

# EDWARDS AVENUE, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Freeman, Residents Services
<b>Papers with report</b>	Appendix A - Location plan

## **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Edwards Avenue, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward affected</b>	South Ruislip

## **2. RECOMMENDATION**

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Considers their concerns regarding vehicle speeds in Edwards Avenue;**
- 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 February 2010 and February 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 Councillors, and;**
- 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**

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PART I – MEMBERS, PUBLIC AND PRESS

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 150 signatures has been submitted to the Council under the following heading:

*"We, the undersigned are concerned that Edwards Avenue, South Ruislip, is being used as a 'rat run' by motorists trying to jump the traffic queues along Station Approach during rush hour times. They speed up Great Central Ave then across Edwards Ave and down Mahlon Road to rejoin the traffic in Station Approach. These motorists are a danger to children walking to and from Bourne School and we request the installation of speed tables and the introduction of a 20mph speed limit along Edwards Avenue and neighbouring roads".*

2. Edwards Avenue is a residential road located within the South Ruislip Ward. A location plan is attached as Appendix A to this report. The Cabinet Member will be aware that a diagonal road closure was installed at the junction of Edwards Avenue and Mahlon Avenue some years ago to prevent south-westbound traffic on Station Approach from by-passing the traffic signals at its junction with West End Road.

3. According to the recent petition, motorists are now trying to by-pass south-westbound traffic queues on Station Approach during peak times by using Great Central Avenue and Edwards Avenue as a "rat run" and then rejoining Station Approach via Mahlon Avenue.

4. The Cabinet Member may recall hearing an earlier petition in February 2010 from residents requesting action to stop "dangerous speeding that occurs on Edwards Avenue". In response, the Council commissioned independent vehicle speed and volume surveys at two locations on Edwards Avenue. The survey results indicated that the majority of eastbound vehicles were travelling between 29 and 31 mph and the majority of westbound vehicles were travelling between 31 and 32 mph. The Cabinet Member asked for these results to be shared with the local Safer Neighbourhoods Team to assist with targeted enforcement in the area.

5. Further in-house traffic surveys were undertaken in Edwards Avenue in February 2015 as part of the Council's Road Safety Suggestion Programme which indicated that the majority of eastbound vehicles were travelling at 31 mph and the majority of westbound vehicles were travelling at 29 mph. The Council did not have sufficient evidence to justify the installation of traffic calming measures at that time.

6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending December 2015 has indicated that there have been no accidents on Edwards Avenue.

7. To assist with investigations concerning the speed of vehicles using Edwards Avenue, 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. 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. Subject to the outcome of further investigations, it is suggested that the Cabinet Member considers asking officers to add Edwards Avenue to a future phase of the Council's VAS programme.

9. 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 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 add Edwards Avenue to a future phase of the Councils Road Safety Programme for further investigation, 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 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**

Nil.