

Minutes

PETITION HEARING - CABINET MEMBER FOR PROPERTY, HIGHWAYS & TRANSPORT

6 February 2024



Meeting held at Committee Room 5 - Civic Centre

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| | <p>Committee Members Present: Councillor Jonathan Bianco</p> <p>Officers Present: Steve Austin, Traffic Parking Road Safety School Manager Rebecca Reid, Democratic Services Apprentice</p> <p>Ward Councillors Present: Councillor Peter Curling Councillor June Nelson Councillor Scott Farley Councillor Mohammed Islam</p> | |
| 15. | <p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 1</i>)</p> <p>There were no declarations of interest.</p> | |
| 16. | <p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC (<i>Agenda Item 2</i>)</p> <p>It was confirmed that the business of the meeting would take place in public.</p> | |
| 17. | <p>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED: (<i>Agenda Item 3</i>)</p> | |
| 18. | <p>HUNTERS GROVE, HAYES - PETITION REQUESTING A PARKING MANAGEMENT SCHEME (<i>Agenda Item 4</i>)</p> <p>The Cabinet Member considered a petition requesting for a parking management scheme to be implemented in Hunters Grove, Hayes.</p> <p>The lead petitioner put forward to the Cabinet Member some reasons to action the request for a parking management scheme. Key points raised by the petitioner included:</p> <p>People were parking illegally in front of residents' driveways.</p> <p>Shop owners and their employees were parking their vehicles in the area from early morning till late at night.</p> <p>People who were away on holiday would leave their parked vehicles for weeks and usually occupied two parking spaces.</p> | |

People often blocked residents' driveways and reversed their vehicles into it, resulting in damage to the nearby lamp post and walls to their properties.

The lead petitioner highlighted that her cat had been killed by speeding cars in the area.

It was added that people would park illegally at the top of the road and that parking restrictions in relation to double yellow lines were ignored. This caused heavy congestion problems at the junction of Coldharbour Lane and Hunters Grove.

Bins on the street caused an obstruction to elderly pedestrians and pedestrians with pushchairs.

Councillor Curling, representing Hayes Town Ward, expressed his endorsement of the petition because Hunters Grove and the other roads in the area all suffered with similar congestion issues, as the roads were particularly narrow.

Reference was made to the petitioners' request for 'residents and their guests to be able to park free on the road', which was the Council's previous policy. It was noted that as per the Council's current policy, the annual cost for a permit was a minimum of £75.

A suggestion of a suitable consultation area for agreement by Ward Councillors and Officers was raised by Councillor Curling. It was proposed that the Parking Management Scheme could be implemented between Hunters Grove and Minet Drive with the possibility of an extension to Birch Way.

The Cabinet Member acknowledged the narrowness of Hunters Grove and the surrounding roads, which served as a speed deterrent but also caused congestion on the roads.

There was already an existing parking zone in some roads adjacent to Hunters Grove. An extension of the scheme to Birch Way would be explored and considered.

The Cabinet Member conveyed that where parking schemes were put in place, a realistic factor for consideration was the Council's Engineering Officers needing to ascertain the location of where it would be permissible and practicable to put a parking place, which was governed by a raft of rules.

The Cabinet Member was aware of the persistent issues surrounding holiday parking which formed part of a much wider problem in the south of the Borough.

In relation to the petitioner's double yellow line comments, Traffic

Officers would be requested to target the area more frequently to issue tickets for parking on double yellow lines, which would send out a clear message that drivers should not be ignoring the parking rules.

It was noted that the Council had adopted a long-term policy of not imposing parking schemes on residents. Following consultation, if it was found that there was a consensus in favour of a parking scheme, then the scheme would move towards implementation. By the same token, however, if most residents were against the parking scheme, then the Council would not impose the scheme on residents as it would not have received majority support.

The Cabinet Member noted that funding for parking schemes usually derived from an allocation from TFL.

The petitioner explained, concerningly, that due to the congestion issues on Hunters Grove, the ambulance and fire brigades were sometimes stuck in congestion.

Though it was a residential area, the petitioner felt that Hunters Grove did not have the appearance of being one because the area was almost always congested.

The lead petitioner expressed that when leaving work, she was often stuck in the junction of Coldharbour Lane and Hunters Grove for around 10 minutes and had video evidence that would be sent to the Traffic Parking Road Safety School Manager or Democratic Services after the meeting for further investigation.

The Cabinet Member enquired if the lead petitioner had considered making the road a one-way street.

The Traffic Parking Road Safety School Manager advised that a consultation into the possible implementation of a parking scheme would be undertaken on a house by house, street by street basis and that the results of the consultation would be carefully assessed. One-way street systems were to be considered with caution because it sometimes resulted in increased traffic speeds.

The petitioner's concerns in relation to illegal parking had already been passed on to the Parking Enforcement Team, who advised officers that there would be increased patrols in the area.

The petitioner responded that she had previously written a letter to her local MP in 2022, who had increased patrols in the area at the time, but that this was a temporary solution and did not work out in the long term.

The Traffic Parking Road Safety School Manager reassured the petitioner that in Hunters Grove between 1 January 2023 and 1 January 2024, the area was visited 2283 times by Civil Enforcement Officers and there were 402 Penalty Charge Notices issued. Officers

would continue to focus their efforts on ensuring the area was consistently monitored moving forward.

The petitioner highlighted that it was previously agreed that during the period covering 01 October 2022 to 15 March 2023, 130 parking tickets were issued. Out of the 130 tickets issued, 117 of those were related to parking on double yellow lines. The petitioner felt that the number of parking tickets issued did not affect the level of congestion in the area.

The Cabinet Member acknowledged the points and issues highlighted by the lead petitioner and proposed the possibility of instructing officers to issue parking tickets at specific times of the day as a targeted approach to tackling congestion.

Further to this, the petitioner requested the possibility of installing an enforcement camera to address some of the congestion issues in the area, to which the Cabinet Member responded that the Council was not permitted in law to enforce by camera. However, the Council was permitted to instruct officers to issue parking tickets.

Moreover, the Cabinet Member noted that it was an offence for any person to park on the front of their property without going across a dropped kerb and that the Council would take action as appropriate for those who did not comply with this rule.

During the consultative process for a parking scheme, residents would be reminded of the Council's policy on dropped kerbs.

Residents could apply for dropped kerb for a fee through the Council.

RESOLVED:

That the Cabinet Member for Property, Highways and Transport:

- 1) Met with petitioners and listened to their request for a Parking Management Scheme to be implemented in Hunters Grove.**
- 2) Requested officers to add this request to the Council's extensive Parking Scheme Programme for further investigation and informal consultation in an area agreed with Ward Councillors.**
- 3) Asked officers in the relevant department to investigate any possible cases in Hunters Grove where it appears that off-street parking is taking place, but the proper installation of the necessary dropped kerbs and reinforcements to the adjacent paving have not been undertaken.**

TRAFFIC SPEED MITIGATION MEASURES *(Agenda Item 5)*

The Cabinet Member considered a petition requesting for traffic speed mitigation measures to be implemented in Sipson Road, West Drayton.

The lead petitioner put forward to the Cabinet Member some reasons to action the request for traffic speed mitigation measures. Key points raised by the petitioner included:

There had been a number of incidents that had taken place on Sipson Road, including a serious incident that had occurred at 13:00PM on 18th May 2023 and was reported to have taken 9 hours to clear the road.

Two additional incidents had taken place in the month of January 2024. On 28th January 2024, the petitioner reported that a speeding van had collided with three cars. The police were informed of the incident. On 30th January, the petitioner reported that a child getting off a bus and trying to cross the road was hit by a car. Although the child was not seriously injured, the petitioner stressed the severity of needing speed reduction measures on the road.

There was heavy traffic on Sipson Road, and the lead petitioner emphasised his request for CCTV speed cameras, flashing lights, speed limit signs and zebra crossings near the bus stop so that vulnerable groups, such as children and the elderly could cross the road safely.

The lead petitioner noted that he had been reporting to the Council the issue of traffic speeds on the road since 1996 but that nothing had yet been done to resolve the speed problem.

Councillor Farley, representing West Drayton Ward, expressed his endorsement of the petition.

He had been undertaking Ward Walkabouts on 18 May 2023 and witnessed what he described as the horrendous aftermath of the road accident.

An examination of traffic had recently been carried out on Cherry Lane and following the inspection, raised tables were subsequently placed in that area. However, this measure had not slowed the speed issue on Sipson Road and beyond.

The issue of safety was reiterated in relation to the speeding problem on the road.

It was noted that the proximity of the M4 to Sipson Road meant that drivers approaching into the area were not reducing their speed. There was also a local school nearby where there were no speed reductions on the road around the school, compared to other schools.

The Ward Councillor conclusively advocated for the use of monitoring equipment on Sipson Road, similar to Cherry Lane, for traffic speed reduction.

In addition, Councillor Nelson, representing Heathrow Villages Ward, expressed her support of the petition.

There had been a previous speeding issue in Cherry Lane, where there were a number of incidents that had taken place and on one occasion, a fatality before speed bumps were implemented in Cherry Lane.

It was noted that the problem of speeding persisted on Cherry Lane, as the speed limit on the road was currently 30mph as opposed to being a 20mph zone which was preferable for the area.

Road users were speeding once they passed the school on Cherry Lane.

The Ward Councillor recommended displaying speed limit safety signs to remind road users to monitor their travel speed.

The Ward Councillor conclusively promoted the need for traffic speed mitigation measures that would benefit residents, reduce speeding, and console residents regarding their concerns around speeding in the locality.

Furthermore, Councillor Islam, representing West Drayton Ward, endorsed the petition and gave the apologies for absence on behalf of Councillor Sweeting, who was also said to be in support of the petition.

The Ward Councillor expressed that he was a witness to the 18th of May 2023 incident.

Speed bumps had recently been installed on Cherry Lane which was a helpful measure to control speeding on the road.

It was noted that Cherry Lane lead on to Sipson Road. The Cherry Lane Junction connected the M4 to local roads, where drivers would often speed.

The need to implement speed mitigation measures on the road around the local school was reiterated.

The Cabinet Member noted that he was familiar with the issues raised by the petitioner and Ward Councillors.

He highlighted that speed cameras were not something that the Council could erect because they were a police matter and added that speeding, in general, fell within the scope of the police. However, flashing speed signs was a measure that could be

considered by the Council to address the speed issues raised by the lead petitioner and Ward Councillors.

The Cabinet Member was reluctant to installing speed bumps on the road but as a last resort, this could be considered.

The Cabinet Member was minded to consider introducing 20mph zones around schools particularly to aid traffic speed reduction.

It was stressed that the police were the only body who could enforce speed. The police also had access to speed guns to deter speeding.

In response to the petitioner's earlier comment about bus stops, the Cabinet Member explained that the Council did not control the location of bus stops but could liaise with TFL, who did control bus stop locations.

The Cabinet Member questioned whether moving the bus stop was an option the petitioner had considered.

The petitioner responded that the placement of the bus stop was not a problem but that the speed on the road was an increasing concern in the area and raised a suggestion around implementing a pedestrian crossing.

The Cabinet Member acknowledged the lead petitioner's suggestion and additionally recommended that the petitioners lobbied the police for a resolution to their speeding concerns because the matter of speeding ultimately fell within the purview of the police.

What's more, attention was drawn by Councillor Nelson that HS2 vehicles were using Harmondsworth Road to get into gravel pits to offload gravel and often sped along the road, which was hazardous to local residents and particularly children around school times.

The Cabinet Member responded that HS2 vehicles were required to follow prescribed routes and cameras relating specifically to such vehicles were nearby to monitor their movements.

The Traffic Parking Road Safety School Manager thanked the Ward Councillor for bringing this issue to their attention and confirmed that HS2 vehicles were limited to which routes on the road they could use. Where HS2 vehicles were deviating from the prescribed routes, officers would verify which routes the vehicles ought to have been taking and investigate the issue further.

The Traffic Parking Road Safety School Manager also encouraged the petitioners to submit any supporting evidence associated with HS2 vehicles not following their prescribed road routes to officers for further investigation, including photographic or video evidence.

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| | <p>RESOLVED:</p> <p>That the Cabinet Member for Property, Highways and Transport:</p> <ol style="list-style-type: none"> 1. Met with petitioners and listened to their request for speed reduction measures. 2. Asked officers to commission independent 24/7 traffic and speed surveys on Sipson Road at locations agreed with petitioners and ward councillors, and to report back to the Cabinet Member on the outcome. 3. Instructed officers to investigate possible improvements to the junction where the service road meets the main carriageway adjacent to No.64 Sipson Road, West Drayton. | |
| <p>The meeting, which commenced at 7.00 pm, closed at 7.45 pm.</p> | | |

These are the minutes of the above meeting. For more information on any of the resolutions please contact on . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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