

FIELD END ROAD, SERVICE ROAD, RUISLIP - PETITION REQUESTING RAISED TABLES AND MEASURES TO STOP RAT-RUNNING.

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Caroline Haywood Residents' Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition asking for raised tables and measures to stop rat-running on the service Road fronting No 630 to 700 Field End Road, Ruislip.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for Road Safety.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	South Ruislip

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Discusses with petitioners their request for raised tables and measures to stop rat-running in Field End Road, Ruislip;
2. Notes that the Council has commissioned an independent traffic survey in this section of the service road, Field End Road, the results of which are set out in this report;
3. Notes the efforts by officers to try to address the petitioners' concerns through the process of 'intelligent intervention' as a means of avoiding the need for the petitioners to meet formally with the Cabinet Member;
4. Considers whether further studies are justified on the basis of any detailed evidence which the petitioners are able to provide.

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 of 27 signatures has been submitted to the Council from residents who live in the service road fronting No 630 - 700 Field End Road asking for raised tables and measures to stop motorists using the service road as a short cut. In an accompanying statement, the lead petitioner suggests the problems are as follows:

"The postcode HA4 0QR belongs to the slip road running in parallel to Field End Road. On one end of this road is Long Drive and the other end has a number of local shops, Tesco Express, Greggs, Boots, Kebab shop etc. People getting from and to the shops from Long Drive quite often use this slip road as a bypass road to the main Field End Road and on most occasions speed through this slip road putting the life of pedestrians and people especially children getting out of their parked cars in danger. There had been number of accidents recently most recent was a bad accident on 2nd June 2014 where a speeding car travelling at speed in excess of 40 miles collided on the vehicle pulling out and hit the kerb. As the driver of the speeding car was unable to stop due to its speed. Number of people had near escapes in recent days because of speeding"

2. Field End Road runs from Eastcote to South Ruislip and is fronted by a combination of residential and commercial properties. The service road that the residents are concerned with is next to an adjoining service road that accommodates a parade of shops and petrol station. The area is shown on the plan attached as Appendix A.

3. The petition has been signed by 16 out of the 36 properties in this service road fronting No 630 - 700 Field End Road which represents 44% of the total households.

4. In order to promptly address residents' concerns, the Cabinet Member will recall that he asked officers to commission independent speed and traffic surveys at two locations within this Service Road. These surveys were undertaken by an independent specialist company. The intention was to accelerate the kind of investigations which normally only arise after a petition has been heard and formed part of the Council's 'intelligent intervention' approach which is designed to speed up the process of managing residents' aspirations through their petitioning.

5. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring

traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patterns during different times of the day or week.

6. This survey was undertaken between 8th November and 14th November 2014. The 85th percentile was found to be 29mph northbound and 28mph southbound at location one, 24mph northbound and 24mph southbound at location two, as shown on Appendix B. As the Cabinet Member will be aware, the 85th percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.

7. In roads where vehicle speeds are found to be significantly above the speed limit, typically where the 85th percentile is at or above 35mph, the Council will consider physical measures to encourage lower traffic speeds. These often take the form of vertical deflections such as speed tables or similar measures. However, the vehicle speeds that have been captured in the service road do not in themselves support the case for physical measures.

8. The data also showed that on average there were between 300 to 400 vehicles a day travelling northbound and 100 to 200 vehicles travelling southbound. This is on average 20 - 25 vehicles an hour. There was a higher volume of vehicles using the southern end of the service road between No 680 and 700 Field End Road than the northern section between No 630 and 678 Field End Road. What this demonstrates is the fact that vehicles are leaving the service road to join the main carriageway at the first available access point.

9. As the Cabinet Member is aware, officers also rely upon the Police recorded injury collision data and this is always considered in context. The most recent 36 months of available data for this section of Field End Road ending December 2014 shows there have been two recorded injury accidents.

10. One involved a 61-year old pedestrian who ran out into the path of a northwest bound vehicle; the pedestrian's injuries were recorded as "serious". The second incident of which we have details involved a motorcyclist who collided with a car that was in the process of turning right. The injury was recorded as "slight". However, it is unfortunately not clear from the available data as recorded by the Police officer concerned whether these two accidents occurred in the service road or on the main carriageway of Field End Road.

11. The accident the lead petitioner has helpfully referred to in the petition is not included in the Police recorded data available. The Police data does not record accidents where there are no injuries and are as classed as "damage only" incidents.

12. On balance, therefore, the evidence collated to date has failed to support the case for raised tables or measures to stop rat running. However, it is recommended that the Cabinet Member meets with the petitioners so that they can state their case to him and in particular to have an opportunity to provide fresh evidence for his consideration, to enable him to make a decision on how best to proceed.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

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 stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for raised tables and measures to stop rat-running on the service road fronting No 630 to 700 Field End Road 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.

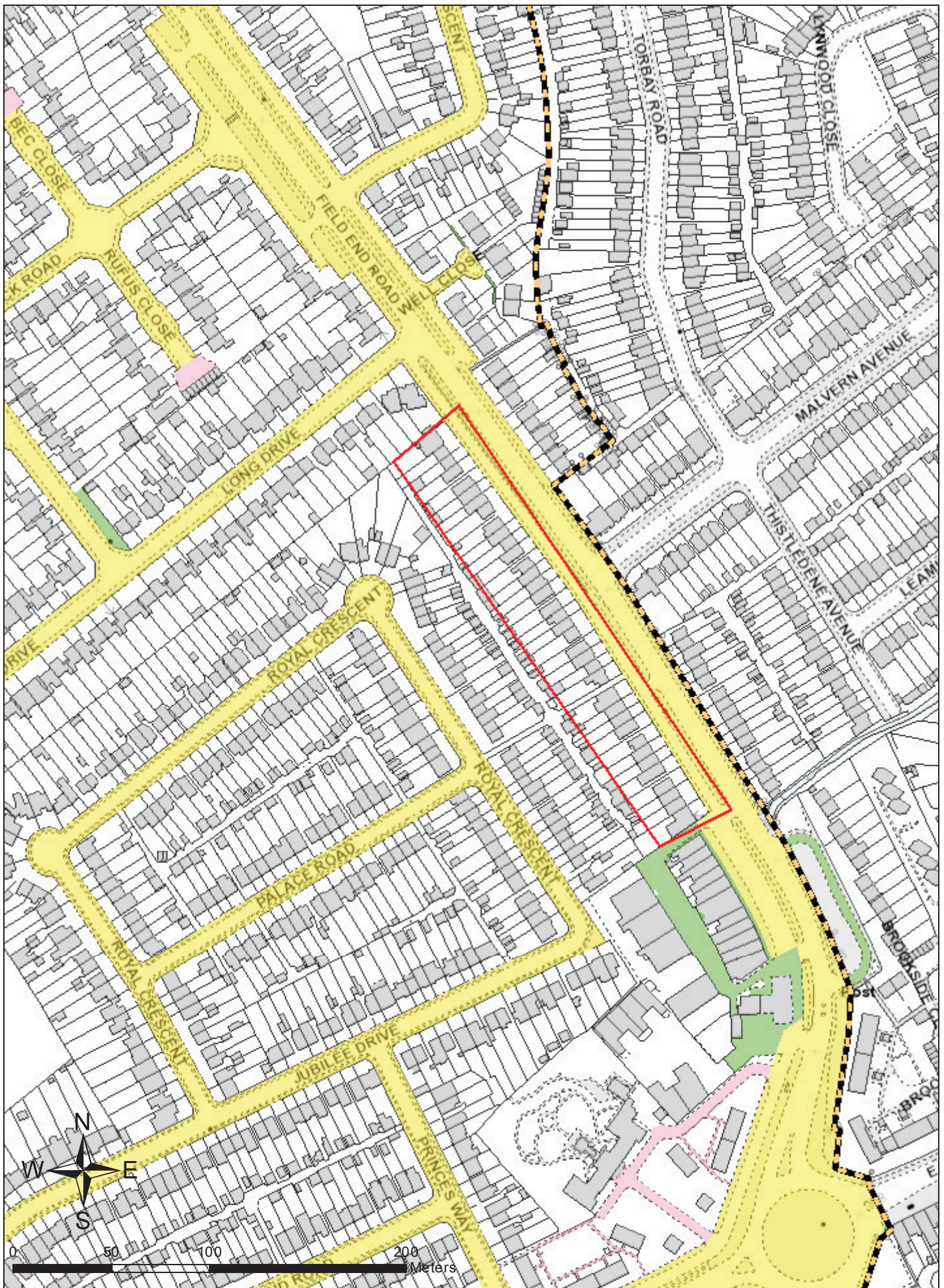
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.

Appendix A - No 630 - 700 Field End Road, service road.



Map Notes

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