

KINGS COLLEGE ROAD, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition with 27 signatures has been received from local residents requesting additional traffic calming measures on Kings College Road.
Contribution to our plans and strategies	The Council's Road Safety Programme.
Financial Cost	There are no financial implications to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Eastcote and East Ruislip

2. RECOMMENDATIONS

That the Cabinet Member:

- 1. Meets with the petitioners and considers their request for traffic calming measures on Kings College Road.**
- 2. Subject to (1), asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be discussed in greater detail with petitioners.

Policy Overview Committee comments

PART 1 – MEMBERS, PUBLIC AND PRESS

None at this stage.

3. INFORMATION

Supporting Information

1. The Council has received a petition with 27 signatures from local residents requesting additional traffic calming measures on Kings College Road.
2. The northern section of Kings College Road has playing fields on both sides of the road, as well as various sports facilities. The southern section of Kings College Road consists of residential properties with off-street parking. A location plan is attached as Appendix A to this report.
3. In April 2008, the Council received a separate petition with 159 signatures from residents requesting traffic calming measures on Kings College Road between its junctions with Park Avenue and Evelyn Avenue and on Park Avenue between its junctions with Bury Street and Kings College Road. In response to this petition the Cabinet Member asked officers to investigate the feasibility of adding both Kings College Road and Park Avenue to the Council's Vehicle Activated Signs (VAS) programme as well as undertaking traffic surveys in these roads.
4. Subsequently, the Council agreed to include Kings College Road in Phases 10 and 11 of the Council's VAS programme and these signs were installed during 2009. Kings College Road has been kept on the VAS programme.
5. In March 2011, following detailed investigations and consultation, the Council installed traffic calming measures on sections of Kings College Road and Park Avenue. The measures installed on Kings College Road include two raised tables and a traffic island north of its junction with Evelyn Avenue as well as 'slow' markings with new red surfacing on both approaches to its junction with Evelyn Avenue, as shown in Appendix B to this report.
6. The Cabinet Member will also be aware of a Transport for London funded Accident Remedial Scheme recently installed at the roundabout junction of Eastcote Road, Kings College Road and Windmill Hill. The design of this scheme was required to take into account the turning manoeuvres of buses and the new measures include wider approach islands, improved street lighting, additional signage, enhanced anti-skid surfacing and improved pedestrian facilities.
7. It is recommended that the Cabinet Member discusses with petitioners and local Ward Councillors their concerns with vehicle speeds which may help determine options that officers could investigate further as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from a suitable funding source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from recommendations set out above.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy and factual issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the petitioners' request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit, there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers, Legal Services should be instructed.

Corporate Property and Construction

There are no property or construction implications at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL