

# LONG DRIVE, SOUTH RUISLIP - PETITION REQUESTING SPEED MEASURES IN LONG DRIVE, SOUTH RUISLIP

<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 & Appendix B

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents of Long Drive, South Ruislip requesting the introduction of traffic calming measures.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: <i>Be / feel safe from harm</i>  This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
<b>Financial Cost</b>	The cost associated with the recommendations to this report is estimated at £425 and will be managed within existing revenue budgets for the Transportation service.
<b>Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	South Ruislip

## RECOMMENDATIONS

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

- 1. meets with petitioners and listens to their request for traffic calming in Long Drive, South Ruislip.**
- 2. Notes the background of previous petitions and work done to date on Long Drive, South Ruislip as detailed within the body of the report.**
- 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 Long Drive; and,**
- 3. subject to the outcome of surveys, instruct officers to investigate the possible measures to calm traffic on Long Drive.**

## 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 78 signatures has been submitted to the Council from residents of Long Drive, South Ruislip signed under the following heading:

*Requesting speed measures to be put in place at Long Drive in Ruislip. Following on from an accident Saturday 16th July A driver speeding and under-taking another car before losing control and crashing into a parked car. Speeds above 40mph. **Desired outcome:** Speed measures must be speed bumps to prevent serious harm in the future.*

- 2) Long Drive is within a mainly residential area running between Victoria Road and Field End Road. There are no schools located on Long Drive but a large Primary and Secondary located on Queens Walk, a short distance away, which many in the area of Long Drive and beyond may access periodically during the weekdays in school term times. A plan of the area is attached as Appendix A.
- 3) There is already some existing traffic calming in the section of Long Drive and between Field End Road and Queens Walk in the form of speed tables. The locations of these existing features are shown in Appendix B.
- 4) There have been a number of previous petitions from residents of Long Drive on a number of different transport issues, those related to speeds are summarised in the table below.

Petition Date	Petition Request	Number of Signatures	Outcome
March 2012	Residents request to have additional speed bumps in Long Drive, South Ruislip	34	Petition heard and 24/7 surveys undertaken. Reported to Cabinet Member, no further action. Pass details to the Police 'Safer Neighbourhood' Team.
January 2019	Residents request for speed restrictions on Long Drive.	95	Petition heard and 24/7 surveys undertaken. At the time consideration given to a scheme as part of the 2019/2020 TfL-funded programme. However, no progression due to the COVID-19 pandemic.

- 5) As a result of the previous petition in 2019, automated traffic count data was commissioned through an independent survey company and was collected at locations on Long Drive. The last set of counts undertaken were at three locations in March 2019.

These counts show an average 85%tile speed of 30mph; as noted above there is limited traffic calming in places which has been in place for well over a decade.

- 6) 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.
- 7) 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.
- 8) Long Drive does not have a known poor road traffic collision record; indeed officers have interrogated the Police Road Traffic Collision data for Long Drive and have established that fortunately 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 this independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough, when there are always competing requests.
- 9) 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, although to counter this argument it is noted that there is some traffic calming already in situ; it may be instructive to hear from petitioners whether they are happy with the side-effects of this.
- 10) It is appreciated that circumstances such as traffic routes can change, and so in order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to ask officers to commission fresh speed and vehicle classification surveys, again 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.
- 11) Given the length of Long Drive, a total of five 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. The new surveys

will allow a better understanding of speeds and the difference in speeds between the traffic calmed and non-traffic calmed areas of Long Drive.

### **Financial Implications**

The cost associated with the recommendations to this report is estimated at £425 and will be managed within existing revenue budgets for the Transportation service. Should the outcome of the surveys 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.

### **Infrastructure / Asset Management**

None at this stage.

### **Comments from other relevant service areas**

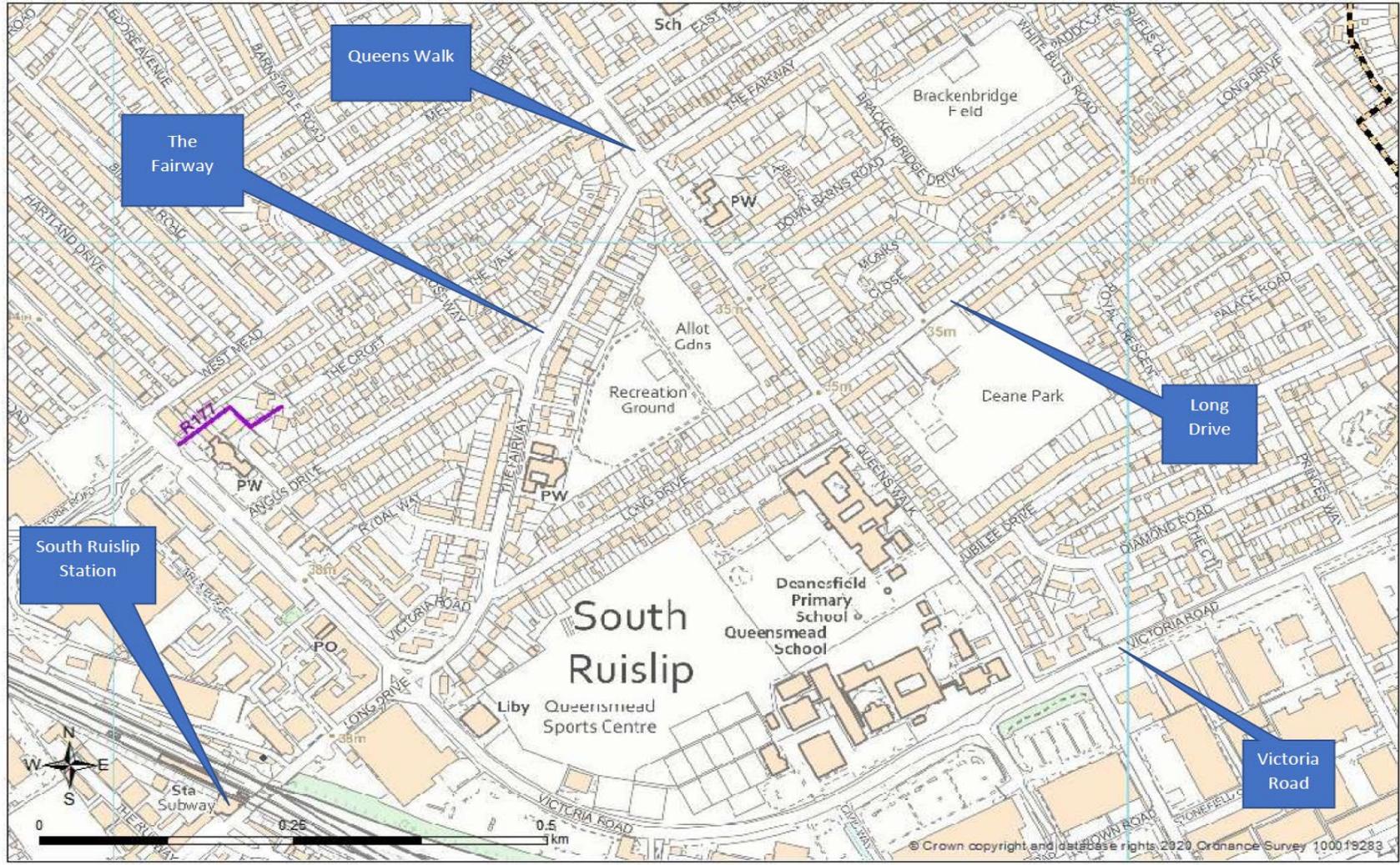
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

# Appendix A - Location Plan

## Long Drive, South Ruislip

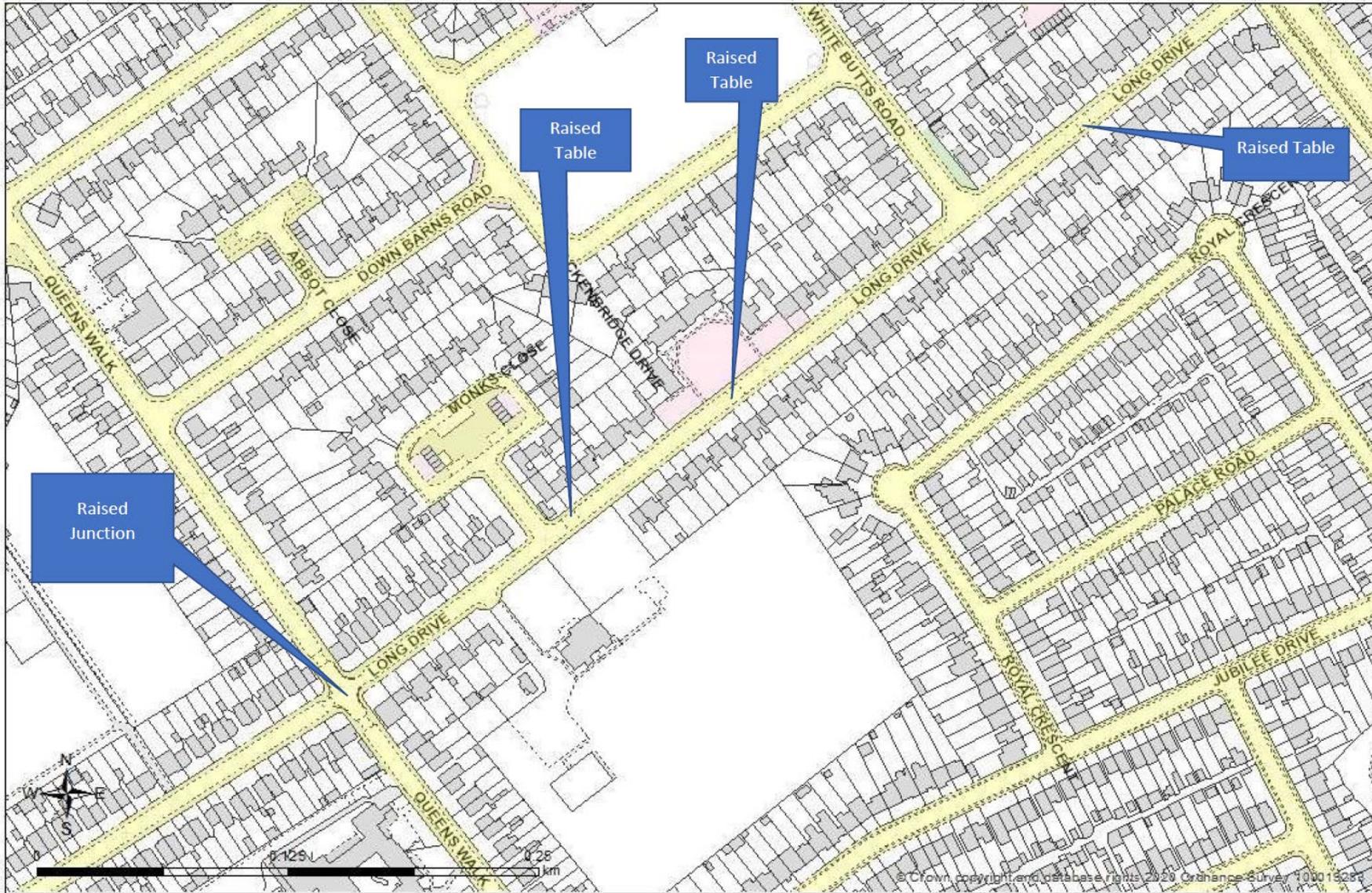


Map Notes

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# Appendix B - Location of existing traffic calming

## Existing Traffic Calming Long Drive, South Ruislip



### Map Notes

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