

SHARPS LANE, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

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
NOT FOR PUBLICATION This report contains confidential or exempt information	N/A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on 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
2. Notes the previous work associated with an earlier petition request, including the speed of vehicles recorded during a traffic volume and speed survey undertaken in October 2015, relevant details of which are set out in the body of this report
3. Subject to the above, decides if officers should undertake further 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 above asks officers to add 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 92 signatures has been submitted to the Council requesting traffic calming measures on Sharps Lane, Ruislip.

2. The petition states that there are: *"Problems of speeding traffic. Cars mounting the pavement. Danger for residents crossing the road, especially children from BWI school and residents from Barringers Court"*.

3. The petitioners have helpfully put forward the following suggestions for traffic calming measures they would like to be considered;

- 20mph speed limit
- Speed bumps
- One-way traffic
- Priority traffic flow

4. 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. There is an existing footpath, east of Southcote Rise which leads to Bishop Winnington-Ingram Primary School. A location plan is attached as Appendix A to this report.

5. The Cabinet Member will recall hearing an earlier petition in June 2015 concerning vehicle speeds in Sharps Lane. As a result, an independent vehicle speed and volume survey was undertaken in October 2015 for a full week on a 24 hour basis at two locations on Sharps Lane. The 85th percentile speed was recorded as 23mph for eastbound traffic and 31mph for westbound traffic on Sharps Lane east of its junction with Manor Road. On Sharps Lane west of its junction with Bury Street, the 85th percentile speed was recorded as 29mph for eastbound traffic and 28mph 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. The speed survey results indicated that the majority of

vehicles were travelling below or close to the 30mph speed limit and on that basis did not support a case for the installation of traffic calming measures at that time.

6. However, 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. In response to the earlier petition request, the Cabinet Member asked officers to add Sharps Lane to a future phase of the Council's VAS programme.

7. To assist with investigations concerning the speed of vehicles using Sharps Lane, it is suggested that the Cabinet Member may be minded to consider asking officers to commission fresh independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and Ward Councillors.

8. Although the Council does not install traditional round-topped road humps as would appear to have been suggested by the petitioners, the Council can consider the installation of flat-topped raised tables in roads where these are supported by traffic survey results and further investigations.

9. The Cabinet Member will be aware that there is strong evidence that there is a tendency when roads are converted to a one-way working for traffic speeds to increase, because drivers learn that they will not face any oncoming traffic. There are also access issues for many residents which the implementation of a full one-way operation for all of Sharps Lane would create.

10. It is not clear where arrangements that petitioners have envisaged of "priority traffic flow" but this is something that could be assessed after further dialogue.

11. In response to the petition, it is 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 detailed investigations and the possible development of alternative options subject to the outcome of the speed and traffic surveys.

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, confirming that there are no direct financial implications arising from the recommendations set out above

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request concerning the vehicle speeds in Sharps Lane, Ruislip 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

Petition received