

SHARPS LANE, RUISLIP - PETITION REGARDING VEHICLE SPEEDS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman, Residents Services
Papers with report	Appendix A - Location plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition regarding vehicle speeds in Sharps Lane, Ruislip
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	West Ruislip Ward

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. **Considers their concerns regarding vehicle speeds in Sharps Lane, Ruislip.**
2. **Notes the moderate speeds recorded during a previous traffic volume and speed survey which was undertaken in September 2013.**
3. **Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.**
4. **Subject to the outcome of the above, if appropriate, considers adding Sharps Lane to future phases of the Council's Vehicle Activated Signs programme and adds the petitioners' request to the Council's Road Safety Programme for further investigation.**

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

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 51 valid signatures has been submitted to the Council under the following heading "*This petition is regarding the speeding of vehicles in Sharps Lane, Ruislip, HA4 7JP*".
2. The petition has mainly been signed by residents of Barringers Court in Neats Acre which is a road immediately adjoining Sharps Lane.
3. Sharps Lane is a residential road situated to the west of Ruislip town centre and effectively consists of two different sections of road. The north-south arm of Sharps Lane is subject to an existing one-way system for northbound traffic between its junctions with Ickenham Road and Cottage Close. The east-west arm of Sharps Lane is served by the U10 Bus Route and has existing 'Slow' markings installed on the carriageway. A location plan is attached as Appendix A to this report.
4. The Cabinet Member will recall hearing a recent petition requesting permit holder parking on the east-west arm of Sharps Lane. In response, the Council is currently undertaking an informal consultation seeking residents' views on parking options to manage the section of Sharps Lane between Hill Lane and Bury Street.
5. An independent vehicle speed and volume survey was undertaken for a full week on a 24 hour basis on Sharps Lane in the vicinity of Neats Acre in September 2013. The 85th percentage was recorded as 28mph for eastbound traffic and 29mph for westbound traffic. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of the traffic is travelling, and is the standard statistical tool used by traffic engineers when assessing speeding issues. The 85th percentile speed is usually higher than the average speed and so is a more reliable measure of assessing prevailing traffic speeds. It is noteworthy that both these speeds are below the existing 30mph limit for Sharps Lane.
6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending December 2014 has indicated that there have been no accidents along the length of Sharps Lane. There has been one accident involving slight injuries at the junction of Bury Street and Sharps Lane when a pedestrian crossed the road into the path of an on-coming vehicle.
7. To assist with investigations concerning the speed of vehicles using Sharps Lane, it is recommended that the Cabinet Member considers asking officers to commission fresh independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors.
8. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to

another site. It is recommended that the Cabinet Member considers adding Sharps Lane to a future phase of the programme. This could be coupled with further investigations under the Road Safety Programme to establish the case for additional measures.

9. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

Consultation Carried Out or Required

None at this

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications above, noting that there are no direct financial implications associated with the recommendations outlined above.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request concerning the speed of vehicles in Sharps Lane and to consider recommendations 1 to 4 above.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering 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.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.