



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Property, Highways & Transport

Date: TUESDAY, 17 OCTOBER
2023

Time: 7.00 PM

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:



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: Monday 09 October 2023

Contact: Rebecca Reid

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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

Travel and parking

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Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

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

Agenda

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

	Start Time	Title of Report	Ward	Page
4	7pm	Ferrers Avenue, West Drayton – Request for a zebra crossing to West Drayton Station from Ferrers Avenue bus stop	West Drayton	1 - 6
5		Harmondsworth Road, West Drayton – Petition requesting the introduction of “speed reducing measures”	West Drayton	7 - 12
6		Nobel Drive, Harlington – Petition requesting the introduction of “speed bumps”	Heathrow Villages	13 - 18

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FERRERS AVENUE, WEST DRAYTON - REQUEST FOR A ZEBRA CROSSING TO WEST DRAYTON STATION FROM FERRERS AVENUE BUS STOP

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 Ferrers Avenue, requesting a zebra crossing between West Drayton Station and Ferrers Avenue bus stop.
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 of surveys associated with the recommendations in this report is £750 and will be managed within existing revenue budgets for the Transportation service.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward	West Drayton Ward.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. Meets with petitioners and listens to their request for a zebra crossing by Ferrers Avenue bus stop.
2. Notes petitioners' concerns over safety of those crossing the road to access West Drayton and instructs officers to consider the undertaking of pedestrian surveys to understand levels of pedestrians crossing and pedestrian desire lines.

3. Asks officers to investigate the feasibility of the petitioners' request for a zebra crossing in the area, given the constraints, such as location of bus stops and parking.

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 24 signatures, from residents in the West Drayton area under the following heading:

The petition is residents' request for a Pedestrian Crossing for Access to West Drayton Station from Ferrers Avenue Bus Stop.

*Pedestrian crossing for access to West Drayton Station from Ferrers Avenue Bus Stop. West Drayton Station Bus stop remains closed due to delayed works since last three years, this causes residents to get off at Ferrers Avenue Bus Stop and cross the busy road in rush hours of the morning. This is a significant hazard to the life of residents as there is no pedestrian crossing there which forces people to cross the busy road taking unnecessary risk. **Desired Outcome:** Create a pedestrian cross right next to Ferrers Avenue Bus stop to enable users to pass the road safely. **Specific Location:** Ferrers Avenue Bus Stop (West Drayton).*

- 2) The 'Ferrers Avenue bus stop', located on Station Road, West Drayton is close to the junction with Ferrers Avenue. Station Road is a busy road with a mixture of residential and retail properties and is a main route connecting the south of the borough northwards to Uxbridge Town Centre. In order to access West Drayton Station from the bus stop, pedestrians would need to cross Station Road and a plan of the area is attached as Appendix A.
- 3) The petition has raised concerns about safety crossing Station Road by the bus stop, due to the prolonged closure of Station Approach resulting in many of those wishing to get to or from West Drayton station having to use Ferrers Avenue and connect via Warwick Road. Station Approach is owned by Network Rail and continued issues over construction of the carriageway continues to prevent vehicles entering Station Approach to allow interchange between bus and rail services. As the Cabinet Member will be aware, the current timeline for repairs is still being discussed with Network Rail.
- 4) Fortunately, the area around Ferrers Avenue, West Drayton does not have any 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 and one serious personal injury, 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) As stated within the petition, due to the ongoing closure of Station Approach, buses do not access the bus stops directly outside the station, resulting in those wishing to access the station having to get off at the Ferrers Road bus stop and walk to the station via Warwick Road. Eventually, the works on Station Approach will be completed and those wishing to access the station can do so at the bus stops outside; this may potentially mean that a demand for a crossing reduces, although on the other hand, 'new' pedestrian routes may become popular for various ad hoc reasons and if so, a case for making them safer may become justified.
- 6) When considering the implementation of formal pedestrian facilities such as zebra crossings, the Council is required to do so in line with national design guidance issued by the Department for Transport. Zebra crossing design is set down in Primary Legislation including a Statutory Instrument and 'The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997'. Prior to implementation, a new zebra crossing will also necessitate the publishing of a statutory notice. Key criteria which need to be considered for a zebra crossing includes but is not limited to:
 - a suitable area on both sides of the crossing to accommodate pedestrians;
 - the speed of the road (the 85thtile speed – the speed at or below which 85% of traffic is found to be travelling) should be no greater than 35mph;
 - in order to support the case for a formal pedestrian crossing, it is usual to assess pedestrian numbers, and these can be used with an industry-standard empirical formula to determine the likelihood of future use;
 - forward visibility must be adequate (clear visibility for 60 metres is required in both directions).
- 7) A high-level analysis of Station Road for the purposes of this report indicates potential challenges which may inhibit the provision of a zebra crossing, namely:
 - Due to the parking, bus stop locations and other street features may impact upon achieving the required visibility.
 - The location of a zebra may be hampered by the number of side roads and the requirement to ensure that zebra crossings are not located too close to junctions.
 - There are both a signalised pedestrian crossing and informal crossings close to the bus stops, although these are likely to not be in pedestrian desire lines when accessing the station.
- 8) 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 pedestrian crossing surveys via an independent survey company. These will allow an understanding of the number of pedestrians crossing the road as well as establishing the true desire lines. A suggestion would be for the surveys to be undertaken on one weekday, and one weekend day.

9) 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 £750, relating to pedestrian surveys, and this 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.

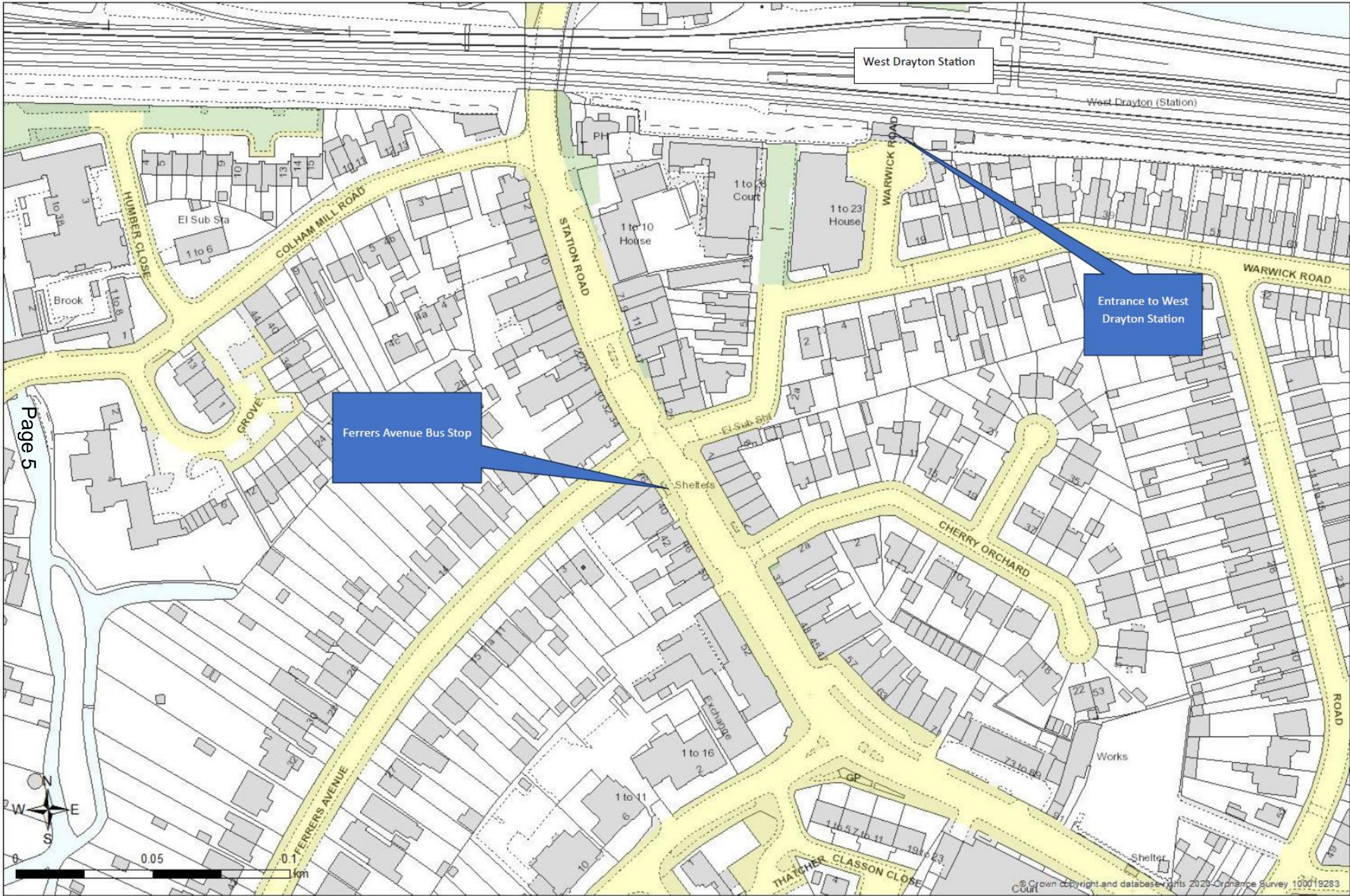
Comments from other relevant service areas

None at this stage.

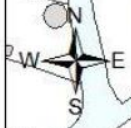
BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan



Page 5



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HARMONDSWORTH ROAD, WEST DRAYTON - PETITION REQUESTING THE INTRODUCTION OF SPEED REDUCING MEASURES.

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Harmondsworth Road, West Drayton requesting the introduction of speed reduction measures.
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 at a cost of c.£85 per location, to be funded from revenue budgets for the Transportation Service.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward(s)	West Drayton Ward.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for the Council to introduce speed reducing measures on Harmondsworth Road, West Drayton.
- 2) Subject to the above, asks officers to commission independent 24/7 traffic and speed surveys on Harmondsworth Road 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 52 valid signatures has been submitted to the Council signed under the following heading:

“Please introduce speed reducing measures to Harmondsworth Road, West Drayton (both main and residential road)”

- 2) Harmondsworth Road is a main north-south thoroughfare that connects West Drayton Station and town centre to the north, and Simpson and Harmondsworth Villages to the south. Harmondsworth Road forms part of the U3 and 350 bus routes. Adjacent to the main carriageway there is a service road on either side which the petition refers to. A plan of the area is attached as Appendix A.
- 3) In context with the understandable concerns about speeding in the area 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.
- 4) 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, there have been four recorded incidents in the last three years on Harmondsworth Road.
- 5) 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.
- 6) 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.

- 7) It is therefore recommended that the Cabinet Member meets with petitioners and discusses their concerns and possible options to address their concerns over traffic speeds on Harmondsworth Road, West Drayton.

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 which can be contained 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 confirm that there are no specific legal implications arising from this report.

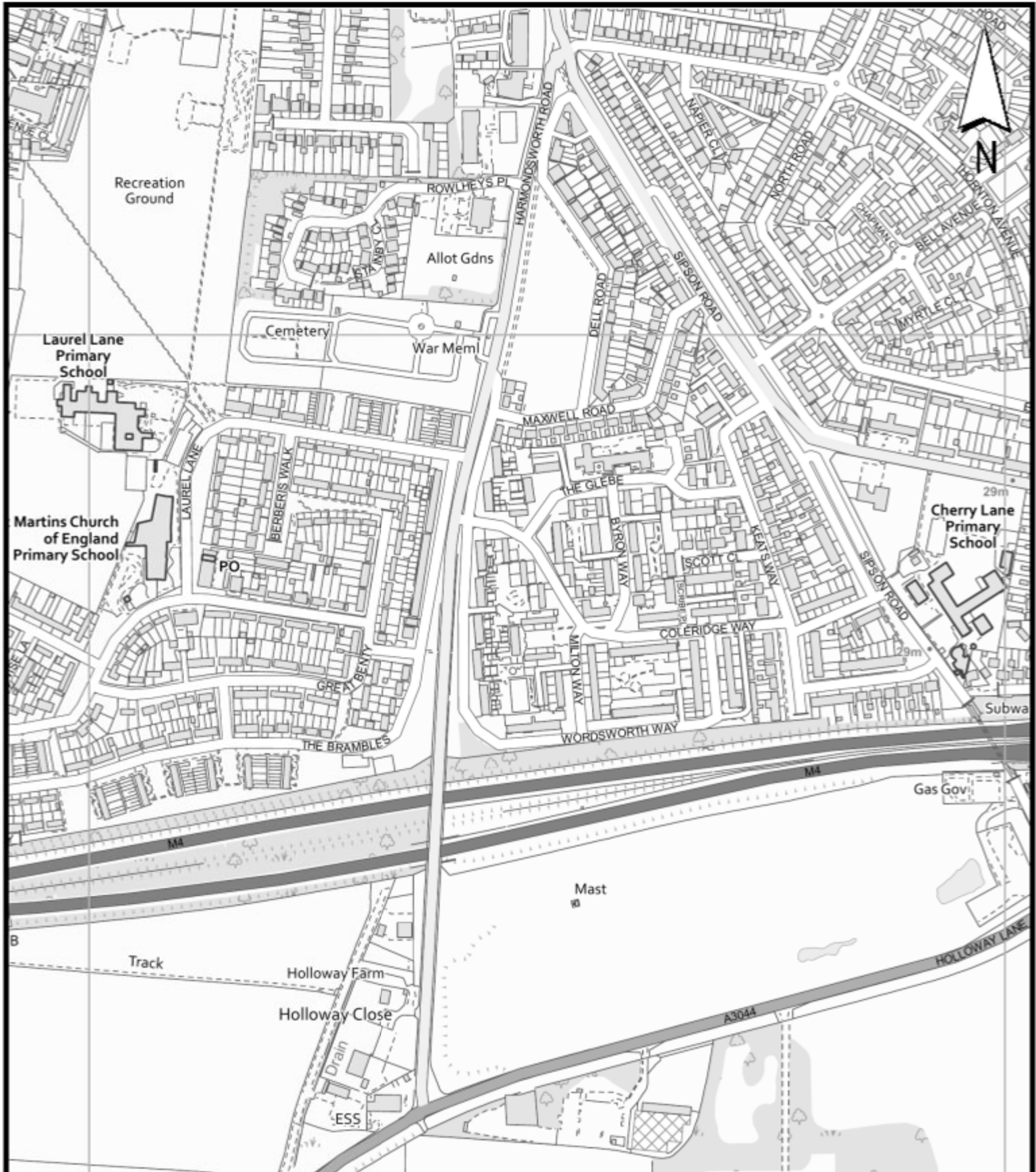
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan

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Harmondsworth Road, West Drayton
Location plan

Appendix A

September 2023
Scale 1:6,000

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NOBEL DRIVE, HARLINGTON - PETITION REQUESTING THE INTRODUCTION OF “SPEED BUMPS”

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Nobel Drive, Harlington near Hayes requesting the introduction of “speed bumps”.
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 at a cost of c.£85 per location, to be funded from revenue budgets for the Transportation Service.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward(s)	Heathrow Villages Ward.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for the Council to introduce “speed bumps” on Nobel Drive, Harlington.
- 2) Subject to the above, asks officers to commission independent 24/7 traffic and speed surveys on Nobel 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 21 valid signatures has been submitted to the Council signed under the following heading:

“We the undersigned petition Hillingdon Council to install speed bumps in Nobel Drive, Harlington)”

In an accompanying statement, petitioners have helpfully provided the following additional information:

“In Nobel Drive we are seeing cars speeding everyday between the two mini roundabouts which is dangerous for children playing on the street and for cars getting out of Circa Apartment car park, Ibis Hotel car park, and the Airport Bowl car park, especially on evenings and weekends some people come to enjoy car drifting and speeding with loud car exhausts. Therefore, we need speed bumps in the street, I hope the Council will consider this matter and take action.”

- 2) Nobel Drive is a mixture of residential modern developments, hotels, Airport Bowling, and serviced offices all within close proximity to London Heathrow Airport. The width of the carriageway of Nobel Drive measures approximately 7.5 metres, bounded on both sides by footways measuring approximately 1.6 metres. The road benefits from some on-street permit holder or pay and display parking. A plan of the area is attached as Appendix A.
- 3) In context with the understandable concerns about speeding and dangerous driving in the area generally, the Cabinet Member may wish to point out that the principal body involved in enforcing speed limits and irresponsible driving 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.
- 4) 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, there has been one recorded incident in the last five years on Nobel Drive and its severity was classified as ‘slight’.
- 5) 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.

- 6) 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.
- 7) Although the Council does not recommend the installation of 'speed humps', there may be other options the Council can explore to reduce traffic speeds and dangerous driving. However, the Cabinet Member may wish to point out to petitioners that recent experience has shown that some residents become unhappy about the noise and disturbance they associate with new traffic calming. The fact remains that possible vehicle-induced noise from raised speed tables and cushions is something that residents may wish to consider before any measures could be introduced. Should raised traffic calming featured form part of any future recommendation, formal public consultation by notice and letter would be necessary.
- 8) It is therefore recommended that the Cabinet Member meets with petitioners and discusses their concerns and possible options to address their concerns over traffic speeds and dangerous driving on Nobel Drive, Hayes.

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 which can be contained 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 confirm that there are no specific legal implications arising from this report.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Nobel Drive, Hayes Location plan

Appendix A

September 2023

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