

FIELD END ROAD, RUISLIP – PETITION REGARDING THE SPEED OF VEHICLES

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning and Transportation

Officer Contact

Catherine Freeman

Papers with report

Appendices A & B

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been received from residents in Field End Road who live close to the junctions with Paddock Road and Long Drive regarding the speed of vehicles. The petitioners' are also concerned that vehicles are not stopping at the zebra crossing near Paddock Road

Contribution to our plans and strategies

The request can be considered in relation to the Council's road safety plan

Financial Cost

The estimated cost to arrange a speed survey on Field End Road is £200

Relevant Policy Overview Committee

Residents' & Environmental Services

Ward(s) affected

Cavendish and South Ruislip Wards

RECOMMENDATION

That the Cabinet Member:

1. Notes the petition request
2. Meets with and listens to the petitioners' concerns regarding speeding issues on Field End Road
3. Subject to the outcome of (2), asks Officers to carry out an independent speed survey on Field End Road at a location agreed with the petitioners and to report back to the Cabinet Member.
4. Subject to the outcome of (2), instructs officers to add Field End Road to future Phases of the Vehicle Activated Signs (VAS) Programme
5. Subject to the outcome of (2), instructs officers to consult with the Safer Neighbourhoods Team regarding the issue of speed.

INFORMATION

Reasons for recommendation

To investigate in further detail concerns of the petitioners.

Alternative options considered

Options can be discussed with the petitioners

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. The Council has received a petition with 29 signatures from some residents of Field End Road under the following terms:-

“This is a petition regarding the speed of the cars going down Field End Road. Also the fact that cars and lorries are not stopping at the zebra crossing at the top of Long Drive”

2. The residents live in the area around Paddock Drive and Long Drive. In a note attached to the petition the organiser is asking for a meeting with the Cabinet Member to discuss the new traffic calming measures on Field End Road.
3. The Council’s monitoring programme of road accidents had highlighted a relatively high number of 20 personal injury accidents that had taken place on Field End Road, between Southbourne Gardens and Whitby Road during the three-year period ending in December 2005. The majority involved shunt type accidents, failure to give way and right turns. There were also three loss of control accidents. Investigations indicated that the straight and wide alignment of this section of Field End Road encouraged higher vehicle speeds. Options were developed to address the accident trends, including measures to alter the straight alignment of the road, and reduce potential conflicts at side road junctions. An independent Safety Audit was carried out and a Local Safety Scheme funded by Transport for London was developed.
4. Speed survey data collected at the junction of Field End Road and Woodlands Avenue prior to the installation of the Local Safety Scheme indicated average vehicle speeds of approximately 28mph. The 85th percentile speed was measured at 33mph, which is the speed 85% of motorists travel at or below.
5. The bulk of the Local Safety Scheme on the section of Field End Road between the junctions of Southbourne Gardens and Whitby Road was completed in September 2008 and included the implementation of kerb buildouts, traffic islands and centre hatching markings. An option for a zebra crossing located at Ferncroft Drive was also developed as part of this Local Safety Scheme and is currently under consideration by the Cabinet Member.
6. Field End Road carries relatively high volumes of traffic and extends from north of Eastcote town centre to the boundary with Harrow at the southern end. It is shown in Appendix A and as mentioned above the recently installed traffic calming scheme is in the section south of

the town centre to Whitby Road. The petition which is the subject of this report comes from residents living approximately 600 metres south of Whitby Road in the vicinity of the junction with Long Drive.

7. In response to a petition request a zebra crossing on Field End Road, north of the junction with Long Drive was installed last year. The location of the crossing is shown on Appendix B and was identified following a feasibility study and consultation with local Ward Members and the lead petitioner. This scheme was funded from a budget provided by Transport for London to assist walking.
8. It is of concern that drivers have been reported by the lead petitioner as failing to stop at the zebra crossing. Unfortunately in recent years the number of incidents reported of similar behaviour has been on the increase, and there are often a number of underlying causes which are not a direct consequence of the actual design of the crossing. In some cases, drivers may be distracted – e.g. by mobile phone – or may simply have chosen to deliberately ignore the requirements of the Highway Code that they should yield to pedestrians at a crossing. In practice, gathering evidence of this can be difficult and in such cases the council is reliant upon the assistance and input of the police and in particular the local Safer Neighbourhood Teams. Clearly enforcement by the Police should form part of the response in such circumstances.
9. It is recommended that the Cabinet Member meets with the petitioners to listen to their concerns regarding vehicle speeds on Field End Road. Subject to the Petition Hearing Meeting, the Cabinet Member may wish to have an independent 24 hour, full-week speed and vehicle count survey undertaken on Field End Road to determine the current extent of the traffic speed and flow situation. It is further suggested that the petitioners are requested to indicate the appropriate location in Field End Road where the survey should be undertaken.
10. The Council receives a considerable amount of positive feedback from residents where Vehicle Activated Signs have been installed. A Vehicle Activated Sign (VAS) was installed on Field End Road near the junction with Woodlands Avenue in March 2008 as part of Phase 8 of the VAS programme. These signs are more effective when in place for a short period of time, and therefore the Council has developed a programme whereby the signs are installed at key sites, left in place for three months and then moved to another site. The Cabinet Member may like to consider instructing officers to add this section of Field End Road to future Phases of the VAS programme.
11. The Cabinet Member will also be aware that officers liaise with the Safer Neighbourhood Teams (Metropolitan Police Service) and it is therefore suggested that input be sought from the Safer Neighbourhood Team responsible for the Cavendish and South Ruislip Wards, as well as the Alperton Traffic Division.

Financial Implications

The estimated cost to arrange speed and vehicle counts is £200. This is subject to the Cabinet Members approval for it to be funded from the Road Safety Programme budget.

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

- Local Safety Scheme was raised as an item at London Borough of Hillingdon's Traffic Liaison Meeting in April 2007. No objections were received.
- Public Notice given for zebra crossings installed on Field End Road

CORPORATE IMPLICATIONS

Corporate Finance

Legal

There are no special legal implications for the proposal for an informal consultation.

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

In considering any 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.

BACKGROUND PAPERS

- Petition received from Democratic Services, 3 March 2009
- Cabinet Member report, 14th November 2007: Field End Road, Ruislip – Proposed Zebra Crossing
- Cabinet Member report, 24th October 2007: Field End Road, Eastcote – Proposed Local Safety Scheme