

SIDMOUTH DRIVE, RUISLIP - PETITION REQUESTING MEASURES TO PREVENT COMMERCIAL VEHICLES FROM USING SIDMOUTH DRIVE

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for measures to prevent commercial vehicles from using Sidmouth Drive and for the removal of the existing raised tables.
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 agrees to:

- 1. Discuss their petition to request the removal of the existing raised tables and implement measures to prevent commercial vehicles from using Sidmouth Drive.**
- 2. Notes that of the petitioners, only one resides in Sidmouth Drive.**
- 3. Notes the results from camera enforcement of the existing weight prohibition in Sidmouth Drive.**
- 4. Subject to the above decides if any further action is required.**

PART I – MEMBERS, PUBLIC AND PRESS

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 identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

5. INFORMATION

Supporting Information

1 A petition with 131 signatures has been submitted to the Council under the following heading.

"We the undersigned, petition Hillingdon Borough Council to prevent large commercial vehicles from using Sidmouth Drive. We believe this could be achieved by installing bollards at either end of the road (after the school, so as not to prevent access by coaches.)

We also petition for the removal of the speed tables outside residential homes. These are so low that they are of no use in slowing down vehicles, but cause excessive amounts of noise when larger vehicles and collection vans with cages drive over them, thus significantly disturbing residents".

2 Although the petition has 131 valid signatures and in the covering statement the lead petitioner states that certain vehicles that drive over the existing raised tables are "*significantly disturbing residents*" it should be noted that only one resident of Sidmouth Drive has signed the petition. A plan of the area is attached as Appendix A to this report.

3 As the Cabinet Member will be aware, Sidmouth Drive is already subject to a 20mph zone, traffic calming measures and a 7.5 tonnes maximum gross weight prohibition on commercial vehicles. The raised tables and 20mph zone between West End Road and Thurlston Road were implemented as part of the planning conditions for Ruislip High School. Traffic calming measures and the 20mph zone was subsequently extended into the rest of Sidmouth Drive following a petition signed by 123 residents of Sidmouth Drive, Cottingham Chase, Flamborough Road, Thurlstone Road and Dartmouth Road.

4 The petition is asking for the "*the removal of the speed tables outside residential homes. They are so low that they are of no use in slowing down vehicles*". The Cabinet Member will be aware that research has shown that where signed-only 20 mph speed limits have been introduced, the result is a negligible reduction in traffic speeds. Signed only schemes are therefore only appropriate for areas where traffic speeds are already low and is only recommended where the 85th percentile is at or below 24mph. The Cabinet Member will also be

PART I – MEMBERS, PUBLIC AND PRESS

aware that the Metropolitan Police do not support any 20mph schemes which are not 'self enforcing'; in other words, where the natural speed of traffic is already around 20mph. Clearly a 'signed-only' scheme for Sidmouth Drive would not meet this criterion so if the removal of the raised tables were to be considered then this would also result in the removal of the 20mph scheme.

5 In a separate email to one of the local Ward Councillors, the lead petitioner suggests that the recently installed enforcement cameras have been ineffective in reducing the movement of heavy good vehicles along Sidmouth Drive. Officers have discussed this matter directly with colleagues in the Council's Parking Enforcement Team. They have advised that since the introduction of camera enforcement in Sidmouth Drive, the number of goods vehicles that are contravening the weight limit has reduced by 44% with approximately 40 penalty charge notices being issued on a weekly basis and the numbers continue to fall.

6 It has also been suggested that preventing commercial vehicles from using Sidmouth Drive could be achieved by installing bollards at either end of the road. It is not clear from the petition exactly where the petitioners believe these bollards should go but it should be remembered that any measures to restrict commercial vehicles could also restrict fire appliances, refuse vehicles and other goods vehicles that have a legitimate need to use the road.

7 It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request 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 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 for the proposal to discuss with petitioners their request to review measures to prevent commercial vehicles from using Sidmouth Drive, 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, 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

None.