

HOWLETTS LANE, RUISLIP - PETITION REQUESTING THE INTRODUCTION OF TRAFFIC CALMING MEASURES.

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Sophie Wilmot – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition was received from residents of Howletts Lane, Ruislip requesting the introduction of traffic calming measures.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme for road safety measures.
Financial Cost	The estimated cost associated with the recommendations to this report is £340 and will be funded within existing revenue budgets for the Transportation service.
Relevant Select Committee	Property, Highways & Transport Select Committee
Relevant Ward	Ruislip

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request for traffic calming in Howletts Lane, Ruislip.**
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 speed and vehicle classification surveys to determine the extent of the issues on Howlett's Lane; and**
- 3) subject to the outcome of surveys, instruct officers to investigate possible measures to calm traffic on Howlett's Lane.**

Reasons for recommendations

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

- 1) A petition with 26 signatures has been submitted to the Council from residents of Howlett's Lane, Ruislip signed under the following heading:

'Traffic calming in Howlett's Lane to reduce speeding. To introduce appropriate traffic calming measures including speed cushions and electronic signage.'

- 2) Howlett's Lane is within a mainly residential area running between Breakspear Road and Marlborough Avenue. Howlett's Lane has a small parade of local shops which benefit the community in the area. There are no schools located on Howlett's Lane but a large Infant and Junior school are located on Ladygate Lane, a short distance away, which many in the area of Howlett's Lane and beyond may access periodically during the weekdays in school term times. A plan of the area is attached as Appendix A.
- 3) An existing vehicle activated sign is situated in Howlett's Lane, facing northbound traffic. This sign has been specially checked ahead of the hearing and has been confirmed as operational.
- 4) The Cabinet Member may wish to advise the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Police, which is the only statutory organisation with the powers of enforcement against speeding drivers, as speeding is an enforceable offence which can result in prosecution and in many cases points on the driver's licence.
- 5) In case the question is asked, the Cabinet Member may also wish to advise petitioners that, contrary to a common prevailing public belief, so-called 'speed cameras' (more formally 'safety cameras') are not owned, maintained or operated by the Council, but instead are fully the responsibility of the Police, Transport for London, His Majesty's Courts and 'London Councils', the body responsible for representing all the interests of London's boroughs. The siting of such equipment is a matter for the partnership of these bodies and is generally selected in cases where there is a very high prior record of road traffic collisions involving serious injury. None of the revenue streams involved come to the Council.
- 6) Howlett's Lane does not have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for Howlett's Lane and have established that there have been no road traffic collisions at all, recorded by the Police, for the most recent five years for which data is available. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough.

- 7) Whilst some forms of traffic calming have been introduced widely, including so-called 'speed tables', petitioners may wish to consider the fact that such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads. Horizontal traffic calming such as chicanes and similar measures are seldom suitable for a residential road; they can cause problems such as loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.
- 8) In order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to ask officers to commission speed and vehicle classification surveys via an independent survey company. These surveys involve transverse pneumatic strips which are kept in place for a minimum of a week and which record all traffic movements, including size, type and speed of vehicle on a 24/7 basis. The Police regard this type of equipment as the most reliable and accurate available for such purposes.
- 9) Given the length of Howlett's Lane, a total of four survey locations would seem appropriate. The Cabinet Member may be minded to seek a steer from the petitioners and/or their ward councillors as to where they feel such traffic surveys would be most beneficial, in order to best demonstrate the speeding issues which they are facing.

Financial Implications

The estimated cost associated with the recommendations to this report is £340 and will be funded within existing revenue budgets for the Transportation service. Should the outcome of the surveys result in any traffic measures being proposed, a suitable source of funding would need to be identified before any implementation could be progressed.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

Legal Services confirm that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

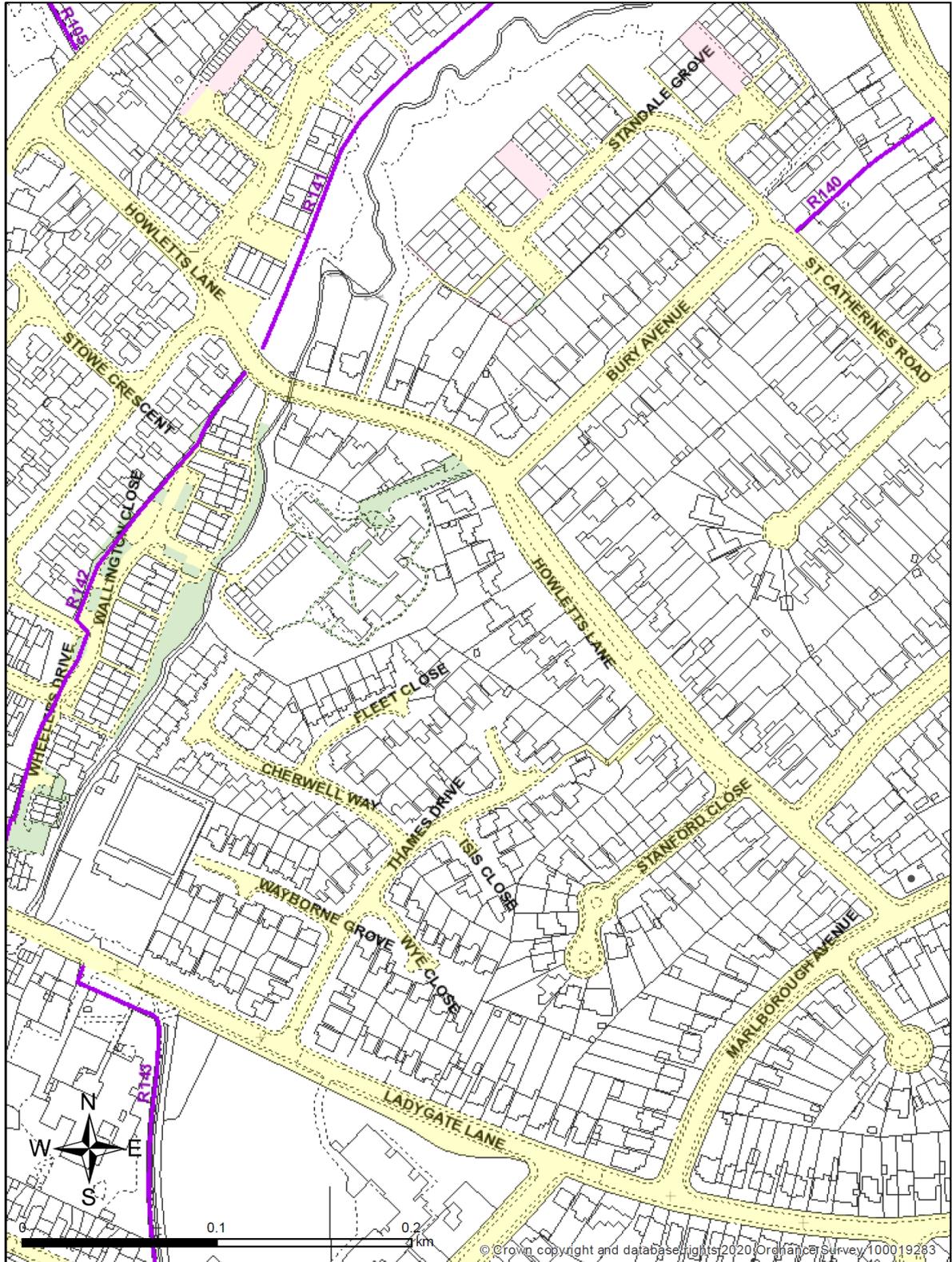
None at this stage.

BACKGROUND PAPERS

Petition received.

APPENDIX A - LOCATION PLAN

Howletts Lane



Map Notes

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