



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: Wednesday 30 August 2023

Contact: Ryan Dell
Tel: 01895 25 0636
Email: petitions@hillingsdon.gov.uk

Date: THURSDAY, 07
SEPTEMBER 2023

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

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

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



Putting our residents first

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

Useful information for petitioners attending

Travel and parking

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Agenda

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

	Start Time	Title of Report	Ward	Page
4	7:00 pm	Petition Requesting Parking Permits and Traffic Calming Measures on North Road, West Drayton	West Drayton	1 - 8
5	7:15 pm	Request for Traffic Calming - Edinburgh Drive, Ickenham	Ickenham & South Harefield	9 - 14
6	7:30 pm	Speed Calming Measures on Manor Way, Ruislip	Ruislip	15 - 22
7	7:45 pm	Request for Review of Parking Arrangements in Marvell Avenue, Hayes	Belmore	23 - 28
8	8:00 pm	Petition to Halt the Planned Road Works on Sutton Court Road	Hillingdon East	29 - 34

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NORTH ROAD, WEST DRAYTON - PETITION REQUESTING TRAFFIC CALMING AND A PARKING MANAGEMENT SCHEME

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received, asking for traffic calming and a Parking Management Scheme in North Road, West Drayton.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives and on-street parking controls.
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	West Drayton.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for the Council to implement traffic calming measures and a Parking Management Scheme in North Road;
- 2) Notes the results of the previous 24/7 independent speed and traffic surveys undertaken in North Road;
- 3) Notes the results of previous consultations on options to manage parking in North Road; and
- 4) Subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on North Road at locations agreed with petitioners and Ward Councillors, and to add the request for a Parking Management Scheme programme to the Council's extensive forward programme.

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 50 signatures of residents from North Road, West Drayton, has been submitted to the Council signed under the following heading:

“Parking pressure, desired outcome is for a residents’ parking scheme. A further issue is speeding so speed bumps needed to slow traffic.”

2. North Road is a mainly residential road with many of the properties appearing to have access to off-street parking provision. The width of the carriageway is approximately 5.7 metres and is bounded on both sides by a wide footway averaging around 3 metres wide. Although many properties appear to benefit from off-street parking, from officers’ site observations, the road appeared to be heavily parked. Following a petition submitted by residents, in August 2002 the Council suspended the enforcement of footway parking which allowed vehicles to park with two wheels on the footway to increase parking capacity in the area and to still maintain access for emergency and refuse vehicles. A location plan is attached as Appendix A.
3. During a site visit made by officers it was noted that cars were observed to be parked on both sides of North Road, in a manner which often acts as an unintended traffic calming measure.
4. Petitioners are requesting that the Council consider two issues, firstly a residents’ permit parking scheme and to complement this, traffic calming measures, so it may be useful to deal with these in the order they were raised.

PARKING

5. Residents have advised of “*parking pressure*” in North Road and the Cabinet Member may wish to note that in February 2009, the Council undertook an area-wide informal consultation which included North Road. At the time, only eight residents of North Road took the opportunity to return their questionnaires. Of these, six indicated they wished the existing parking arrangements to remain as they were and two indicated support for a Parking Management Scheme. The results were shared with Ward Councillors and the Cabinet Member at the time who decided that due to the lack of support, a scheme should not be progressed for North Road.
6. In September 2011, a petition with 25 signatures was submitted by residents of North Road asking for measures to address non-residential parking associated with a nearby

development. As a result, and as part of a review of parking in the area, residents of North Road were again informally consulted on options to manage parking in the road. Again, the response rate to this consultation could be considered disappointing. On this occasion, nine residents returned their questionnaires and six indicated they wanted 'no change'; one supported yellow lines; and two said they would support a residents' parking scheme. The results were again shared with Ward Councillors and the Cabinet Member who agreed there was still no mandate from residents to introduce a parking scheme in North Road.

7. However, as some time has elapsed since residents were consulted, and there have been changes in the local area including the new Elizabeth Line services, and in view of the submission of this petition, it is suggested that the Cabinet Member listens to residents' concerns over parking and subject to their testimony, decides whether to add the request to the Council's extensive parking scheme for a further informal consultation.

TRAFFIC CALMING

8. The second concern raised in the petition is regarding vehicle speeds and a request for '*speed bumps*'. Whilst some forms of traffic calming have been introduced widely, including so-called '*speed tables*', petitioners may wish to consider the fact that such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads. Horizontal traffic calming such as chicanes and similar measures are seldom suitable for a residential road; they can cause problems such as loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations, although to counter this argument it is noted that there is some traffic calming already in situ; it may be instructive to hear from petitioners whether they are happy with the side-effects of this.
9. Fortunately, North Road does not have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for North Road and have established that there have been two road traffic collisions, recorded by the Police, for the most recent five years for which data is available, both classed as 'slight'. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time this independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough, when there are always competing requests.
10. The Cabinet Member should be made aware of recent 24/7 speed and traffic surveys undertaken at two locations on North Road as recently as October 2022, following a petition that the Cabinet Member heard the previous month.
11. The data captured at a location to the south of West Road revealed the 85th percentile northbound was 28mph, and southbound was 28mph. The north and southbound 85th percentile just to the south of Thornton Road was also 28mph in both directions. The 85th percentile is the speed at or below 85% of all vehicles are observed to travel, and is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. Such speeds of the order of 28mph, and thus within the posted speed limit, are not considered excessive.
12. Residents are clearly concerned at perceived vehicle speeds in their section of road. In light of the testimony made by residents, not only in the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission further

independent 24/7 speed and traffic surveys on North Road at locations agreed with petitioners and Ward Councillors.

13. However, it is also strongly recommended that the views of the Metropolitan Police should be sought, because it is they and they alone who have the necessary enforcement powers to tackle speeding in general, as 'speeding' is an enforceable offence, which can lead to points on a driver's licence as well as potential prosecution. Physical traffic calming can be an effective tool, but it can also have unwelcome side effects such as an increase in the noise caused by traffic passing through, such as skip lorries and larger vehicles.
14. Some kinds of traffic calming like chicanes would simply be unviable in a road like North Road. Some measures such as speed cushions might be viable, but would need the case to be supported by survey data in order to make a case for the considerable costs involved. Petitioners and Ward Councillors may wish to carefully consider if such factors are important to them when weighing up the options for any physical measures.
15. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
16. In conclusion, therefore, the Cabinet Member may wish to hear the testimony of petitioners and their local Ward Councillors, but at the same time note the fact that previous engagements in the aftermath of similar petitions have generally led to no further action, due either to a lack of supportive evidence or the community ultimately rejecting the measures put forward.

Financial Implications

Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service. If works are subsequently required, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

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

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

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

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

Infrastructure/ Asset Management

None at this stage.

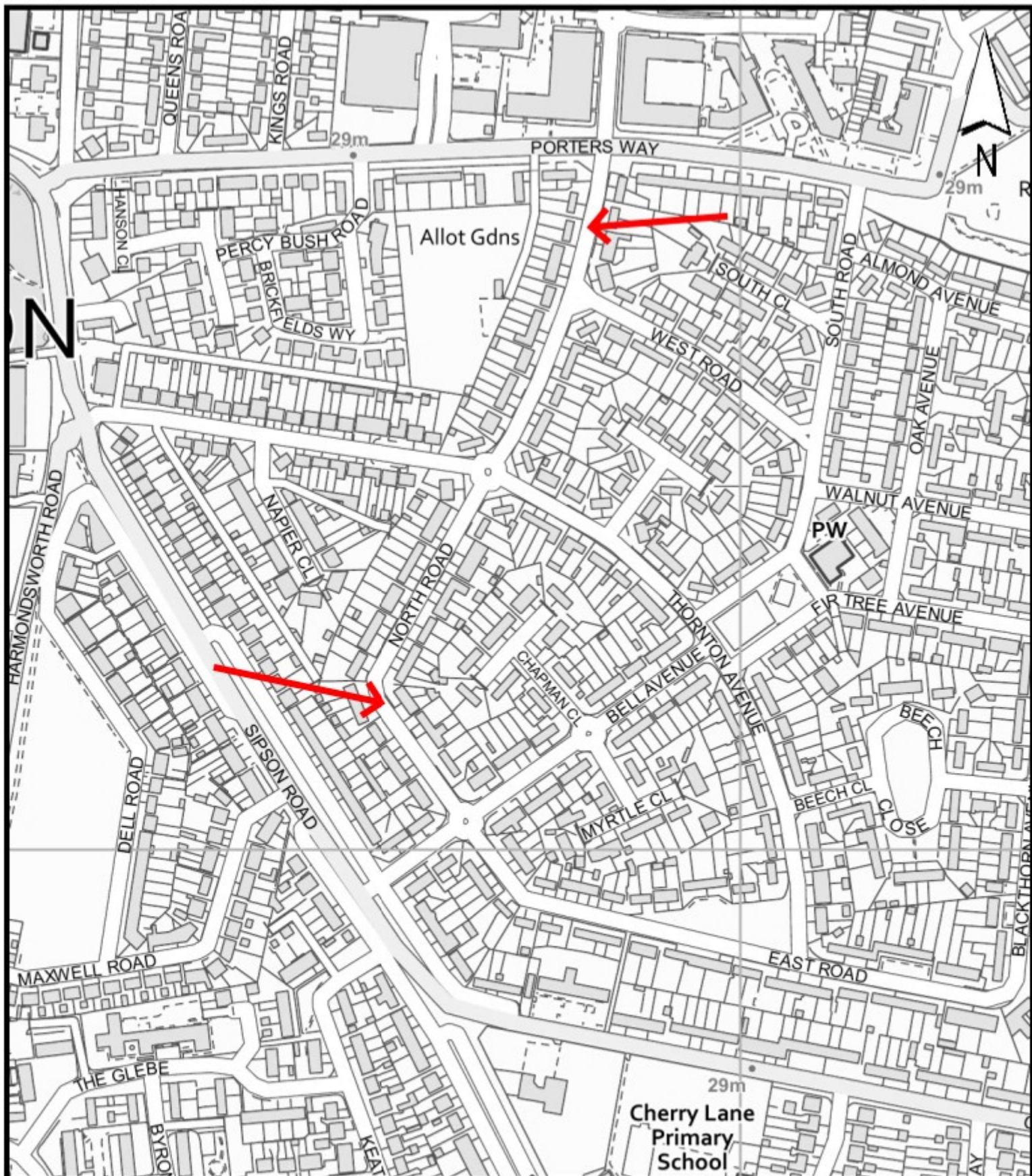
Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

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North Road, West Drayton Location plan

Appendix A

June 2023
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EDINBURGH DRIVE, ICKENHAM - PETITION REQUESTING THE INTRODUCTION OF MEASURES TO REDUCE THE SPEED OF TRAFFIC

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Steven Austin – 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 Edinburgh Drive, Ickenham requesting the introduction of measures to reduce the speed of traffic.
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	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	Ickenham and South Harefield.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for the Council to introduce measures to reduce the speed of traffic on Edinburgh Drive; and
- 2) Subject to the above, asks officers to commission independent 24/7 traffic and speed surveys on Edinburgh Drive at locations agreed with petitioners and Ward Councillors.

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 41 valid signatures has been submitted to the Council signed under the following heading:

“Cars are driving too fast down Edinburgh Drive, using it as a cut-through to avoid traffic on Long Lane. This is a residential road housing families with young children and pets as well as a large secondary school of over 1500 children.

Yesterday, our beloved family cat was run over and killed in a hit-and-run. Fortunately, a mum and her young son (on a scooter) were passing and stopped to help but in spite of us getting her to the vet immediately, she was too injured to save with multiple fractures of the pelvis. Luna was 2 years old with a kitten of her own who was far too young to die in such a painful, horrifying way. Our 5 children are traumatised and devastated, as were the witness to the accident.

If we don't take action now, how many more families will suffer the consequences of high speed drivers more concerned with shaving a couple of minutes off their commute than driving safely”.

- 2) Edinburgh Drive is a mainly residential road that links Long Lane to Glebe Avenue comprising a mixture of detached but predominantly, semi-detached properties, most of which appear to benefit from off-street parking. A plan of the area is attached as Appendix A.
- 3) At the northern end of Edinburgh Drive, there is a local shopping parade and businesses. Ickenham Underground Station and village centre are all within easy walking distance. As mentioned by the lead petitioner, an entrance to The Douay Martyrs School is located towards the southern section of the road.
- 4) The width of the carriageway of Edinburgh Drive varies between around 4.8 metres at its narrowest point to approximately 5.7 metres, bounded on both sides by footways. Due to the close proximity of the station and other local amenities, Edinburgh Drive forms part of the Ickenham Parking Management Scheme 'Zone IC' with operational hours of Monday to Friday 9am to 5pm. On Ickenham Drive the parking bays are mainly marked on the east side of the carriageway, with the rest of the road either marked with single or double yellow lines.

- 5) In context with the understandable concerns about speeding in the vicinity of the school but also in the road generally, 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.
- 6) Officers have interrogated the Police Road Traffic Collision (RTC) Database, which contains reports by police officers who have attended the scene of an RTC, and from the latest available data, it is evident that there have been no recorded incidents in the last five years in Edinburgh Drive.
- 7) As the petition is requesting measures to reduce traffic speeds 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 at locations agreed with residents and Ward Councillors.
- 8) 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 speed at any given time, but also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
- 9) 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.
- 10) Currently Douay Martyrs School have not taken the opportunity to work with the Council's Road Safety and School Travel Team on road safety 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 wider community that this work can offer.
- 11) It is therefore recommended that the Cabinet Member meets with petitioners and discusses their concerns and possible options to address their concerns in Edinburgh Drive.

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.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Edinburgh Drive, Ickenham Location plan

Appendix A

August 2023

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MANOR WAY, RUISLIP - PETITION REQUESTING THE INTRODUCTION OF “SPEED CALMING MEASURES”

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting the introduction of “speed calming measures” for Manor Way, Ruislip.
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	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	Ruislip.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for “speed calming measures” on Manor Way, Ruislip;
- 2) Notes the concerns raised by a resident concerning the petition;
- 3) Notes the results of the previous speed and traffic surveys undertaken in July 2017; and

- 4) subject to the above, decides whether to ask officers to commission independent 24/7 traffic and speed surveys on Manor Way at locations agreed with petitioners and Ward Councillors.

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 58 valid signatures has been submitted to the Council signed under the following heading:

“We the undersigned petition Hillingdon Council to introduce traffic calming measures along the entirety of Manor Way, Ruislip. These could include one or more of: a speed limit of 20mph; electronic speed checks reminding drivers of the reduced speed limit; speed bumps at regular intervals; any other proven traffic calming measures.”

In an accompanying statement, the lead petitioner helpfully provides the following additional information:

“Manor Way is a narrow and densely populated road that is often used as a shortcut and rat run between Ruislip High Street and Ruislip Manor. It is in a residential conservation area.

Drivers are increasingly speeding down the road, well above the current 30mph speed limit, often breaking suddenly when other vehicles appear round bends or turn into the road.

Increasingly, young families with children have been moving into the area and primary and secondary school pupils cross the road on their way to and from the nearby schools every weekday morning, as well as parents with young children heading to the local parks.

We are concerned at the high risk of a serious or fatal collision involving two vehicles or a young child and would like measures implemented to minimise that happening.”

- 2) Manor Way is a mainly residential road comprising a mixture of detached, semi-detached, terraced properties and some maisonettes, many of which appear to benefit from off-street parking. A plan of the area is attached as Appendix A.

- 3) The southern section of Manor Way is just a short walk away from Ruislip Manor Town Centre, Ruislip Underground Station and other local amenities. From officers' site visits, the demand for the on-street parking provision was generally high throughout Manor Way.
- 4) It is noted that Manor Way is within a conservation area, which reasonably influences the type of measures which can be put in place in order to ensure the ambience of the area is maintained in keeping with the conservation status.
- 5) The width of the carriageway of Manor Way varies between around 7 metres at its narrowest point to approximately 11 metres near its junction with Windmill Hill and is bounded on both sides along its entirety by footway.
- 6) In context with the understandable concerns about speeding in the road generally, the Cabinet Member may wish to point out that the principal body involved in enforcing speed limits remains, as it always has been, is 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) Officers have interrogated the Police Road Traffic Collision (RTC) Database, which contains reports by police officers who have attended the scene of an RTC, and from the latest available data, in the last five years there have been three recorded incidents all at or close to the junction with Windmill Hill. The first was in October 2017, the second in August 2109 and another in January 2020. All incidents involved two vehicles and were all classed as slight in severity.
- 8) As mentioned in the petition, residents are asking for various measures including possible "speed bumps". Various forms of traffic calming measures can be considered including so-called 'speed tables', however, petitioners may wish to consider 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 measures such as chicanes and similar measures are seldom suitable for a residential road; they can cause loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations and it should be noted that any form of physical measures can be popular or unpopular in equal measures as shown below from comments made by a local resident commenting on this petition:

"I refer to the above proposed introduction of traffic calming measures along the entirety of Manor Way, Ruislip, and would like to register the following complaint regarding the petition against it.

I personally am against it, and so are many of my neighbours, especially the speed bumps option.

My complaint is twofold, firstly the petition process is not democratic at all as there is only a vote 'yes' option, that's terrible!

57 people have signed the petition so far, but there are thousands of us that would vote against it if allowed to vote.

Secondly, I have lived in Manor Way for over 30 years, and along with many of my neighbours we strongly feel this is not a problem, it's not broken and things should be left as they are.

We very, very occasionally get a boy racer and it is totally not right and unfair to punish all of us. Let's educate people and our children how to cross the roads and not continuously punish 99.9% of good conscious drivers. Speed Bumps on the already appalling road conditions causes excessive acceleration and braking, thus resulting in extra bad gases and asbestos polluting out air, and causes excessive damage to the car suspension, not to mention the problems and uncomfot it causes to patients in ambulances being transported ... imagine if every road has speed bump...really, is this the way forward?

We in Manor Way feel that the roads are for cars and residents should not be interfering, especially in a conservation area which the council is spoiling with an excessive number of modern signs, we are losing or conservation entity. The latest "unnecessary and waste of money" street sign replacement of the existing classic ones with over-height ugly ones is appalling and shows no respect for our views and conservation area.

Your proposal for speed bumps etc...is just another nail in the coffin to change the face of our beautiful and safe area, let's not cheapen it please like our neighbouring Harrow streets.

Thank you for your understanding and hope you can show some democracy."

- 9) In response to the above complaint, colleagues in the Council's Democratic Services Team have provided a detailed response to the resident outlining the petition process. However, what the complaint does indicate is the how physical measures can be both popular and unpopular with the local community. In this context the Cabinet Member may especially welcome a steer from the local Ward Councillors who may well be able to advise him on the likely strength of local opinion.
- 10) As the petition is requesting measures to reduce traffic speeds and as result of testimonies made by petitioners, and the comments already submitted, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys at locations agreed with residents and Ward Councillors.
- 11) It should be noted that the Council undertook speed and traffic surveys at two locations on Manor Way in June 2017. The results of these are tabulated below:

East of Glenalla Road	Total Vehicles	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th% mph
<i>Eastbound</i>	9,660	963	228	60	18	7	1	0	30
<i>Westbound</i>	11,856	976	168	48	9	5	0	0	29
West of Manor Close	Total Vehicles	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th% mph
<i>Eastbound</i>	11,109	513	68	20	3	0	0	0	27
<i>Westbound</i>	11,274	524	80	14	2	0	0	0	27

12) The “85th percentile speed” is the speed at or below which 85% of vehicles were observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.

13) 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 speed at any given time, but also records the size and type of vehicle, from motorcycles to large multi-axled lorries.

14) As a result of previous surveys, the petition, other comments made and the testimonials from residents, it is recommended that the Cabinet Member meets with petitioners and discusses their concerns and possible options to address their concerns in Manor Way.

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.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Manor Way, Ruislip Location plan

Appendix A

August 2023

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MARVELL AVENUE, HAYES - PETITION REQUESTING THE INTRODUCTION OF PARKING BAYS AT THE END OF MARVELL AVENUE

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Steven Austin – 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 Marvell Avenue, Hayes, requesting the introduction of parking bays.
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	Belmore.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for parking bays or yellow lines the end of Marvell Avenue; and
- 2) Subject to the above, asks officers to 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 on Marvell Avenue, Hayes signed under the following heading:

“We would like for dotted parking bays in the rounded curbs at the end of Marvell Avenue where the location is clearly indicated to any driver, We want to keep the parking on the curbs, just legally guided. We would like the space in front of the hedge gate at the end of Marvell Avenue to prevent cars from bisecting the road.”

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

“Parking on the roadside curb of Marvell Avenue causes may issues from manoeuvring, reversing and creates blind spots. Occasionally drivers will also park in front of the hedge gate, bisecting the road further causing issues to leave properties or manoeuvring around the three vehicles arranged in a “/ | \” shape.

Vehicles are often parked a small distance away from the raised curb, this tightens the road and makes it more difficult for drivers to even leave their driveways without potentially hitting one of their cars, especially larger vehicles such as vans, trucks and larger cars. This also created blind spots where young children are often playing during the day, which is very dangerous, as oncoming cars whilst slowing down cannot see the children playing at the end.

We would like yellow lines to be painted on the rounded curb at the end of Marvell Avenue, as well as in front of the hedge gate where the road is bisected into two. The road ends in a curved T, and the corners of this area where the cars are parked. Parking on the roadside curb makes it increasingly difficult for many drivers to even leave their driveways without potentially hitting one of their cars, especially larger vehicles such as vans, trucks and longer cars.

This also created blind spots where young children are often playing during the day, which is very dangerous, as oncoming cars whilst slowing down cannot see the children at the end. Lastly, the end of the road is often used as a three point turn location for many cars, the blind spots, and the tight nature of the parking is a combined hazard, to increased the chance of an accident.”

- 2) Marvell Avenue is a mainly residential road within Belmore Ward. The section of Marvell Avenue which this petition relates to is the section of road to the north of Warley Road and is a ‘no-through’ road. A plan of the area is attached as Appendix A.

- 3) At this end of Marvell Avenue, there are either semi-detached or terrace type properties, all of which appear to benefit from off-street parking. During a site visit, officers observed vehicles parking on the carriageway, so there appears to be some demand for on-street parking provision.
- 4) The Cabinet Member will be interested to know that in November 1989, this section of Marvell Avenue had an informal footway parking scheme introduced, the remnants of which can still be seen in places on the footway. However, as this was some time ago and standards and legal requirements have changed, such schemes can unfortunately no longer be implemented as they were then.
- 5) It is not clear from the information provided in the petition whether residents are asking for either marked out parking places, yellow lines or a mixture of both. Officers have been in discussion with the lead petitioner and have provided options to see how parking could be managed in Marvell Avenue and offered the option of using 'intelligent intervention' to move the request forward.
- 6) However, the lead petitioner has insisted that he meets with the Cabinet Member in person to discuss their concerns and possible options.
- 7) It is therefore recommended that the Cabinet Member meets with petitioners and discusses their concerns and preferred options to address the issues in Marvell Avenue. Subject to the outcome of these discussions, and if appropriate, the Cabinet Member may ask officers to add the request to the future extensive parking scheme programme for further investigation.

Financial Implications

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider the introduction of managed parking in Marvell Avenue, 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

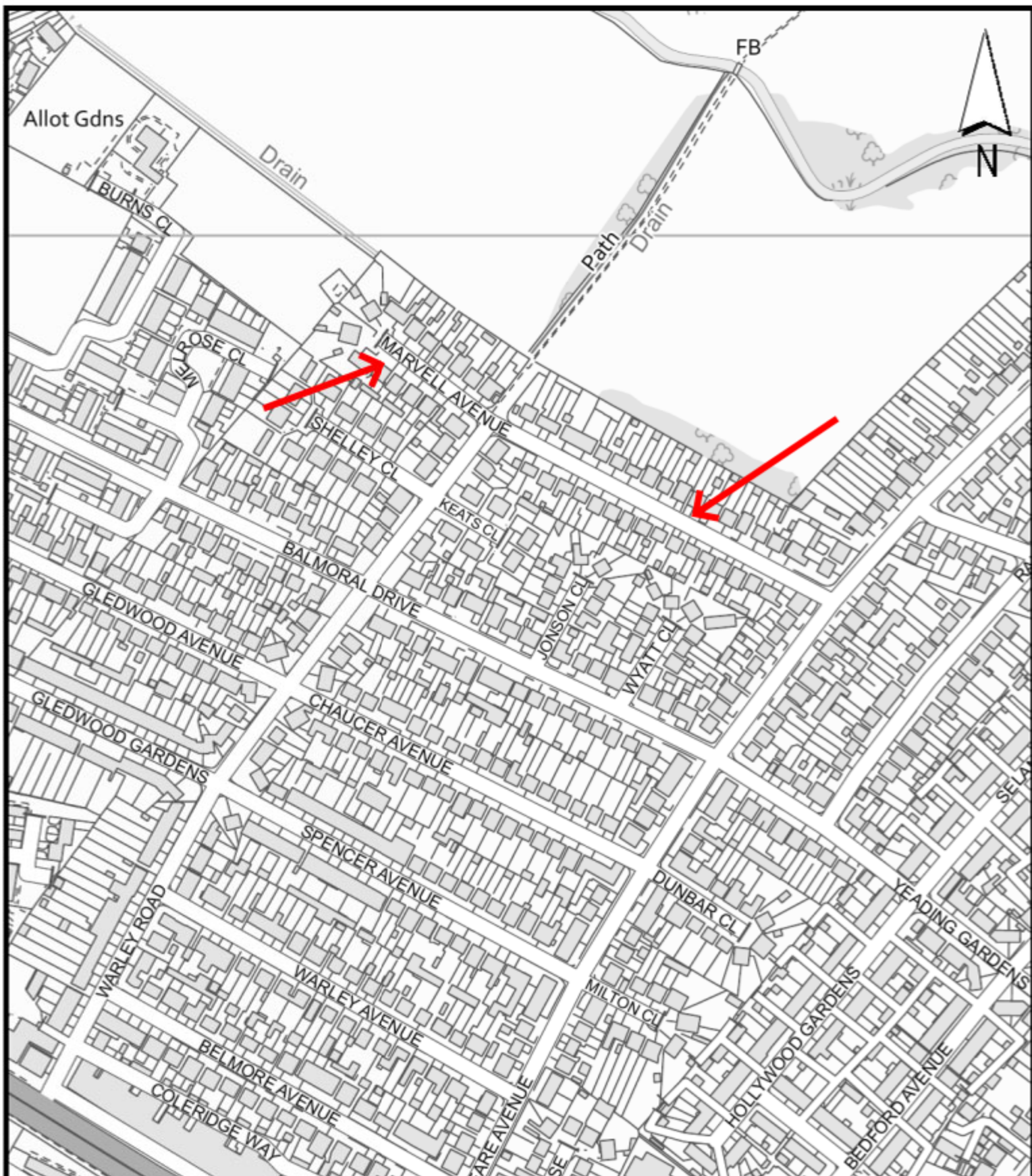
Legal Services confirm that there are no specific legal implications arising from this report.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Marvell Avenue, Hayes Location plan

Appendix A

August 2023

Scale 1:4,000

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SUTTON COURT ROAD, UXBRIDGE - PETITION ASKING THE COUNCIL TO HALT THE PLANNED ROAD WORKS

Cabinet Members	Councillor Jonathan Bianco
Cabinet Portfolios	Cabinet Member for Property, Highways and Transport
Officer Contact	Catherine Flew – Place Directorate
Papers with report	Appendix A – General Arrangement Drawing

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received asking for the Council to halt the planned road works in Sutton Court Road, Uxbridge.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live in a sustainable borough that is carbon neutral. This report supports our commitments to residents of: A Thriving Economy
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	Hillingdon East.

RECOMMENDATIONS

- 1) Meets with petitioners and listens to their request for the Council to halt the planned road works in Sutton Court Road, Uxbridge, referring to his previous email exchanges with the lead petitioner;
- 2) Notes that a separate report will be produced concerning the outcome of the recent consultation on the ‘Stop and Shop’ scheme; and
- 3) Subject to the above, asks officers to review the situation with the central island and parking measures after a period of six to twelve months and report back to the Cabinet Member.

Reasons for recommendations

The lead petitioner has asked for their petition to be formally heard at a petition hearing meeting.

Alternative options considered

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Sutton Court Road Parade is a Council-owned shopping parade within Hillingdon East Ward. Planned public realm improvements as part of the Town Centre & Shopping Parades Initiative (2023/ 2024) are currently underway including:
 - New paving throughout the shopping parade
 - Implementation of a new central boulevard and landscaping, with eight new trees
 - New street lighting with dual lanterns, retaining the ability to hold floral displays and Christmas lights

2. A recent petition with 197 signatures has been submitted to the Council under the following heading:

“We the undersigned petition Hillingdon Council to immediately stop any road work to be carried out on Sutton Court Road Hillingdon, until the council have fully researched the implications of the planned island. Justification: Hillingdon Council have drawn up plans to restrict the movement on Sutton Court Road. They are planning on erecting an island down the centre of the road. This is being done with no formal consultation. We the shopkeepers feel this will be very dangerous as the road will become blocked every time a large vehicle needs to access the shops (daily). Emergency vehicles will be restricted and it will encourage the students from the nearby secondary school to converge on the island.”

3. The Cabinet Member has already been in correspondence with the lead petitioner to explain that the Council will never agree to the use of a petition as a blocking tactic to try to stop or prevent a scheme going ahead at the last stage before implementation.
4. The Council also received an earlier petition from the same lead petitioner under the following heading:

“We the undersigned petition Hillingdon Council to install stop and shop parking meters outside the shops along Sutton Court Road, Hillingdon; to ease congestion, stop issues regarding the constant double and triple parking. Justification: We all know the parking along Sutton Court Road shops is a nightmare. The time has come to make some changes, what with the new school entrance being along the same road, and the new flats replacing the pub on the roundabout. Stopping at the shops for groceries or a loaf of bread can be difficult when there are double and triple parked cars all up and down the parade, making for a very expensive pint of milk if the traffic warden shows up. We urge the community to take into account the safety issues regarding the traffic along the parade also, cars pulling in and out, limited visibility for pedestrians crossing the roads etc., We witness near misses every day”.

5. Whilst the earlier petition did not receive enough signatures to qualify to be heard by the Cabinet Member at the time, it does highlight safety concerns regarding pedestrians

crossing the wide road amongst double and triple parked vehicles. A further petition requesting a “Stop and Shop” parking scheme to tackle the road safety and parking issues at the Parade was received this Spring:

“We the undersigned petition Hillingdon Council to install a Stop and Shop Parking Scheme in Sutton Court Parade as part of the Councils regeneration project. Justification: We support the Hillingdon East Councillors request to install a Stop and Shop Parking Scheme in Sutton Court Road as part of the Councils regeneration project”.

6. The Cabinet Member will note that the recent petition specifically relates to concerns surrounding the new central island yet the earlier petition appears to recognise that double and triple parking is a problem. Such parking is dangerous and illegal and is not something that the Council or Police would sanction in any town centre or shopping parade.
7. The new island also features an additional pedestrian crossing point fronting the parade as well as eight new trees which will not only be aesthetically pleasing but will also contribute towards air quality and improved health benefits for people who live, work and shop along this section of Sutton Court Road.
8. The Council understands the need for loading and unloading in front of the shops and the design caters for this. The Cabinet Member will also be aware that there has been an independent road safety audit to provide reassurance that the design is safe and fit for purpose.
9. The petitioners’ concerns that students from the nearby school will converge on the island are noted. As the Cabinet Member will be aware the island will feature eight new trees as well as new dual lantern lamp columns meaning there will be limited “free” space for students to congregate, although there is no certainty that such a hypothetical situation would ever arise or be a matter of genuine concern. The Council is also working on several fronts to address reports of anti-social behaviour linked to the school including a request to TfL for a new bus service.
10. The Cabinet Member will further recall in a recent email exchange with the lead petitioner, they stated: *“I still require a meeting which is my democratic right, as I feel you are not really fully understanding what the problem is. This has nothing to do with pay to park.”* The recent consultation on the ‘Stop & Shop’ scheme will be subject to a separate report to the Cabinet Member.
11. To conclude, in view of the submission of this petition, it is recommended that the Cabinet Member meets with the petitioners to listen to their concerns surrounding the road works at Sutton Court Road Parade and if appropriate asks officers to review the situation with the central island and parking measures after a period of six to twelve months.

Financial Implications

There are no direct financial implications associated with the recommendations to this report.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon residents, service users and communities

To allow the Cabinet Member to meet with and listen to the petitioners' concerns.

Consultation carried out or required

Information letter delivered to the businesses of Sutton Court Parade and 1065 residential properties mid-June 2023.

Statutory notice of intent – Sutton Court Road, Hillingdon Proposed Stop & Shop Parking Scheme – 28 June 2023.

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

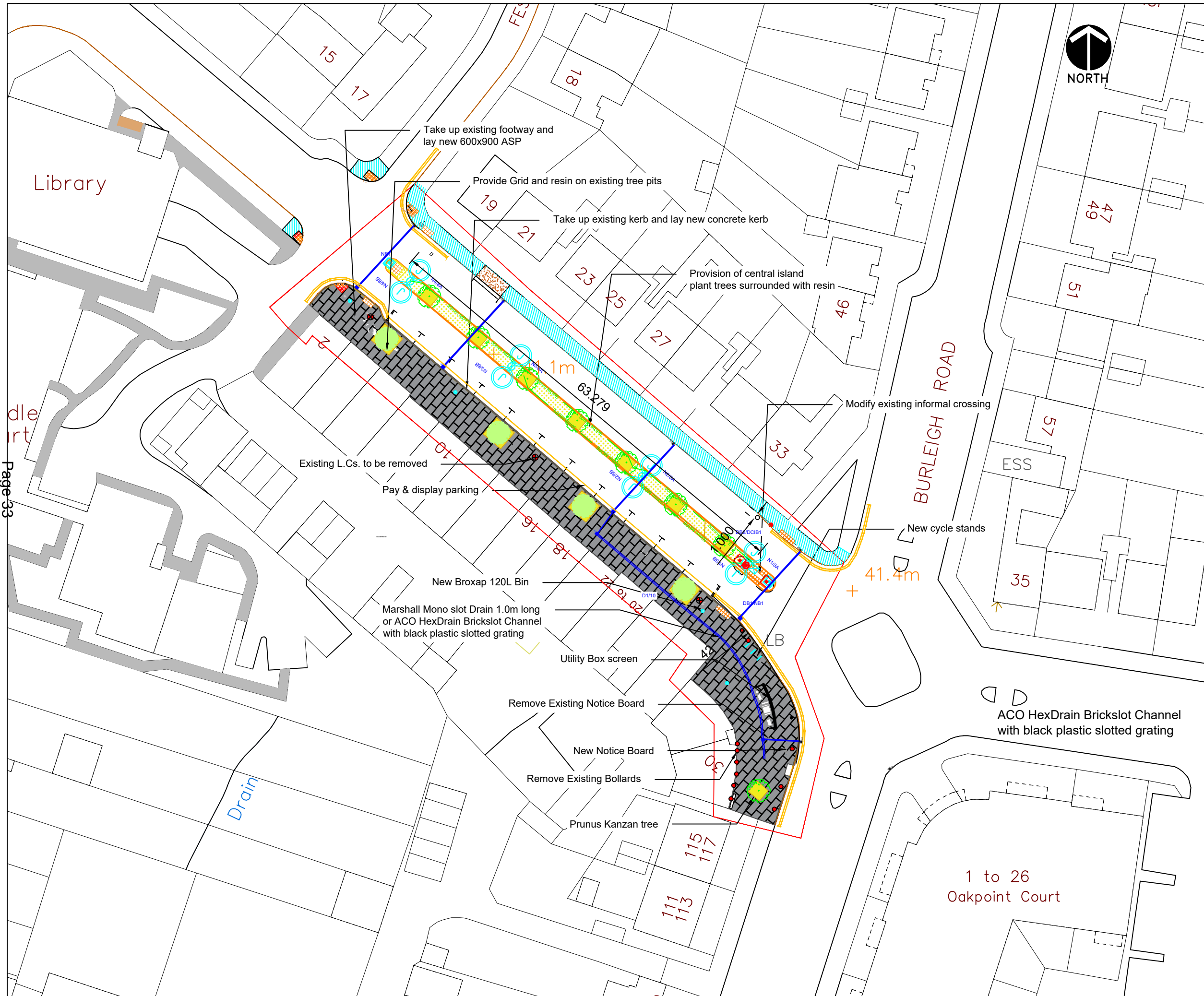
Not applicable.

BACKGROUND PAPERS

Petition received.

APPENDIX A

Appendix A – General Arrangement Drawing



Key:

- New Carpinus Betulas Tree in Central Island
- Existing Trees with new Grid and resin
- Resin surfacing Central Island
- 600x900 ASP
- Tarmac Paving
- Tactile Paving
- Existing Gully
- Proposed Gully
- DYL
- SYL
- Existing L.C to be removed
- New D.Arm L.C
- Existing Notice Board
- Proposed Notice Board
- Manchester Bollard
- Remove Exist Bollards
- 50 mm Slot Drain

Rev	Description	Chkd	Apped	Date
D	Amendment to the drawing as per RSA stage 1-2 recommendation	Chkd	Apped	230623
C	F/way surfacing Opp shops added	Chkd	Apped	130123
B	Amendments based on email 21.11.22	Chkd	Apped	231122

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London Borough of Hillingdon 100019283

HILLINGDON
LONDON

HIGHWAYS MAJOR PROJECTS
RESIDENTS SERVICES

CIVIC CENTRE 2E/05, HIGH STREET, UXBRIDGE, U88 1UW
Tel No. 01895 250111 Fax No 01895 250676

Project
Sutton Court Road

Description
Proposed improvement
General Drawing

Scale	Designed	Drawn	Date
NTS	SO	SO	Sep 2021

Project No.	Drawing No.	Rev.
E/A3	2885/ 1	D

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