



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Property, Highways & Transport

Date: WEDNESDAY, 16
OCTOBER 2024

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

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

**Meeting
Details:** The public and press are welcome
to attend and observe the meeting.

For safety and accessibility,
security measures will be
conducted, including searches of
individuals and their belongings.
Attendees must also provide
satisfactory proof of identity upon
arrival. Refusal to comply with
these requirements will result in
non-admittance.

This meeting may be broadcast on
the Council's YouTube channel.
You can also view this agenda
online at www.hillingdon.gov.uk

Cabinet Member hearing the petition(s):

Councillor Jonathan Bianco, 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: 8 October 2024

Contact: Liz Penny

Email: democratic@hillingdon.gov.uk

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

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

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	North Way, Morris Avenue and Worrall Lane, Uxbridge - Petition Requesting a Reduction in the Speed Limit to 20 mph	Uxbridge	1 - 6
5	7.10pm	Minet Drive, Hayes - Petition Requesting Traffic Calming Measures	Hayes Town	7 - 12

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NORTH WAY, MORRIS AVENUE AND WORRALL LANE UXBRIDGE - PETITION REQUESTING A REDUCTION IN THE SPEED LIMIT TO 20MPH

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting a change in the speed limit to 20mph.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme for on-street parking controls.
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Service revenue budgets.
Relevant Committee	Corporate Resources and Infrastructure Select Committee
Relevant Ward(s)	Uxbridge

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request to reduce the speed limit to 20 mph.
- 2) Subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on North Way at a location agreed with petitioners and Ward Councillors.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding 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 24 signatures has been submitted to the Council signed under the following heading:

“We the undersigned, petition Hillingdon Council to reduce the speed limit to 20mph on North Way, Morris Avenue and Worrall Lane, Uxbridge”.

The lead petitioner has helpfully provided the following additional information:

“North Way, Uxbridge leads to Morris Avenue and other residential roads via traffic lights. As a short road of only a few houses, a speed limit of 30mph is too fast. To ensure the safety of residents and pedestrians, the speed limit on North Way, Morris Avenue and Worrall Lane needs to be reduced to 20mph. Currently, vehicles speed across North Way to make it past the green light. It is currently unsafe for children, the elderly with disabilities or other people with slower reaction times.

A parked vehicle has already been hit by a driver speeding, luckily no one was injured. However, we would like the Council to take action and make this change before an accident occurs.”

- 2) North Way is a mainly residential road of approximately 15 properties. At the northern end of North Way there is a railway bridge over the Metropolitan and Piccadilly Line underground railway services. The bridge is only one lane wide and is controlled by signals, installed as part of the development on the other side of the bridge which was constructed approximately 15 years ago. The length of North Way from Honeycroft Hill to the traffic signals is approximately 80 metres. A plan of the area is attached as Appendix A.
- 3) Officers have interrogated the most recent police recorded collision data for North Way for the last five years and there was one recorded incident, which took place on 23 June 2020, involving two vehicles and the severity was reported as ‘slight’. However, in light of the petition, it is suggested that the Cabinet Member may wish to hear the testimony of petitioners and their local Ward Councillors to understand in greater detail their road safety concerns.
- 4) Although the petition has not requested traffic calming measures, colleagues in the Police have clear guidelines on what they expect local highway authorities to deliver when considering the reduction in speed limits to 20 mph. Inserted below is the information from National Police Chiefs Council ‘Speed Enforcement Policy Guidelines’
 - *“Speed limits are only one element of speed management and local speed limits should not be set in isolation. They should be part of a package of other measures to manage speed which includes*

the engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver's awareness of their environment, together with education, driver information, training and publicity."

- *"Altering a limit with simply a sign without making the new limit clear to all drivers who may use the road will risk high levels of offending. Many will be unaware of their behaviour, and may well have complied if the site / limit was clear. This will simply leave vulnerable road users exposed to unnecessary higher speeds and leave the police with a large-scale enforcement issue, which cannot be contained. National Guidance to local authorities on installing adequately engineered 20mph is unambiguous in not supporting unclear or inappropriate 20mph limit / zones. Neither does it support an increased demand on police forces to carry out routine enforcement where there is, in the opinion of the police, insufficient interventions to make the limit obvious to visiting motorists and achieve a high level of self-enforcement."*
- *"The police service has to ensure all resources are used effectively in responding to community priorities. They should use intelligence on levels and locations of offending to identify persistent and high harm speeding offenders and target their enforcement in all speed limits; however, in those where the driver's awareness is lowered due to the omission of measures to manage speed there will be no routine enforcement, only that necessary to eliminate persistent high harm speeding motorists."*
- *"As with all limits, if the site does not look or feel like the limit imposed then there will be larger scale offending and routine prosecution seen as inappropriate or quite simply over the top. It is for local authorities to appropriately sign and if necessary engineer a limit, leaving the police to target the persistent and deliberate offender, together with achieving the very highest level of compliance and safety for other road users."*

The Council's Cabinet also confirmed on 25 July 2024, that the London Borough of Hillingdon, in considering whether to introduce a 20 mile per hour speed restriction, will, as Council policy, adopt the approach set out in statutory guidance issued by the Secretary of State for Transport pursuant to section 18 of the Traffic Management Act 2004. In exercising this, Cabinet and/or the responsible Cabinet Member will expect to be provided with evidence that introducing a lower speed limit will have a beneficial effect on community safety (for example, outside schools) and that the proposals are supported by residents.

- 5) Within the context of the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on North Way at a location agreed with petitioners and Ward Councillors.
- 6) 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. These 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 or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, but it also records the size and type of vehicles, from motorcycles to large multi-axel lorries.
- 7) It is also strongly recommended that, if they have not yet done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general if this is the case in North Way, although the results of any possible speed survey will be shared with colleagues in

the Police. will be. Physical traffic calming can be an effective tool, but it can also have unwelcome side effects such as an increase in noise caused by traffic passing through especially larger vehicles.

Financial Implications

Subject to the outcome of discussions with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed within existing Transportation revenue budgets.

RESIDENT BENEFIT & CONSULTATION

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

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

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

Legal Services confirm that there are no specific legal implications arising from this report. Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

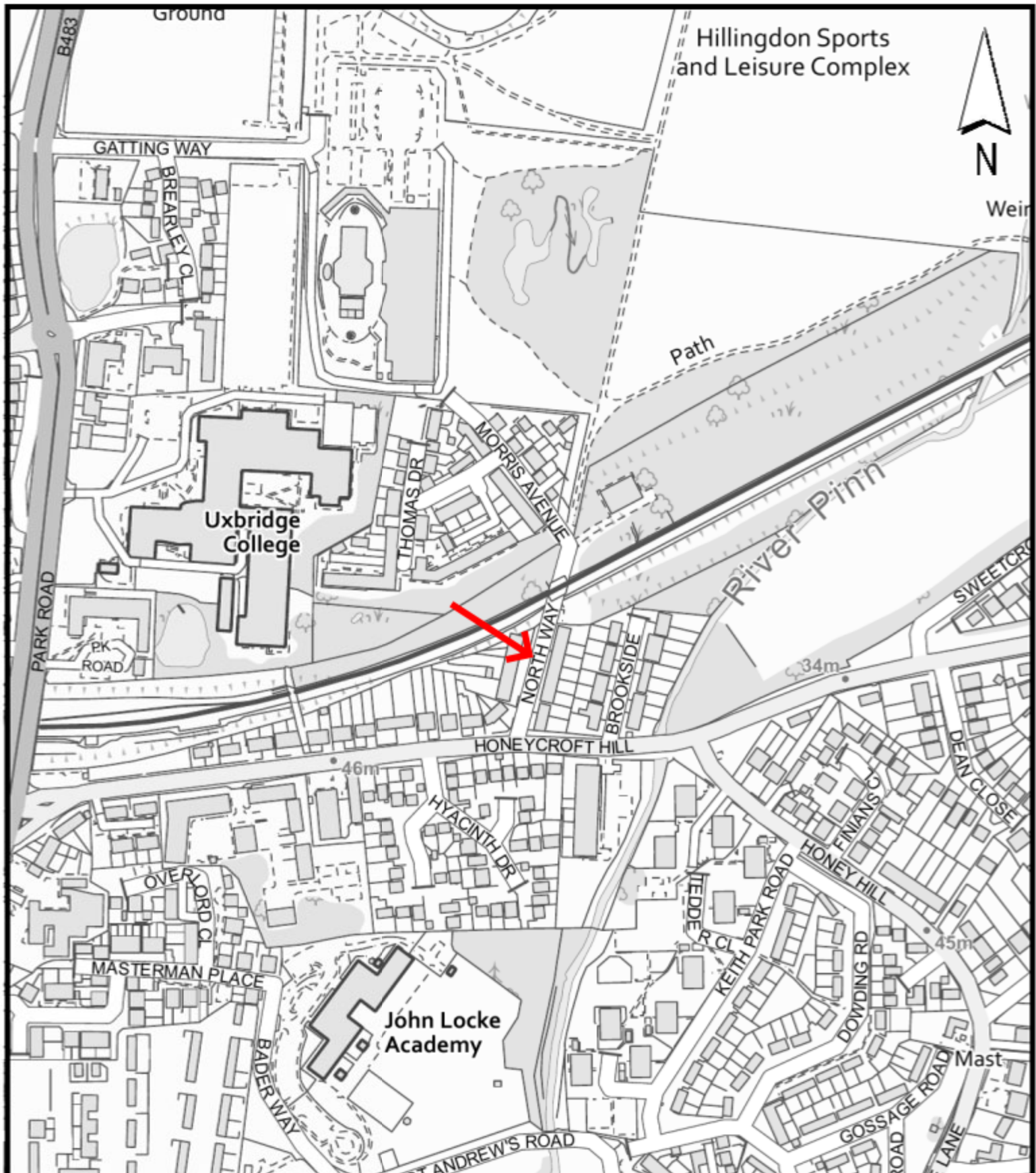
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A – Location plan



North Way, Uxbridge
Location plan

Appendix A

August 2024

Scale 1:4,000

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MINET DRIVE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Report author	Steve Austin – Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting Traffic Calming Measures in Minet Drive.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme for road safety measures.
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Service revenue budgets.
Relevant Select Committee	Corporate Resources and Infrastructure Select Committee.
Relevant Ward	Hayes Town

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for Traffic Calming Measures on Minet Drive, Hayes; and
- 2) Also subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Minety 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 regarding their concerns and suggestions.

Alternative options considered/ risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

- 1) A petition with 22 signatures has been submitted to the Council by residents. 17 are residents of Minet Drive, representing 10 households out of 119 properties. The petition is signed under the following heading:

“installation of Speedbumps on Minet Drive for enhanced safety”.

The lead petitioner has helpfully provided the following additional information:

“We, the undersigned petition Hillingdon Council to the immediate installation of speedhumps along key points of Minet Drive. Speedbumps are a proven measure to effectively reduce vehicle speeds and enhance road safety. By implementing this solution, the Council can ensure vehicles adhere to the speed limit, protecting all road users. Reduce the likelihood of accidents, particularly those involving young children. Enhance overall safety and well-being of the Minet Drive community.

Justification

Minet Drive is currently experiencing an alarming increase in the number of vehicles exceeding the 30 miles per hour speed limit. This poses a significant risk to all residents, particularly families with small children, who are deeply concerned about the potential for accidents and injuries.

This petition will address:

Excessive Speeding

Safety of Children

Community Well-being

- 2) Minet Drive is a mainly residential road close to Hayes Town Centre, with its multiple shops, local businesses, Hayes and Harlington Station and other local amenities. The width of the carriageway is on average just over five metres wide, bounded on both sides by a footway. A plan of the area is attached as Appendix A.
- 3) From officers' site investigations, on-street parking takes place one side of the road for the majority of Minet Drive, effectively reducing the carriageway to one running lane. The Cabinet Member will be aware that the Council is currently consulting with residents of Minet Drive and other nearby roads on a possible Parking Management Scheme.
- 4) Officers have interrogated the most recent police recorded collision date for Minet Drive for the last five years. There was one recorded incident in October 2019 which involved one vehicle and was classified as slight, although some collisions were recorded on Coldharbour Lane close to the junction with Minet Drive. However, in light of the petition, it is recommended that the Cabinet Member may wish to hear the testimony of petitioners and their local Ward Councillors to understand in greater detail their road safety concerns.

- 5) Various forms of traffic calming measures can be considered, including so-called 'speedbumps'. 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.
- 6) Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Minet Drive at locations agreed with petitioners and Ward Councillors.
- 7) 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. These 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 or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated such that not only can it record traffic speeds at any given time, but also records the size and type of vehicles, from motorcycles to large multi-axel lorries.
- 8) It is also strongly recommended that if they have not yet done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general (if this is the case in Minet Drive). Physical traffic calming can be an effective tool, but it can also have unwelcome side effects including an increase in noise caused by traffic passing through, such as skip lorries and larger vehicles.

Financial Implications

Subject to the outcome of discussions with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed within existing Transportation revenue budgets.

RESIDENT BENEFIT & CONSULTATION

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

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

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

Legal Services confirm that there are no specific legal implications arising from this report. Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

Infrastructure/ Asset Management

None at this stage.

Comments from other relevant service areas

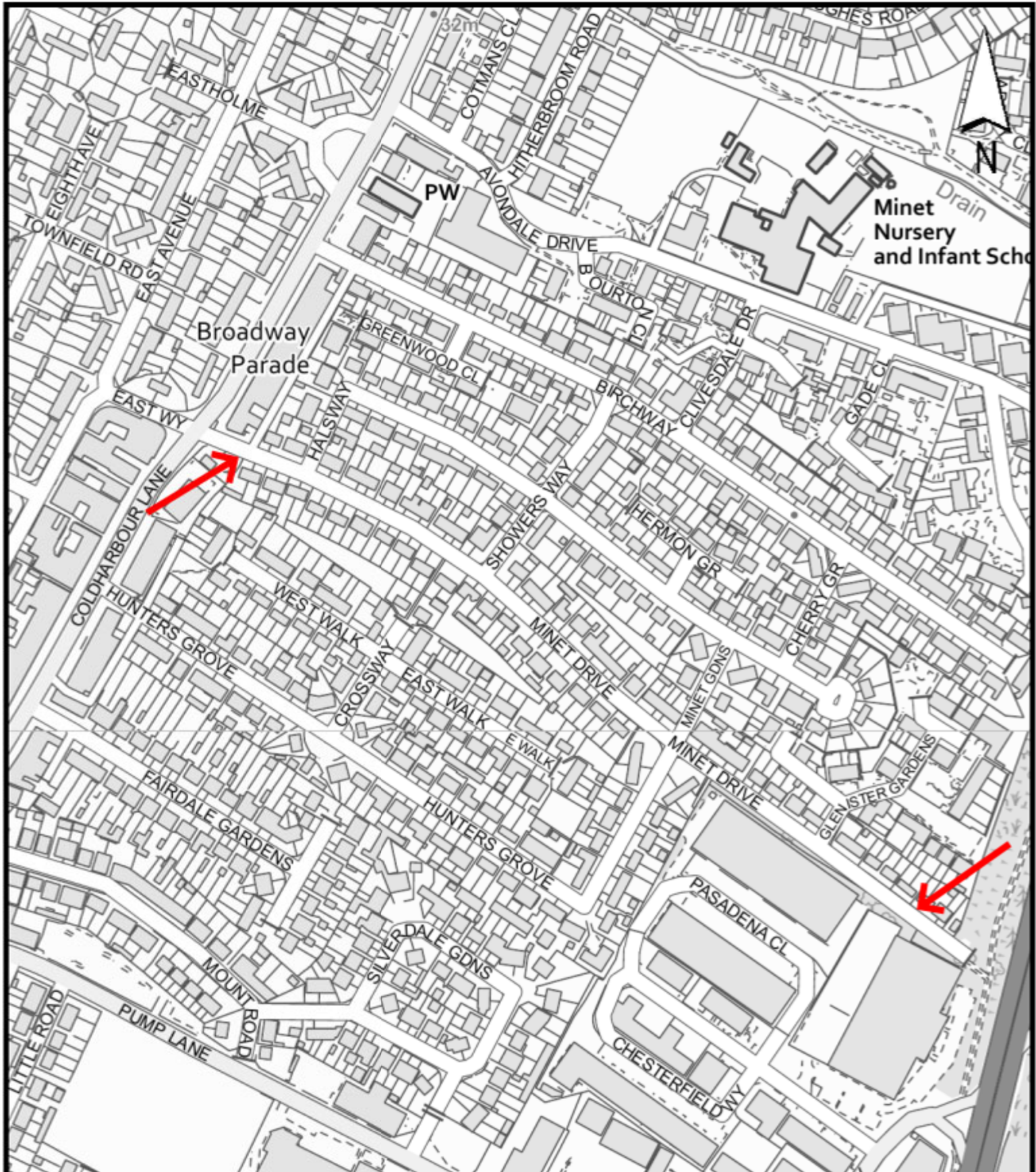
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A – Location plan



Minet Drive, Hayes Location plan

Appendix A

October 2024

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