

CORNWALL ROAD, RUISLIP - PETITION TO STOP THE PROPOSED TRAFFIC ISLANDS AND PEDESTRIAN REFUGE.

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Steve Austin Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting that the proposed traffic islands and pedestrian refuge for Cornwall Road is abandoned.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Manor

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1. Considers the petitioners' request to "stop the proposed traffic islands and pedestrian refuge on Cornwall Road".**
- 2. Notes the results of previous consultations and petitions received on various options for Cornwall Road and the nature of the concerns that were raised by residents to these.**
- 3. Notes that a scheme was developed to introduce two traffic islands and one pedestrian refuge in Cornwall Road as phase 1 of a possible series of measures.**
- 4. Considers whether the scheme currently proposed should be implemented or to ask officers to investigate further options and report back to him.**

Reasons for recommendation

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

Alternative options considered / risk management

These can be identified from the detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

5. INFORMATION

Supporting Information

1 The Council has received a petition containing 143 signatures from residents of Cornwall Road, which represents 79 out of the 166 households (48%) in the road, requesting that the proposed introduction of the proposed traffic island and pedestrian refuge be abandoned. This petition has been submitted in direct response to the decision made following the previous petition (heard by the Cabinet Member in March 2015) that asked officers to implement the proposed scheme as phase 1 of a possible comprehensive range of traffic calming measures. A location plan is attached as Appendix A to this report.

2 In an accompanying detailed statement submitted by the lead petitioner it states "*The council proposed to put in place Traffic Islands and Pedestrian Refuge in Cornwall Road.*

We the residents of Cornwall Road strongly object to this, we firmly believe that the proposed traffic islands to address vehicle speeds in Cornwall Road will have the opposite effect and will lead to vehicles travelling at even greater speeds than is currently the case

We believe that vehicle speeds increase in line with the useable road width available and with the increase in available line of vision".

3 The petitioners go on to list a number of concerns related to the current proposals and in particular the negative impact that they would have in relation to the available on-street parking for residents and their visitors. In conclusion the petitioners state "*As residents and users of Cornwall Road we DO NOT WANT any traffic islands instead we want the Council to reconsider the original proposal of speed humps (sleeping policeman) or cameras which would raise revenue for the Council.*"

4 In order to assist the Cabinet Member, officers have attached extracts from the previous petition report in paragraphs 5 to 11 of this report that more than adequately sets out the history behind the current proposals and as a consequence the latest petition received from residents.

5 The Cabinet Member will recall considering a petition in March containing 34 signatures from residents of Cornwall Road. In an accompanying letter attached to the petition the lead petitioner states "*This letter is in support of our continuous communication with regards to installation of speed bumps on Cornwall Road, HA4, Ruislip Manor. Further to previous suggestions from Cllr Michael Markham we the residents of Cornwall Road have carried out a petition in agreement with the speed bumps being installed on our road. Enclosed you will find this petition which has been signed by a total of 34 individual residents. I trust this is in accordance with your advice of 20 or more signatures required. Also, we are expecting this is sufficient onto further positive progression towards reducing the speeding on our road which is a concern at the moment for all Cornwall Road residents.*"

6 Cornwall Road is a residential road within Manor Ward and connects Victoria Road with West End Road, two of the main north to south routes in this part of the Borough. Vehicles are currently allowed to park both sides of the road and parking is busiest at the Victoria Road end of Cornwall Road, due to the proximity of Ruislip Manor shopping parade and the London Underground Station. There is also a 7ft width restriction where Cornwall Road meets West End Road, which restricts access to larger vehicles. The carriageway in Cornwall Road is approximately 9 metres wide with approximately 2.5 metre wide footways and 2 metre wide grass verges either side; a plan of the area is shown on Appendix A.

7 The Council originally received a request through the Road Safety Programme for measures to reduce vehicle speed in Cornwall Road. As a consequence, a detailed investigation took place, including the undertaking of a 24 hour / 7 day speed survey.

8 The results of the survey showed that the majority of vehicles were travelling between 31 and 36 mph. The 85% percentile speed Northbound was 34 mph; while southbound it was 37mph. The table below shows the percentage of the total number of vehicles travelling above 35 mph.

	Total Vehicles (both directions)	Number of vehicles above 35mph	% of vehicles above 35mph
Sat	5,311	556	10.5%
Sun	4,425	457	10.3%
Mon	5,217	702	13.5%
Tues	5,386	788	14.6%
Wed	5,330	711	13.3%
Thurs	5,253	788	15.0%
Fri	5,644	780	13.8%

This shows that more than 10% of the total vehicles are exceeding the 30mph speed limit. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of traffic is found to travel and is the standard statistical tool used by traffic engineers to assess speed trends overall.

6 In view of these results, it was agreed by the Cabinet Member to develop proposals which would address vehicle speeds. A proposal for raised tables along the length of Cornwall Road was developed which would help address vehicle speeds, but at the same time, still allow optimum parking for residents. The proposal was agreed in principle by the Cabinet Member and two local Ward Councillors. The residents of Cornwall Road were informally consulted on the proposed speed tables. Of those who responded, a majority expressed support for the scheme, however there were many valid concerns, including about the locations of the proposed speed tables and how those affected would access their driveways. The results were shared with the Cabinet Member and Ward Councillors and it was agreed not to proceed with this proposal but to investigate further options in light of the concerns raised.

8 An alternative proposal for two pedestrian refuges and two traffic islands was subsequently developed and was agreed in principle by the Cabinet Member and two local Ward Councillors. Cornwall Road residents were then informally re-consulted on the revised proposed for two pedestrian refuges and two traffic islands. Whilst many of those who responded expressed support for the scheme, however, again there were concerns from a number of residents, most of who were specifically concerned about the restriction on the availability of on-street parking that the islands would cause and the restricted access to private

driveways. The results were shared with the Cabinet Member and Ward Councillors and it was agreed not to proceed with this proposal but for a site visit to take place with Ward Councillors in order to explore and refine options.

9 As a result of this, a further proposal for two pedestrian refuges and two traffic islands was proposed and following more detailed investigation it was agreed to re-consult only the most directly affected residents on a proposal for one pedestrian refuge and two traffic islands on Cornwall Road. In this more limited consultation (i.e. focused only on those directly affected) the response was 50:50 for and against.

10 There has been one personal injury accident reported to the Police in the last 36 months and in addition to this one other damage-only accident that was reported by residents. The Police reported accident was in June 2012 at the junction of Cornwall Road with Seaton Gardens. The driver failed to look properly when turning right out of Seaton Gardens into the path of an oncoming motorcycle which was in the process of overtaking a parked car. The other accident reported by residents occurred in January 2013, adjacent to No 44 Cornwall Road, when a car struck a parked car.

11 Following discussions with the local Ward Councillors and the Cabinet Member, it was agreed the proposal for one pedestrian refuge and two traffic islands was probably the best option in the short term to positively address residents' concerns about vehicle speeds. It would be possible to subsequently undertake a further speed survey after the measures have been introduced to see how effective they have been and to allow Members to consider whether any further traffic calming may be justified.

12 It would appear from the recent petitions that there is some opposition to the current proposals. It is therefore suggested that the Cabinet Member meets the petitioners and discuss directly their on-going concerns and what measures if any would be appropriate and supported by a significant majority of residents.

Financial Implications

There are none associated with the recommendations to this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will provide the petitioners an opportunity to discuss their on-going concerns and subject to the outcome of these discussions decide if the scheme should be implemented as proposed or decide if officers should investigate further possible solutions.

Consultation Carried Out or Required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for the proposed traffic islands and pedestrian refuge for Cornwall Road to be abandoned and to consider recommendations 2-4 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

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

Nil