

# CORNWALL ROAD, RUISLIP - PETITION REQUESTING 'TRAFFIC CALMING MEASURES'

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Karrie Whelan – Corporate Director Place
<b>Report Author &amp; Directorate</b>	Steven Austin – Place Directorate
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting 'traffic calming measures' for Cornwall Road, Ruislip.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<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>
<b>Financial Cost</b>	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee.
<b>Ward</b>	Ruislip Manor

## RECOMMENDATIONS

That the Cabinet Member:

- 1) Meets with petitioners and listens to their request for 'traffic calming measures' for Cornwall Road, Ruislip;
- 2) Subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Cornwall Road, at locations agreed with petitioners and Ward Councillors; and
- 3) Advises petitioners that the installation of so-called 'speed cameras' is not within the Council's gift but are assessed and managed by an organisation known as The London Safety Camera Partnership (LSCP)

## 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 30 signatures has been submitted to the Council mainly by residents of Cornwall Road, Ruislip signed under the following heading:

*“The purpose of this petition is to highlight the unacceptable driving speed of vehicles which pass through Cornwall Road, Ruislip Manor. A summary of issues identified in recent months are detailed below”.*

The lead petitioner has helpfully provided the following additional information:

**“High Speed Traffic** – On a daily basis there are a significant number of vehicles which travel through Cornwall Road at a frightening speed which is significantly over the speed limit. These vehicles come around the bend of the road at dangerous speed and oncoming traffic has to sharply break. Not only is this extremely dangerous for other drivers and road users, such as pedestrians crossing the road and children. It also poses a risk to residents who park their cars on the road and are exiting their vehicles. I personally have been crossing the road on a previous occasion carrying a number of shopping bags and a car came along at a frightening speed, leaving me to run across the road.

**Noise Pollution** – With vehicles travelling at speeds above the limit, it creates noise from both the vehicles and from other drivers who will hoot their horn at all hours due to the proximity of there almost being an accident. This is compromising the safety of other drivers who follow the law.

**Blind Bends** – Cornwall Road is a road with bends and residential street parking which means there is limited sight of the road ahead as oncoming vehicles cannot always be seen. This make it furthermore dangerous as vehicles try to overtake one another. I have witnessed instances where vehicles will drive on the wrong side of the traffic island to overtake another vehicle, or more sinisterly to avoid crashing into a car which is reversing into its driveway.

**Opportunity for Council to raise revenue** – With the economic climate and the council looking for ways to increase revenue, the installation of speed cameras on Cornwall Road would enable Hillingdon Council to generate revenue through diversification of revenue streams.

**Proposal for installation of speed bumps** – We are asking the council to install speed bumps of traffic calming bollards in regular frequency throughout Cornwall Road. Speed

*bumps would help to reduce the speed of vehicles on the road and the risk of accidents to both road users and pedestrians.*

2. Cornwall Road is a mainly residential road comprising of predominantly terrace type properties many of which appear to benefit from off-street parking provision. The average width of the carriageway is approximately nine metres and is bounded on both sides by a grass verge supporting mature trees and a footway behind measuring approximately 1.7 metres.
3. Officers have interrogated the most recently available police recorded collision data for the last years and there have been five recorded incidents on Cornwall Road all recorded as 'slight' in classification. However, this data may not include any recent collisions or crashes that the emergency services do not attend.
4. Although the petition mentions so called 'speed bumps', 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 types of measure for many years.
5. 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.
6. 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.
7. Petitioners have helpfully suggested possible 'traffic calming bollards' and if this refers to refuge islands, then these are a relatively inexpensive method of traffic calming. However, again, such measures mentioned will reduce on-street parking provision and could restrict access and egress to off-street parking and could constrict access for fire brigade equipment.
8. In some cases where speeding has been identified as an issue of local concern, the Council has installed electronic warning devices called 'Vehicle Activated Signs' or 'VAS' for short, and these can be a helpful reminder to drivers of the speed limit. The Cabinet Member may be minded to consider such devices if the case can be proven, but at the same time may wish to point out to petitioners that these devices do not have any enforcement function.
9. The petition has suggested the possibility of 'speed cameras' and in conjunction with this, petitioners' perception of some form of associated revenue stream for the Council. It is important to note that, contrary to a common prevailing public belief, so-called 'speed cameras' (more formally 'safety cameras') within Greater London are not owned, maintained or operated by the Council, but instead are fully the responsibility of the Police, Transport for London, His Majesty's Courts and 'London Councils', the body responsible for representing all the interests of London's boroughs. The siting of such equipment is a matter for the partnership of these bodies and is generally selected in cases where there is a very

high prior record of road traffic collisions involving serious injury. None of the revenue streams involved come to the Council.

10. Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Crane Gardens at locations agreed with petitioners and Ward Councillors.
11. 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.
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 Cornwall 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.

### **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**

Legal Services confirm that there are no specific legal implications to following the recommendations within this report in relation to the petition received for traffic-calming measures on Cornwall Road, Ruislip.

A meeting with the petitioners is in line with the Council's constitution and is a perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Public law principles provide that there must be no predetermination of a decision in advance of any wider consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that the road measures are to be considered further, then the relevant statutory provisions for these measures will have to be identified and considered.

#### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

Petition

## **APPENDICES**

Appendix A – Location plan.