners and listens to their request for the Council to implement improved traffic calming measures near ACS International School, Vine Lane, Uxbridge**
- 2. notes the recent additional traffic calming measures delivered by the Council on Vine Lane between Blossom Way and Sylvana Close;**

3. notes the previous investigations undertaken by a specialist transport planning consultant employed by the developer of St Andrew's Park and Council Officers reviews in relation to a possible zebra crossing on Vine Lane;
4. encourages ACS International School to work with the Council's Road Safety and School Travel Team;
5. Further to (4), asks his ward member colleagues to intercede and assist and
6. subject to the outcome of the above, decides if officers should commission additional independent 24/7 speed and traffic surveys close to the school as part of the review of the recently installed traffic calming measures on Vine Lane.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 36 signatures signed by residents has been submitted to the Council under the following heading:

"To improve the safety of pedestrians moving between St Andrew's estate and Vine Lane, including children, parents and staff members walking to and from schools in the area, we request that the Council create:

Improved traffic calming measures near ACS Hillingdon International School and a pedestrian crossing to facilitate safe crossing for pedestrians moving from St Andrew's Road to the opposite side of Vine Lane near the school."

In an additional statement submitted with the petition, the lead petitioner has helpfully provided the following information:

"Traffic calming measures to be put in place in the stretch of Vine Lane near ACS Hillingdon International School, running just to the south of ST Andrew's Road to the roundabout connecting Vine Lane with Sylvania Close.

Also, a pedestrian crossing to facilitate safe crossing for pedestrians moving from St Andrew's Road to the opposite side of Vine Lane near the school."

2. Vine Lane is a mainly residential road and connects Hillingdon Hill in the south to Honey Hill and eventually on to Hercies Road in the north. ACS Hillingdon International School's main entrance is located on Vine Lane. The road has a rural feel and can be seen on a Jean Rocque map of the County of Middlesex dated 1757 making this an ancient thoroughfare following much the same route now as it did then. A location plan is attached as Appendix A.
3. Information taken from the ACS International School's website suggests that the school located to Hillingdon in 1978 and historically has 'bussed' its students to the school. The school continues to offer a 'door-to-door' and 'shuttle' bus service to and from the school.
4. Vine Lane is subject to a 20mph zone which starts close to its junction with Blossom Way and extends to a point approximately 50 metres north of the junction with Cedars Drive. From Cedars Drive there are a range of traffic calming features including, raised tables, carriageway narrowing, priority workings, a width restriction, a series of chicanes, signs and road markings associated with the 20mph zone.
5. There is an existing width restriction on Vine Lane just to the south of Court Drive which prevents goods-vehicle through-traffic but at the same time allows delivery vehicles to service the local community and buses to provide services to the school.
6. In context with the understandable concern about speeding in the vicinity of the school, the Cabinet Member may wish to point out that the principal body involved in enforcing speed limits remains, as it always has been, the Metropolitan Police. The Council has no comparable powers of enforcement and unless and until there are any changes in Primary (National government) legislation, this situation is unlikely to change. Clearly the Council is not in a position to dictate resourcing priorities to the Police, who have many competing demands, but the simple fact remains that the Police have a fundamental role in governing traffic speeds through enforcement.
7. Although a 'speed camera' has not formed part of the specific requests from petitioners, the Cabinet Member may also wish to point out that contrary to a fairly common public belief, the Council neither owns nor operates any safety cameras; those which have been variously deployed on Borough roads are funded, installed, owned, operated and maintained by a consortium led by Transport for London (TfL) in conjunction with the Metropolitan Police, His Majesty's Courts and London Councils (the body that represents the interests of the 32 London Boroughs and the City of London). Criteria used by TfL when considering the possibility of a new safety camera rely upon the pre-existence of a serious road traffic collision ('RTC') history.
8. Officers have interrogated the Police RTC Database, which contains reports by police officers who have attended the scene of an RTC, and they indicate that the most recent RTC near the school was a single 'light' incident nine years ago. It is appreciated that Police data of this kind does not necessarily tell the whole story, but it is nevertheless a useful tool for those tasked with setting road safety priorities across the Borough's extensive road network. Schools are in a good position to lobby for special attention but this needs to be undertaken in a collaborative manner, as highlighted below.
9. Petitioners have requested a pedestrian crossing close to the school and this has been investigated on several occasions by Council officers and as part of the development of

the formal RAF Uxbridge site. As part of an independent Road Safety Audit commissioned by the developer of the site, the possibility of a zebra crossing was investigated at the location indicated in the petition. Regrettably, due to the narrow carriageway width and the lack of footway on Vine Lane, there is insufficient space to install the required beacons and other signage required in law to provide a zebra crossing. However, the provision of an uncontrolled crossing point at the end of the new footway created immediately south of the junction with St Andrew's Road was recommended and subsequently installed.

10. Following a petition considered by the previous Cabinet Member for Planning and Transportation, requesting "*further traffic calming measures in Vine Lane and the installation of a zebra crossing in Vine Lane adjacent to the junction of St Andrew's Road*", independent speed and traffic surveys at locations agreed by petitioners and ward councillors were commissioned.
11. As a direct result of the data captured, an additional three sets of speed cushions were recently installed in the section of Vine Lane between Blossom Way and Sylvana Close. As these measures have only recently been implemented, the effectiveness of these have yet to be assessed.
12. The Cabinet Member will also be aware that a new "School Keep Clear" road marking was also implemented at the front of the school, to what could be described as its somewhat concealed entrance, to warn drivers of its presence.
13. In addition, new 20mph speed limit signs have been installed and the 20mph roundels on the carriageway have been repainted. In context, it would be disingenuous to suggest that the Council has been deficient in terms of road safety measures near the school.
14. However, as the petition is requesting further traffic calming measures, and as result of testimonies made by petitioners, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys close to the school as part of the review of the recently installed speed cushions between Blossom Way and Sylvana Close.
15. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to help understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated that, not only can it record traffic speeds at any given time, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
16. The Cabinet Member may wish to point out to petitioners and other residents of Vine Lane that recent experience has shown that some residents become unhappy about the noise and disturbance they associate with new traffic calming; whilst the existing restrictions in the road do help govern the through-put of larger vehicles, the fact remains that vehicle-induced noise from raised speed tables and cushions is something that residents may wish to consider before they are introduced. Should raised traffic calming features form part of any future recommendation, formal public consultation by notice and letter would be expected.

17. In addition to possible engineering measures, the Cabinet Member will know that the Council's Road Safety and School Travel Team actively works with several schools across Hillingdon to develop their school travel plans. This dialogue can not only result in the development of physical measures but can also help the school engage with children, parents and carers to consider how they travel to and from school and to start to embed positive change to more sustainable modes of transport.
18. The Council's Road Safety and School Travel Team offers free education, training and publicity to all schools in Hillingdon to improve safety and sustainability through travel plans, campaigns, projects and initiatives. Examples of these include:
- Support for 'Walk to School week/ month'
 - 'Bikeability' training
 - Funding for scooter and cycle storage facilities,
 - Support for 'Junior and Youth Travel Ambassadors',
 - Delivering active and safe travel assemblies and classroom talks
 - Practical pedestrian training
 - 'Moving On' to secondary school presentations
 - 'Theatre in Education' productions
19. It should be noted that whilst the school have requested traffic calming measures to improve the "*safety of pedestrians moving between St Andrew's Estate and Vine Lane*" the school have not taken up the offer from the STARS Team for free pedestrian training, 'Bikeability' training or other wider initiatives, although there have been overtures from the team to the school to try to encourage them to engage with the broader work of the team and to be able to reap the many benefits to the school and the school community that this work can offer.
20. As the school community is clearly concerned at road safety around the school by submitting this petition, the Cabinet Member may be minded to encourage the school to now actively engage with the Council's School Travel and Road Safety Team so some of the initiatives listed above could be adopted by the school with the support of Council officers. In support of this, the Cabinet Member may wish to entreat his Ward Councillor colleagues to assist in terms of encouraging this dialogue as it can benefit the wider local community as well as the school itself.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £85 per location, which is expected to be managed through existing revenue budgets. If works are subsequently required, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

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

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

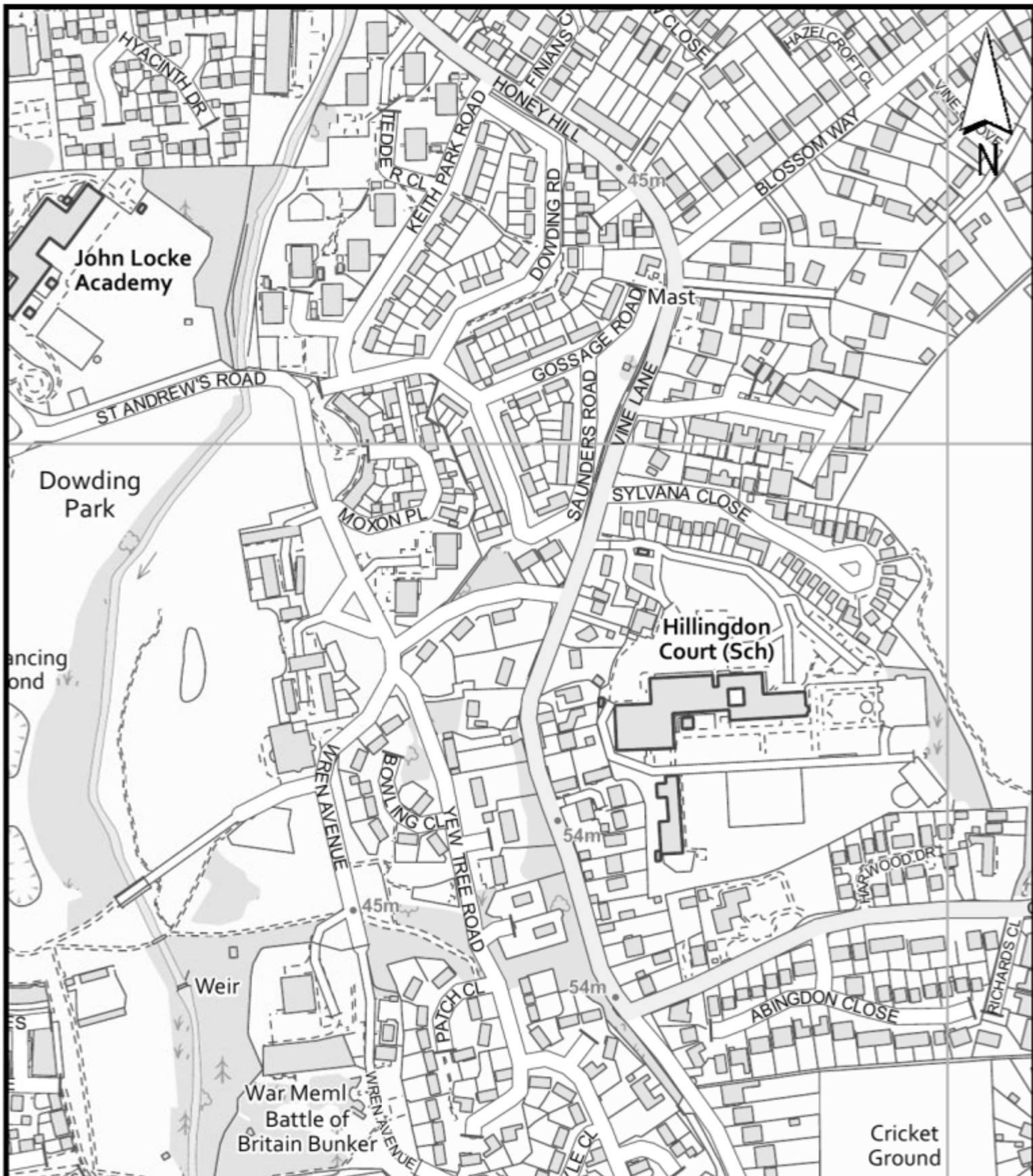
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Vine Lane, Hillingdon
Location plan

Appendix A

April 2023

Scale 1:4,000

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TAVISTOCK ROAD, YIEWSLEY - REQUEST FOR 20MPH SPEED LIMIT

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Sophie Wilmot, Place Directorate
Papers with report	Appendix A - Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Tavistock Road, Yiewsley requesting a 20mp speed limit.
Putting our Residents First Delivering on the Council Strategy 2022-2026	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.
Financial Cost	The estimated cost associated with the recommendations to this report is £360 and will be managed within existing revenue budgets for the Transportation service.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward	Yiewsley

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. meets with petitioners and listens to their request for a 20mph speed limit on Tavistock Road, Yiewsley;
2. notes the history of issues and petitions on Tavistock Road, Yiewsley as detailed within this report;
3. Explains the context of what is covered by his portfolio with regard to this petition, but asks officers to relay concerns where appropriate to other departments and/or his relevant Cabinet colleagues;
4. notes petitioners' concerns over vehicle speeds on Tavistock Road and 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);

5. based on the results of the traffic surveys instructs officers to explore further investigations for improving road safety on Tavistock Road, within the scope of petitioners' testimony and report back.

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

Introduction

- 1) The Council has received a petition, with 26 signatures, from residents of Tavistock Road, under the following heading:

The petition is residents' request for a 20 Mph speed limit on Tavistock Road, Yiewsley.

'We request a 20mph speed limit and CCTV monitoring. The speeding Skip, Container and HGV lorries are causing damage to our residential side street. The road infrastructure has deteriorated such that sewage pipes are being replaced. We have water and gas pipes, and any future fractures could create a dangerous situation. Lower speeds would reduce noise, fumes and dust, improve safety, ease health and mental issues which this situation causes to residents and stabilise further damage to the road surface, and actually put residents first. Desired Outcome: Lower speeds would reduce noise, fumes and dust; improve safety, ease health and mental issues which this situation causes to residents and stabilise further damage to the road surface, give us an improved environment and put residents first, which the Council has vowed to do.'

- 2) Officer comments in response to the specific requests above are covered further later in this report, in the section headed 'Recommendations'.
- 3) Tavistock Road runs between Trout Road and Station Road, West Drayton. The area has a number of residential properties with a mix of houses and flatted developments. Tavistock Road also provides crucial access for a number of industrial units. The mix of residential and industrial units along Tavistock Road has been a factor for a considerable number of years. A plan of the area is attached as Appendix A.

- 4) Fortunately, Tavistock Road does not have evidence of a significantly poor road traffic collision record. Officers have interrogated the Police Road Traffic Collision data for the location and have established that there has only been one 'personal injury accident' as recorded by the Police, within 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 road traffic collision data collated and recorded by the Police is a very important tool to help the Council prioritise interventions across the Borough.

Previous Petitions

- 5) At least two petitions have previously been heard in regard to issues and requests from residents along Tavistock Road. These are summarised below:

September 2018 Petition

The petition is residents' request for traffic calming in Tavistock Road, Yiewsley.

'Petition Topic and Desired Outcome: Petition Topic: To prevent dangerously speeding traffic in Tavistock Road in order to protect the young families and elderly residents. Desired Outcome: To have a 20mph speed limit for the whole length of Tavistock Road, and possibly split speed humps in the areas away from the residential properties so that speed reduction can be implemented without the noise of vehicles bumping over them and preventing the residents enjoyment of their properties.'

- 6) The above petition was as noted heard by the then Cabinet Member and the outcome was a traffic survey which was, as is usual practice by the Council, contracted to an independent external traffic survey company. The survey method used transversely laid pneumatic strips which detect vehicle movements including the time, speed, direction of travel and the type and size of vehicles in each case. The outcome of the survey, undertaken in November 2018 was that the average 85th %tile speeds were recorded between 26mph and 29mph.
- 7) The outcome of the traffic survey was reported to the Cabinet Member, ward councillors of the time and the lead petitioner, and it was decided to take no further action at that stage but to keep the matter under review.

July 2022 Petition

Petition Against Noise Nuisance In Tavistock Road, Yiewsley

'This is concerning Noise Nuisance coming from a road leading to Old Coal Yard Tavistock Road, West Drayton, UB7 7QT. The road and the site are owned by Network Rail and let to Eurostorage and Powerday. The site is located in very close proximity to residents living in Padcroft Development (with 308 residential units and additional 104 in the planning process). As residents of Padcroft Development, we have been hugely impacted by the constant, rattling noise of trucks coming in and out of the OLD Coal Yard site 24 hours 7 days a week. The noise has a very bad impact on our sleep and mental health. Because of the unbearable noise, we can't use our private amenity space without experiencing very high dose of decibels. Residents are unable to sleep after 6 am in bedrooms located just opposite the Tavistock Road. In summary, we would like to ask the Council to prevent trucks from coming in and out before and after the licensed operating hours (7 am -11 pm),

limit the site operation hours, prevent trucks from coming on weekends and bank holidays when residents would like to enjoy their amenity space, request that the road be repaired, and request that all skip lorries coming into the site have muffled chains.

Therefore, we would like to ask the Council the following actions needed: 1. Road resurfacing. The state of the road is in extremely bad condition. It is littered with very deep potholes and this causes more noise as heavy vehicles trundle over the deep holes in the road. The Council is using the site for one of its services namely the Civic Amenity site at the weekends, therefore it does have a role to play in making sure the road is of a good enough quality that it does not jeopardize the health and safety of residents, not to mention their vehicles and residents living close to the site. The new road surface will help to reduce noise. Moreover, the Council's Vehicles has been seen by local residents coming in and out the site during weekdays, therefore, the Council is using the site not only during weekends. 2. We urge the Council to take immediate action on the companies using the site before 7am. There was an Examination in Public on the issue of night-time working on the site by Powerday and there is now a legal agreement that there should be no working on the site between the hours of 7 am to 11 pm. The site at the moment operates as 24/7 skip site and there are vehicles coming in and out during the night hours. Desmond Phillips from the Council attended the site on the 19/06/2020 from 06.40hours to 08.11 hours and noticed a total of 43 lorries/vehicles driving pass with and without padding on their metal chains. 3. We petition for the site to operate only during the normal working hours 9 am-6 pm due to very close proximity to big residential development to ensure our mental wellbeing is protected and residents will not be limited only to sleep between 11 pm and 7 am. 4. We request that all skip lorries coming into the site to have muffled chains. Again, this was agreed before by the Government Inspector at the Examination in Public. 5. Moreover, we are also very concerned about the pollution that these trucks are making with their frequency (every couple of minutes) in addition to the other traffic that comes through Tavistock Road including Sunrise skip trucks & the vehicles and trucks connected to the Redrow construction site. 6. We request that the site won't operate for a commercial purpose during weekends and bank holidays. We request that no trucks will be allowed on site on those days. It is operating as Civic Amenity site at the weekends with a lot of cars coming in and out. We are really disturbed during weekends by having all those cars and trucks coming in and out all the time. This is a time for us to enjoy our private and public amenity space but at the moment it is impossible as the noise is unbearable. Specific This is concerning Noise Nuisance coming from a road leading to Old Coal Yard Tavistock Road, West Drayton, UB7 7QT. The road and the site are owned by Network Rail and let to Eurostorage and Powerday. The site is located in very close proximity to residents living in Padcroft Development (with 308 residential units and additional 104 the planning process'

- 8) The above petition covered a number of issues outside the remit of the Cabinet Member hearing the present petition, although it made reference to some that are within scope, such as the condition of the roads.
- 9) The Head of Highways comments that '*Trout Road Bridge over the Canal - This bridge is owned by the Canal and River Trust and has a weight restriction of 7.5T. The sign at the junction of Tavistock Road and Station Road will be checked and changed to 7.5T. Thank you for bringing this to our attention. Trout Road Bridge over the River Frays - This bridge is owned by the Council and has no weight restriction. Please be advised that General Inspections are undertaken on our highway structures every two years, and more comprehensive Principal Inspections every six-years. A Principal Inspection is scheduled*

to be undertaken this financial year. Enforcement of bridge weight restrictions is primarily a Police matter. Accordingly, if you have witnessed a suspected breach of a highway weight restriction you should report this to the Police for further investigation in the first instance.'

- 10) In addition to the above petitions, more recently records show a complaint about the alleged behaviour of private contractors operating in the vicinity:

March 2023 Resident complaint

I would like to make a complaint about antisocial behaviour by two local contractors in our area, I have complained via 'report it' in the past but the behaviour of these contractors is getting worse by the day in my opinion.

The building contractor using the old Rainbow Industrial Estate and Quick Skip Hire Ltd both in Trout Road, West Drayton.

Just this morning there were Quick Skip lorries parked up outside residential houses with engines running while the driver was sorting something out in the cab, then I drove up Trout Road to the newly installed width restriction and a buildings supply lorry is easing through the restriction knocking the posts either side because the vehicle is too wide for the 7' restriction. I then get to the other side of the bridge outside the Building Contractor using the the old Rainbow Industrial Estate and two extremely large lorries turn out (nothing unusual for 7am); one lorry I'm behind is dropping sand and aggregates out the back all over the road in front of me, both lorries were struggling due to size to get up Trout Road which is a tiny road and certainly not built for these size vehicles and then they are met by an oncoming articulated buildings truck coming the other way; after a bit of shuffling the articulated lorry mounted the pavement and drove half on the road but across the pavement from Emo Motors to Caxton House.

This is a regular occurrence, not unusual but it's getting beyond a joke now and totally unacceptable. Both these companies have total disregard for the locals, Quick Skips has lorries up and down Tavistock Road making noise with revving engines, chains clattering, items and dirt coming off the trucks and driving inconsiderable, parking outside residential houses early morning with the engines on. The Rainbow Estate contractor is another level, the crap that comes off their truck is terrible, the whole area now looks like a building site that road and surrounding building are filthy, dust and aggregates all over the road, lorries mounting and driving along the pavements, drivers on mobile phones whilst driving, very early noise coming from the site trucks and shouting, banging and bleeping. They burn rubbish now and again on site and the lorries are destroying the roads and pavements with the sheer weight of the trucks.

It used to be a nice quiet area, but it's turned into a bit of a nightmare.

Sorry for the rattling on but these contractors are slowly destroying the area due to their disregard and personally the area and surrounding road are not built for these kinds of the heavy contractors".

- 11) The above details are included here for completeness, in order to provide the Cabinet Member with some salient background to wider concerns from residents, although he will

no doubt wish to remind petitioners of the scope of what he is empowered to consider, in the context of their present petition.

Previous work – Anti Social Behaviour Team

- 12) Based on issues raised by residents previously, the Council's Anti-Social Behaviour Team have undertaken a number of investigations, for information and context in consideration of the petition, the team have provided an update below:

Old Coal Yard Site

"Network Rail have confirmed they have not yet received an interpretation of the dust monitoring from Hansons Aggregates; however, I have requested a report as soon as possible. They have commissioned another set of noise monitoring and modelling, as a previously installed temporary acoustic fence made the situation worse according to residents. As NR are proposing to spend several million installing an acoustic barrier, they need to ensure it will be effective and certainly not make the situation worse".

Euro Storage

"The lease expired on 31st March 2023 and Network Rail's (NRs) intention was to obtain vacant possession of the whole area prior to re-letting. However, many of the sub-tenants submitted requests to remain on the site and NR received press interest as to why they were putting a lot of small companies out of business. NR have constantly monitored the site and observed business operations. There were 2 large skip operators who were in contravention of planning control an EA permits. These have now vacated the site but unfortunately have left a quantity of inert waste which NR will remove".

Rainbow Industrial Estate

"It appears that three cement businesses displaced from the Network Rail site have set up on the Rainbow Industrial Estate and are operating without the required permits. Council contractor visited and advised them of permit requirements. We will need to liaise with Planning enforcement on the use of the site and consider possible stat nuisance re dust etc. It is unlikely they have any measures in place to mitigate the dust nuisance. A formal advisory letter was served on one business operating on this site as reports received of noise nuisance outside permitted hours and not using wheel wash. Enquiries are ongoing".

General

"There are approximately 15 smaller businesses who will continue to operate on the site. Three of which are small family operated skip companies, which have been monitored and involved in discussions with NR. They are operating within their EA permits and are complying with NR's requests to muffle their chains to reduce noise. The intention is to move them onto the area with waste consent, vacated by Powerday, which will render them compliant with planning and allow them to continue to operate".

- 13)As noted above, the foregoing paragraphs in italics are provided for context to illustrate the background work on which the Council has been engaged, and to correct any allusions of inaction on the Council's part; clearly any actions upon which the Council may embark has

always to be legal and proportionate, and petitioners must recognise and appreciate that there are a number of agencies involved in some aspects of this wider work.

Traffic survey data

14) In response to specific requests via Members, including the ward councillors of the time, further vehicle speed and classification surveys were undertaken in November 2018, October 2020 and August 2021. This data is captured on a 24/7 basis over – usually – a week to ten-day basis. Automated Traffic Count data of this kind, gathered independently by specialist companies (so there can be no allegation of data manipulation) is regarded in the industry (and the Police) as the most reliable survey method possible, and has the added bonus of being relatively low cost.

The November 2018 survey analysis concluded:

- *The percentage of large vehicles using the road is low, being between 1% and 6% of the total vehicles each day.*
- *The average 85th %tile speed was recorded between 26mph and 29mph.*

The October 2020 survey analysis concluded:

- *The percentage of large vehicles using the road is low, less the 5% of the total vehicles each day.*
- *The number of large vehicles is not excessive considering this is their only way out of the road.*

The August 2021 survey analysis concludes:

- *The speed data obtained shows that the majority of vehicles are travelling at or just below the speed limit.*
- *The majority of vehicles were travelling between 20 and 30 mph.*
- *The chart shows that the 85% speeds are between 27 and 30 mph.*
- *The percentage of large vehicles using the road is **low, less the 5% of the total vehicles each day.***
- *The data for these surveys are shown alongside those of the earlier surveys for comparison*
- *The percentage of large vehicles **is similar to those in 2020.***
- *The number of large vehicles is not excessive considering this is their only way out of the road.*

15) The 2020 and 2021 data is broadly comparable to the earlier data from 2018 and accordingly the fundamental message from this independent survey data is that speed alone does not appear to be an underlying issue of concern.

Recommendations

16) As the petitioners have helpfully summarised their 'key asks' in their petition, officers have taken the opportunity to provide some initial responses to these specific requests in the table below:

Item	Petitioners' Statement of Request set out in their petition as submitted	Officer Comments
a).	<i>"We request a 20mph speed limit and CCTV monitoring".</i>	The Council does not as a rule introduce new 20mph speed limits other than in special cases, such as near schools. Enforcement is entirely a matter for the Metropolitan Police and contrary to popular opinion, the Council has no such powers of enforcement and nor can it use CCTV equipment towards such a purpose.
b).	<i>"The speeding Skip, Container and HGV lorries are causing damage to our residential side street".</i>	Tavistock Road is not solely a residential side street and indeed it has carried a range of traffic, with many vehicle sizes, for many decades. What has undoubtedly changed over time is an increase in residential development. Evidence or otherwise of speeding can only reliably be determined through surveys.
c).	<i>"The road infrastructure has deteriorated such that sewage pipes are being replaced. We have water and gas pipes, and any future fractures could create a dangerous situation".</i>	Contrary to the petitioner's statement, the context of the sewer replacement in Tavistock Road is not deterioration of the road infrastructure but instead a need to upgrade sewers, make them safe and fit for future use, and to ensure they have adequate capacity.
d).	<i>"Lower speeds would reduce noise, fumes and dust, improve safety, ease health and mental issues which this situation causes to residents and stabilise further damage to the road surface, and actually put residents first"</i>	There is little evidence that the speed of traffic has fundamentally contributed to the state of the carriageway in Tavistock Road. Highway Inspections are undertaken regularly. HGVs using Borough roads are obliged to meet the Low Emission Zone ('LEZ') standards for such vehicles; enforcement of this is a matter for Transport for London (TfL).

17)The petition has raised concerns over vehicle speeds along a road which supports residential and industrial uses. The Cabinet Member may 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.

18)In order to support investigations, to better understand the concerns being raised by the petitioners, and to help with any future design considerations, the Cabinet Member may be minded to instruct officers to undertake further speed and vehicle classification surveys via an independent survey company. The Cabinet Member may however wish to bear in mind the survey outcomes set out earlier in this report which together do not provide a compelling argument that there is an underlying speeding problem in Tavistock Road.

19)If he does wish to proceed with the commissioning of further traffic surveys, 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.

20)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 £360 and will be managed within existing revenue budgets for the Transportation service. Should further investigation support the installation of any measures, an appropriate funding source would need to be identified and released via 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

Tavistock Road, West Drayton



Map Notes

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