

CHELSTON ROAD AND CHELSTON APPROACH, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES.

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures along Chelston Road and Chelston Approach, Ruislip.
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	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Manor

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:

1. Listens to their request for traffic calming measures in Chelston Road and Chelston Approach, Ruislip; and,
2. Subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.

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 has been submitted by residents living on or close to Chelston Road and Chelston Approach has been signed under the following heading:

"We the undersigned petition Hillingdon Council to review and control traffic flow on Chelston Approach and Chelston Road in Ruislip Manor, either by speed restrictions of speed bumps."

2. The petition helpfully provides further information as to why residents have submitted their petition:

"Vehicles have been witnessed travelling at more than 30mph down these roads, which are very busy narrow roads that will only allow one direction of traffic at one time.

Together with Bus 398 also accessing this road, it means on many occasions, vehicles and buses come to a standstill causing obstructions and leading to damage to parked cars belonging to residents.

Many residents' vehicles have been involved in incidents whereby the third party are not identified, leading to huge costs to residents on this road.

Traffic control on these roads needs to be addressed since it is dangerous with the speed that some of the cars travel at and with such heavy traffic and large vehicles accessing this narrow road, vehicles are being damaged and costing your residents here a fortune in repairs."

3. Chelston Road and Cheslton Approach, Ruislip, are part of the highway network that links Ruislip Manor to Eastcote Town Centre. Both are mainly residential roads and most of the properties benefit from off-street parking provision. The busy shopping centre, Piccadilly and Metropolitan Lines Station in Ruislip Manor Town Centre are just a short walk away.
4. The width of the carriageway of Chelston Approach and Cheslton Road measures between 7.6 metres and 7.9 metres and is bounded on both sides by a footway measuring on average approximately 2.4 metres. As the petition mentions, the roads form part of the 398 bus route that runs between Ruislip Manor and Sudbury Hill.
5. Police recorded collision data for the three year period to the end of September 2018 (the latest data available) indicates there has been one incident which occurred on the 24 January 2016 on Chelston Road at its junction with Dulverton Road. It should be noted

that the collision data, to which the Council has access, is only police recorded incidents and does not include damage to vehicles caused by drivers who then simply decide to drive off, as the petitioners allude to in their submission.

6. As a result of the above, the Cabinet Member may be minded to instruct Officers to commission a set of 24/7 Automated Traffic Counts on Chelston Road and Chelston Approach to collect speed and vehicle classification information and report back to him. The petition hearing will provide an excellent opportunity to hear the testimony of petitioners which may helpfully inform any investigations.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets 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 the recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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's recommendations. 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 at that time.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received