

# IVY HOUSE ROAD AND ALMOND AVENUE, ICKENHAM - PETITION REQUESTING TRAFFIC CALMING MEASURES

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</b>	Sophie Wilmot – Place Directorate
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has received from residents of both Ivy House Lane and Almond Avenue, Ickenham requesting traffic calming measures.
<b>Putting our Residents First</b>	This report supports the Council objective of 'Our People'. The request can be considered as part of the Council's annual programme for road safety measures.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Ickenham & South Harefield

## RECOMMENDATIONS

**That the Cabinet Member for Property, Highways and Transport:**

- 1. meets with petitioners and listens to their request for traffic calming on Ivy House Road and Almond Avenue, Ickenham.**
- 2. Notes the commissioning of the 24/7 speed and vehicle classification surveys on both Ivy House Road and Almond Avenue, as detailed within the body of the report.**
- 3. Subject to their availability, notes the results of the surveys which can be presented separately and verbally at the meeting; and,**
- 4. Based on the above, considers if further investigation may be warranted.**

### **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 20 signatures has been submitted to the Council from residents of Ivy House Road and Almond Avenue signed under the following heading:  
  
*'Petition requesting traffic calming in Ivy House Road and Almond Avenue, Ickenham: **Petition Topic:** Increased levels of traffic travelling at excessive speeds along Ivy House Road and Almond Avenue in Ickenham, especially at the junction of Ivy House Road and Almond Avenue creating dangerous conditions for pedestrians/ householder plus increased noise levels from vehicles constantly revving up at the said junction. **Desired Outcome:** implement traffic calming measures: speed bumps/ 10mph speed restriction signs/ access for residents only signs/ road width restrictions. Specific Location: Ivy House Road/ Almond Avenue Ickenham especially at the junction of Almond Avenue with Ivy House Road'.*
  
- 2) Subsequent correspondence from the Lead petition via Democratic Services, details that the main concerns from residents are as follows:
  - A) increased levels of traffic
  - B) speeding traffic
  - C) traffic noise
  
- 3) Both Ivy House Road and Almond Avenue are mainly residential roads with on-street car parking, which are located close to Ickenham local shops. The area has on-street parking opportunities with some single and double yellow line waiting restrictions. A plan of the area is attached as Appendix A.
  
- 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 this partnership and is generally selected by them only 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) Neither Ivy House Road and Almond Avenue have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for both locations and have established that there have fortunately been no reported road traffic collisions at all, as 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. In a similar vein, 'one-way' working can create inconvenience for residents, may be counterproductive if rat-running traffic flows reverse between the morning and afternoon (e.g. where associated with school or commuter traffic) and would inevitably result in a significant increase in traffic speeds, as any driver will know that they will not face any traffic coming towards them. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.
- 8) The Cabinet Member will also be aware that the Council has successfully deployed a number of electronic vehicle-activated signs with a 'slow down' message, intended to provide a clear warning to speeding traffic.
- 9) In order to better understand the concerns being raised by the petitioners, the Cabinet Member has already instructed Officers to undertake 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. These surveys were undertaken during the week beginning 10<sup>th</sup> October 2022.
- 10) The traffic data has been collected and is being processed by the independent survey company who undertook the survey. At the time of drafting this report, the data has yet to be received by the Council for analysis. Subject to Officers receiving the data prior to the petition hearing, a summary of the outcome of these will be shared verbally to the Cabinet Member for Property, Transport and Highways and the attendees of the meeting.
- 11) In conclusion, therefore, it is recommended that the Cabinet Member listens to the testimony of the petitioners and their Ward Members and considers the possible actions set out for his consideration at the head of this report.

## **Financial Implications**

There are no direct financial implications associated with the recommendations to this report. Should the outcome of the further investigation result in any traffic measures being proposed, a suitable funding source would need to be identified before any implementation could be undertaken.

## **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.

## **BACKGROUND PAPERS**

Petition received.

# Appendix A - Location Plan

## Highways Browser



Map Notes

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