



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Housing & Growth

Date: WEDNESDAY 5 FEBRUARY
2025

Time: 6.00 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
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these requirements will result in
non-admittance.

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online at www.hillingdon.gov.uk

Cabinet Member hearing the petition(s):

Councillor Steve Tuckwell, Cabinet
Member for Planning, Housing & Growth

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: Tuesday 28 January 2025

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Putting our residents first

Lloyd White
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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	6pm	Derwent Avenue, Ickenham - Petition Requesting The Installation Of 'Speed Bumps' For Enhanced Safety	Ickenham & South Harefield	1 - 8
5	6.15pm	Sunnydene Avenue, Ruislip Manor - Petition Requesting Traffic Calming Measures	Ruislip Manor	9 - 14
6	6.30pm	Gordon Road, Yiewsley - Petition Requesting Restricted Access To The Road At The Start And End Of The School Day	Yiewsley	15 - 22
7	6.45pm	Church Road, West Drayton - Petition Requesting The Installation Of 'Speed Bumps' To Reduce The Speed Of Traffic	West Drayton	23 - 30

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DERWENT AVENUE, ICKENHAM - PETITION REQUESTING THE INSTALLATION OF ‘SPEED BUMPS’ FOR ENHANCED SAFETY

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan - Corporate Director Place
Report Author & Directorate	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 ‘speed bumps’ on Derwent Avenue, Ickenham.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council’s annual programme for road safety measures.</p>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee.
Ward(s)	Ickenham and South Harefield

RECOMMENDATIONS

That the Cabinet Member:

- 1) Meets with petitioners and listens to their request for ‘speed bumps’ on Derwent Avenue, Ickenham; and**
- 2) Also, subject to the outcome of the above, decided if officers should commission independent 24/7 speed and traffic surveys on Derwent Avenue 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 21 signatures has been submitted to the Council by residents of which, five live on Derwent Avenue. The petition is signed under the following heading:

“Installation of speed bumps on Derwent Avenue – Ickenham.

The lead petitioner has helpfully provided the following additional information:

“We the undersigned petition Hillingdon Council for the installation of traffic calming measures, specifically speed bumps, along Derwent Avenue, Ickenham. The increasing traffic volume and speed have been a significant safety concern for our community, necessitating immediate action. Derwent Avenue is used as a shortcut between Ruislip and Ickenham/ Uxbridge by most SatNav users, especially to reach Vyners school one minute faster, instead of continuing on Breakspear Road South and Swakeleys Road, which will be much safer for all residents living around Derwent Avenue. This road becomes particularly unsafe on weekdays in the morning from 07.30 to 9.00 and middle of afternoon, matching school times. The traffic volume is excessive during this above-mentioned period with a continuous flow of hurry drivers, far over 30 miles per hour most of the time. There are seven roads crossing this avenue.

2. Derwent Avenue is a mainly residential road close to Ickenham Village Centre with its shops and other local amenities. The average width of the carriageway is approximately six meters and is bounded on both sides by a grass verge and then footways.
3. From officers’ site investigations, some on-street parking took place at various locations along the road on alternate sides of the carriageway.
4. Officers have interrogated the most recent police recorded collision data for the last five years and there are no recorded incidents on Derwent Avenue. However, in light of the petition, it is recommended that the Cabinet Member may wish to hear the testimony from petitioners and their Ward Councillors to understand in greater detail their road safety concerns.

5. Although the petition mentions so called 'speed bumps' and if by these petitioners are thinking of the older type of round-topped narrow transverse road humps – often known colloquially in the past as 'sleeping policemen' – then the Cabinet Member will be aware that the vast majority of councils, Hillingdon included, have not introduced these particular measures for many years.
6. Having said that, various forms of traffic calming features could be considered, where appropriate, if there is a case for them. 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.
7. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive 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 prove to be 'popular' and 'unpopular' in equal measures.
8. Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Derwent Avenue at locations agreed with petitioners and Ward Councillors.
9. 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.
10. The Cabinet Member will be interested to know that Vyners School, mentioned by petitioners, has been working closely with the Council's School Travel and Road Safety (STARS) Team. The school started working with the Council on their School Travel Plan (STP) in 2021 and, with the support of the STP lead and a hard working team of pupils who have signed up to be 'Pioneer Ambassadors', they achieved Bronze accreditation in 2022/23. Their continued efforts helped them achieve Gold status in late 2023.
11. Over the last couple of years, the school have undertaken many projects but some notable ones to mention are measuring air quality around the school, running road safety awareness campaigns, an active travel competition called 'The Golden Lock', a Road Safety obstacle course, and promoting the walking zone map. At the last 'Dragon's Den' event, the school secured £700 towards podcast equipment which they will use to produce a podcast to make parents aware of their behaviour and raise awareness of road safety issues.
12. It is also recommended that, if they have not already 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 Derwent Avenue)

through enforcement. Physical traffic calming can be an effective tool, but, as mentioned previously, 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 discussion 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 through the 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 & Engagement 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

There are no legal impediments to following the recommendation set out within the report.

Comments from other relevant service areas

None at this stage.

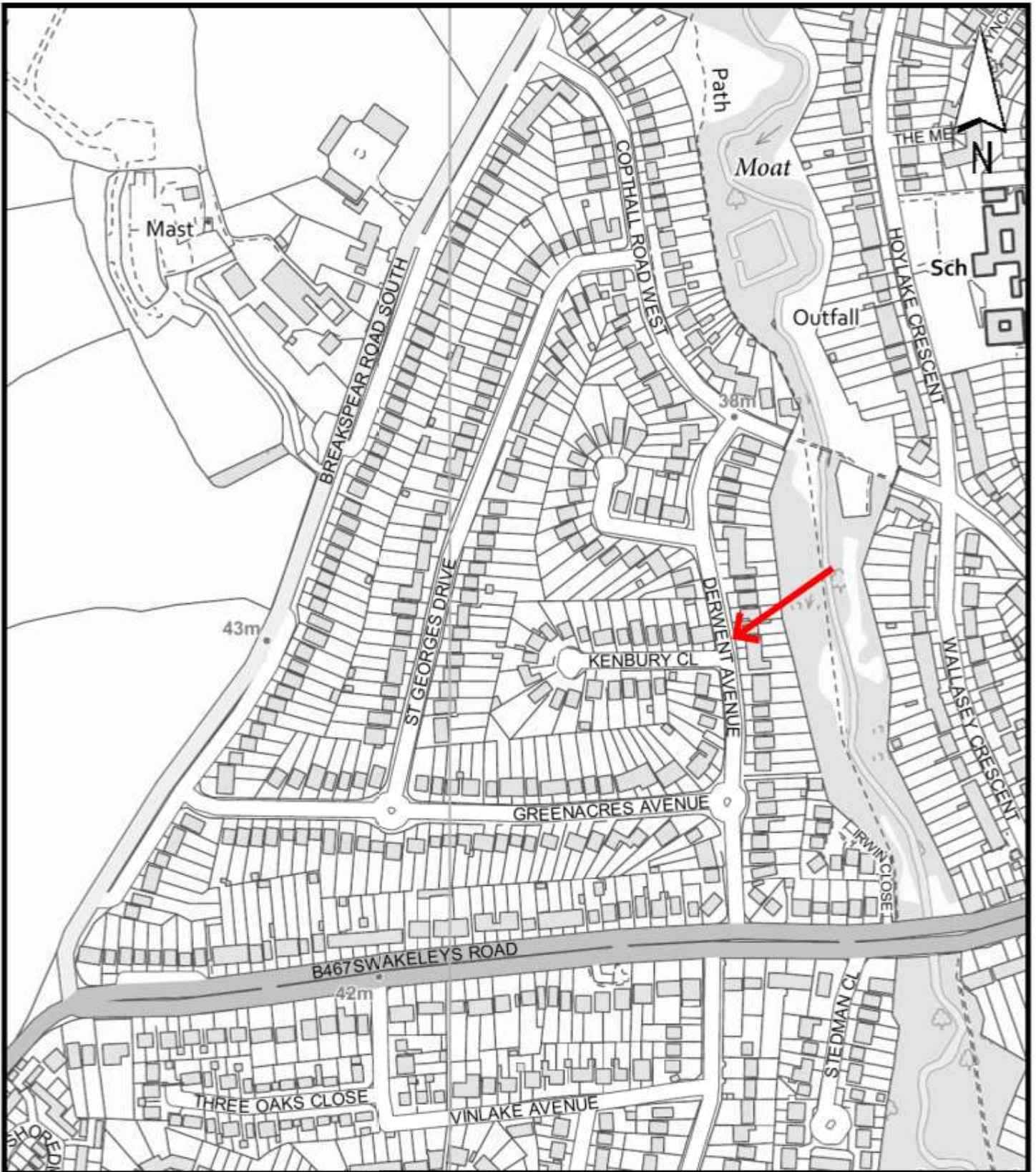
BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location Plan

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Derwent Avenue, Ickenham
Location plan

Appendix A

November 2024

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SUNNYDENE AVENUE, RUILSIP MANOR - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan - Corporate Director Place
Report Author & Directorate	Steven Austin – Place Directorate
Papers with report	Appendix A - Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received asking for traffic calming measures in Sunnysdene Avenue, Ruislip Manor.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme for road safety measures.</p>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee.
Ward(s)	Ruislip Manor

RECOMMENDATIONS

That the Cabinet Member:

- 1) **meets with petitioners and listens to their request for the Council to implement traffic calming measures in Sunnysdene Avenue, Ruislip Manor; and**
- 2) **subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on Sunnysdene Avenue and other possible nearby roads 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 26 signatures from residents, has been submitted to the Council signed under the following heading:

“Installation of at least two traffic calming humps in Sunnydene Avenue, Ruislip Manor”

In an accompanying statement, petitioners have helpfully outlined their desired outcomes as:

“That at least two traffic calming humps be installed in Sunnydene Avenue, Ruislip Manor to prevent speeding, as the road is used as a cut-through when Ruislip Manor High Street is congested. The pavements are very narrow and often children walking to/from school or using Shenley Park have to step into the road to allow a pram or bicycle to pass. The speed that delivery vans and motorbikes drive down the road is dangerous.”

2. Sunnydene Avenue is a mainly residential road with the majority of the properties appearing to have access to off-street parking provision. The width of the carriageway is approximately 6 metres and is bounded on both sides by a wide footway averaging around 1.4 metres wide. Although many properties appear to benefit from off-street parking, from officers' site observations, the road appeared to be heavily parked. A location plan is attached as Appendix A.
3. Sunnydene Avenue runs parallel to Victoria Avenue with its busy shops, Ruislip Manor underground station and many other local amenities.
4. There are existing 'at any time' waiting restrictions at the junctions with Cornwall Road and Shenley Avenue with the rest of the road benefiting from a Monday to Friday 10-11am and 4-5pm parking prohibition. During a site visit made by officers outside of these times, it was noted that cars were observed to be parked on both sides of Sunnydene Avenue in a manner

which often acts as an unintended traffic calming measure but could also reduce access for larger vehicles.

5. Petitioners have requested '*traffic calming humps*'. 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 at the junction of Shenley Avenue; it may be instructive to hear from petitioners whether they are happy with the possible side-effects of this.
6. Fortunately, Sunnysdene Avenue does not have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for the road and have established that there were no road traffic collisions recorded by the Police for 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 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 request.
7. Residents are clearly concerned at perceived vehicle speeds in their 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 independent 24/7 speed and traffic surveys on Sunnysdene Avenue at locations agreed with petitioners and Ward Councillors.
8. However, it is also strongly recommended that the views of the Metropolitan Police should also be sought because it is them and them alone who have the necessary enforcement powers to tackle speeding in general as 'speeding' is an endorsable 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. If the petitioners have not already done so, it is strongly recommended that they approach their neighbourhood police contacts who will generally respond to direct approaches from residents and may even lobby on their behalf as well as initiating positive actions such as spot enforcement.
9. Some kinds of traffic calming like chicanes would simply be unviable in a road like Sunnysdene Avenue, but 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
10. 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.

11. In conclusion, therefore, the Cabinet Member may wish to hear the testimony of petitioners and their local ward councillors.

Financial Implications

Subject to the outcome of discussion 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 through the 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 & Engagement 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

There are no legal impediments to the recommendation set out within the report.

Comments from other relevant service areas

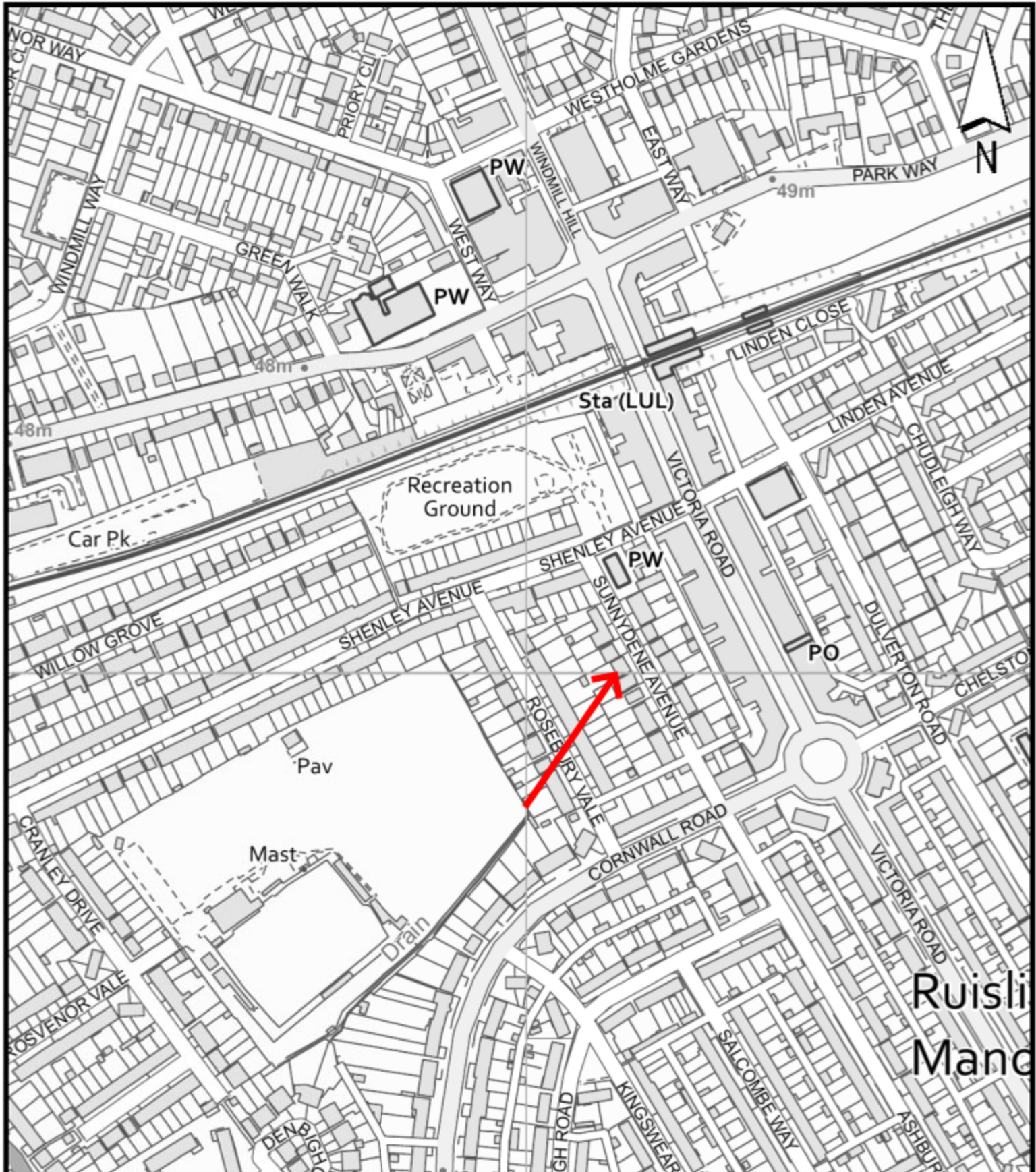
None at this stage.

BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location Plan



Sunnydene Avenue, Ruislip
Location plan

Appendix A

October 2024

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GORDON ROAD, YIEWSLEY - PETITION REQUESTING RESTRICTED ACCESS TO THE ROAD AT THE START AND END OF THE SCHOOL DAY

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan - Corporate Director Place
Report Author & Directorate	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received asking for restricted access to Gordon Road at the start and end of the school day.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme for road safety measures.</p>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location. Should video surveys for pedestrian and cycle movements be commissioned, this will cost in the region of £900. These costs can be managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee.
Ward(s)	Yiewsley

RECOMMENDATIONS

That the Cabinet Member:

- 1) **meets with petitioners and listens to their request for the Council to restrict access to Gordon Road at the start and end of the school day;**

- 2) subject to the outcome of the above, asks officers to commission independent traffic surveys in an area agreed with ward councillors and video surveys for pedestrian movements in Gordon Road; and
- 3) In the meantime, asks Ward Councillors to encourage Rabbsfarm School to move forward with the work already co-developed with the Council's School Travel and Road Safety Team, in particular the 'Living Streets WOW' challenge referenced in the report.

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

*"Implementation of restricted road use around the school hours to ensure the safety of our community.
8:15am – 9am
2;45pm – 4:30pm.

Road only available to residents and school staff during this time."*
2. Gordon Road is a mainly residential cul-de-sac comprising of semi-detached properties, all of which appear 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 1.4 metres wide. Although many properties appear to benefit from off-street parking, the road also benefits from a Parking Management Scheme operational Monday to Friday 8:30am to 5pm with the bays partially on the footway. Gordon Road provides the only access to Rabbsfarm School, and at the school entrance there are 'school keep clear' markings, some double and single yellow lines. A location plan is attached as Appendix A .
3. Although not specifically mentioned in the petition, it appears that the lead petitioner, in this instance one of the ward councillors, is asking for a 'School Street' for Gordon Road.
4. The idea of a 'School Street' is to make it safer and easier for children, parents and guardians to walk and cycle to school. The principle behind a 'School Street' is to temporarily

close the road outside the school to all except essential traffic. It is hoped that the closure of the road will encourage the school community to walk and cycle to school instead of driving. As well as improved road safety, there should be an overall improvement in air quality at these times.

5. As Gordon Road is effectively the only access to the school, restricting access to residents, businesses, pedestrians and cyclists only should significantly reduce traffic congestion around the school and improve the environment for local residents.
6. In order for a 'School Street' to be successful, it does require support from the local community, who will be most directly affected by any restricted access. Residents, businesses, and school staff can apply for an exemption so that they can still go about their business as usual.
7. Another essential element to the success of a 'School Street' and general road safety improvements around a school is positive engagement between the school and the Council's School Travel and Road Safety Team (STARS) team. The Cabinet Member will be aware the STARS team actively works with several schools across Hillingdon to develop their school travel plans (STPs). 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.
8. In addition, the STARS team offers free education, training and publicity to all schools in Hillingdon to improve safety and sustainability through travel plans, campaigns, projects and initiatives.
 - Support for 'Walk to School week/ month'
 - 'Bikeability' training
 - Funding for scooter and cycle storage facilities,
 - Support for 'Junior and Youth Travel Ambassadors',
 - Delivering active and safe travel assemblies and classroom talks
 - Practical pedestrian training
 - 'Moving On' to secondary school presentations
 - 'Theatre in Education' productions
9. The STARS team have been in contact with Rabbsfarm School and there has been some positive indications that the school want to progress work on their STP. For example, Rabbsfarm was one of 14 schools the STARS team offered to take part in the 'Living Streets WOW' challenge this year to encourage more families to walk, scoot or cycle to school, which the school accepted. Rabbsfarm were targeted in particular as a result of the congestion issues the team had discussed with the school before the summer holidays. However, it seems from our recent report that they are yet to launch this within the school. It may be that the Ward Councillors could helpfully intervene to encourage the school to move forward with this.

10. However, as the Cabinet Member will be aware, there can be negative consequences to surrounding roads if a school street is introduced, with the displacement of traffic into the surrounding area being a concern identified through studies in in other areas.
11. Department for Transport guidance on 'School Streets' published on 19th November 2024 provides Highways Authorities with detailed information on factors to consider before a 'School Street' is implemented. One essential factor in developing a 'School Street' to monitor and evaluate the scheme to determine whether it is working as intended. Arrangements for monitoring and evaluation need to be considered at an early stage of scheme development to inform the collection of baseline data prior to introducing the scheme.
12. This can take many forms but essentially it is recommended that traffic volume, type and speed within the area covered by the School Street and on surrounding streets should be monitored. Automatic traffic counters and/or video surveys are both useful methods of capturing this data. Monitoring traffic on streets surrounding the School Street zone is important for understanding the impact of any traffic or parking displacement, especially where residents have raised concerns about such impacts.
13. In conclusion, therefore, the Cabinet Member may wish to hear the testimony of petitioners and their local ward councillors and decide whether to ask officers to commission independent traffic and video surveys are part of the initial investigation on the development of a possible 'School Street'.

Financial Implications

Subject to the outcome of discussion with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys, the current cost of these is c.£85 per location. If the Cabinet Member is minded to commission video surveys for pedestrian and cycle movements, this will cost in the region of £900. Expenditure can be managed within the existing Transportation Services 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 & Engagement 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

There are no legal impediments to following the recommendations set out within the report.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location plan

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Gordon Road, Yiewsley
Location plan

Appendix A

December 2024

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CHURCH ROAD, WEST DRAYTON - PETITION REQUESTING THE INSTALLATION OF 'SPEED BUMPS' TO REDUCE THE SPEED OF TRAFFIC

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan - Corporate Director Place
Report Author & Directorate	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting 'speed bumps' on Church Road, West Drayton.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme for road safety measures.</p>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee
Ward(s)	West Drayton

RECOMMENDATIONS

That the Cabinet Member:

- 1) Meets with petitioners and listens to their concerns over traffic speeds and their request for 'speed bumps' on Church Road, West Drayton**
- 2) Also, subject to the outcome of the above, decide if officers should commission independent 24/7 speed and traffic surveys on Church Road, West Drayton 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 43 signatures has been submitted to the Council signed under the following heading:

*“Speed restrictions on Church Road, West Drayton require speed bumps.

Require speed bumps are put in place to reduce the speed of traffic.”*
2. Church Road is a mainly residential road close to local shops, small businesses, St Martin’s Church, Drayton Hall Park, The Closes Recreation Ground, and other local amenities. The average width of the carriageway at its widest point is approximately 7.3 meters and at its narrowest point is approximately 4.8 metres bounded on both sides by footways.
3. Church Road benefits from existing parking restrictions and some on-street residents permit parking bays operational Monday to Friday 9am to 5pm.
4. Officers have interrogated the most recent police recorded collision data for the last three years and there are three recorded incidents on Church Road. Two collisions were reported close to the junction of Swan Road, one in April 2021 classified as serious and another in November 2020 classified as slight. Another incident was recorded in July 2021 close to the entrance to Drayton Hall Park, which was also classified by the emergency services as slight. However, in light of the petition, it is recommended that the Cabinet Member may wish to hear the testimony from petitioners and their Ward Councillors to understand in greater detail their road safety concerns.
5. Although the petition mentions so called ‘speed bumps’ and, if by these, petitioners are thinking of the older type of round-topped narrow transverse road humps – often known colloquially in the past as ‘sleeping policemen’ – then the Cabinet Member will be aware that the vast majority of councils, Hillingdon included, have not introduced these particular measures for many years.

6. Having said that, various forms of traffic calming features could be considered, where appropriate, if there is a case for them. 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.
7. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive 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 prove to be 'popular' and 'unpopular' in equal measures.
8. Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Church Road, West Drayton at locations agreed with petitioners and Ward Councillors.
9. 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 record the size and type of vehicles, from motorcycles to large multi-axel lorries.
10. It is also recommended that, if they have not already 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 Church Road) through enforcement. Physical traffic calming can be an effective tool, but, as mentioned previously, 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 discussion 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 through the 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 & Engagement 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

There are no legal impediments to following the recommendations within the report.

Comments from other relevant service areas

None at this stage.

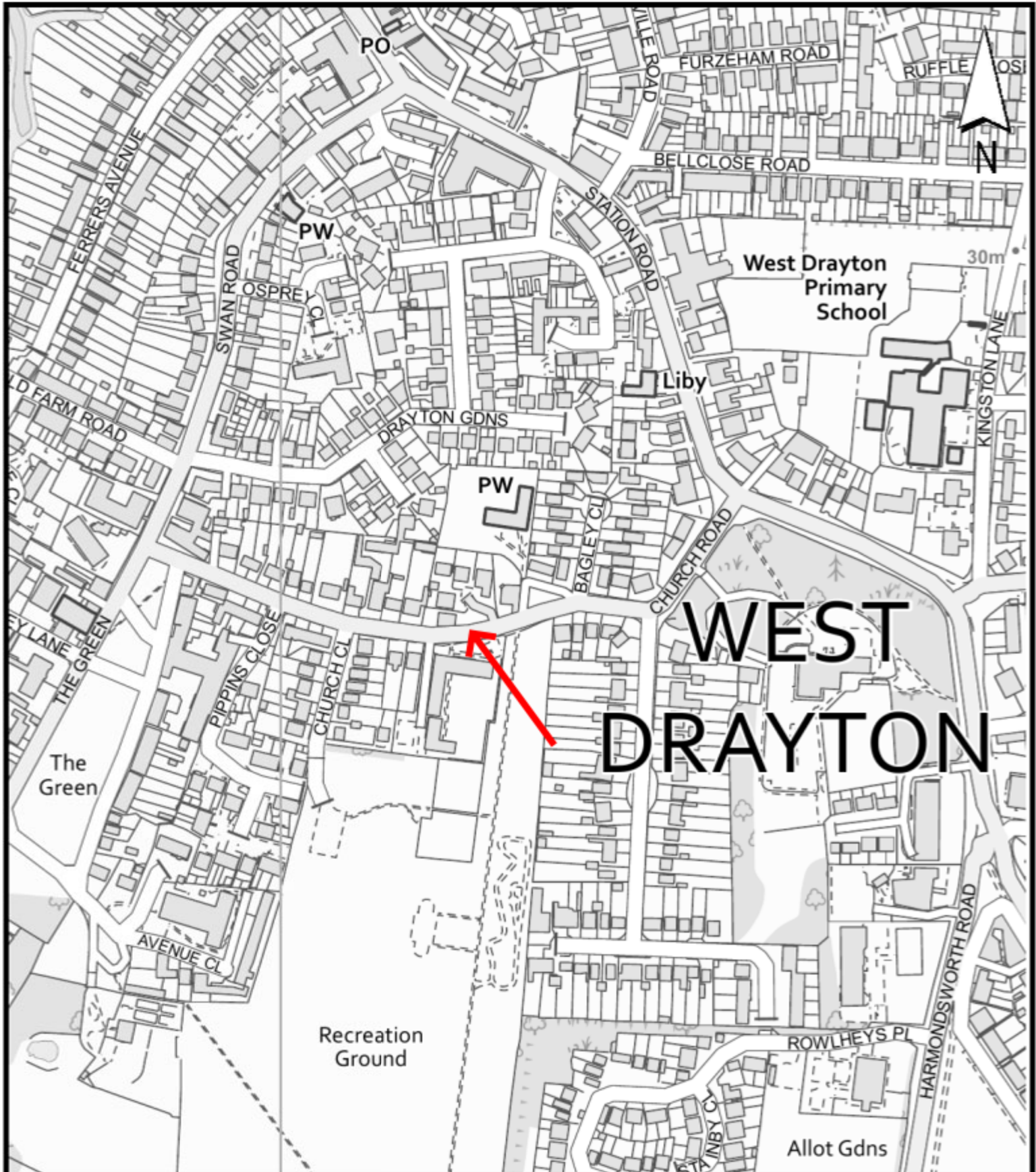
BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location plan

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Church Road, West Drayton
Location plan

Appendix A

December 2024

Scale 1:4,000

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