

KINGSEND, PEMBROKE ROAD, WEST END ROAD RUISLIP - REQUESTS FOR (i) TRAFFIC CALMING MEASURES & (ii) RESURFACING

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Sophie Wilmot, Place Directorate
Papers with report	None

HEADLINES

Summary	To inform the Cabinet Member that a pair of petitions have been received from residents of Kingsend, Ruislip - one requesting traffic calming measures and the second resurfacing.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live active and healthy lives This report supports our commitments to residents of: A Green and Sustainable Borough
Financial Cost	The estimated cost associated with the recommendations to this report is £518 and will be managed within existing revenue budgets for the Transportation service.
Relevant Select Committee	Property, Highways and Transport
Relevant Ward(s)	Ruislip and Ruislip Manor

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. with regard to the first petition:

- a. meets with petitioners and listens to their request for traffic calming measures on Kingsend, Pembroke Road and West End Road, Ruislip;
- b. notes the request for the provision of 'speed cameras' - more formally 'Road Safety Cameras' - and informs the residents that these are not under the jurisdiction of the Council;
- c. invites petitioners to consider whether they have alternative suggestions to be considered to address their concerns over speeding vehicles;

- d. instructs officers to consider the undertaking of 24/7 speed and vehicle classification surveys (the Cabinet Member may be minded to ask petitioners their views on locations for these);
 - e. subject to the outcome of the surveys, instructs officers to undertake further investigations and report back; and
2. with regard to the second petition, seeking road resurfacing at the same junction:
- a. notes the letter sent to the lead petitioner by the Head of Highways, details of which have been included within the report; and
 - b. subject to the above, listens to the testimony of the petitioners on the subject of resurfacing and instructs Highways Officers to take any further action as appropriate and to report back to him accordingly.

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) The Council has received two consecutive petitions related to broadly the same site and both led by the same lead petitioner. In order to make best use of the petitioners' and Cabinet Member's time, these two petitions are considered together in this single report.
- 2) The first of the two petitions, with 21 signatures, has been submitted to the Council from residents of Kingsend Road, Ruislip signed under the following heading:

Petition Topic *Traffic calming around traffic lights at Kingsend, Pembroke Rd and West End Road:*

Desired outcome *Cars, motorbikes and buses accelerate from the Traffic lights up the hills on Kingsend, West End Rd and along Pembroke Road, breaking the law, risking pedestrian safety, creating noise pollution, and disrupting sleep. The Council currently have put zero measures in place to disincentivise this.*

Desired outcome is *Speed cameras on Kingsend West End Road and Pembroke Road*

Specific location details.

1. *Kingsend from Traffic lights to Old Bear pub roundabout with B466*
 2. *West End Road from Traffic Lights up the hill to Ruislip Station side entrance*
 3. *Pembroke Road from Traffic lights to Green Walk'*
- 3) Both Kingsend and Pembroke Road are mainly residential in nature, although Ruislip Station is accessible from Pembroke Road, and Station Approach – a private road leading to the station - is close to the signalised junction of Pembroke Road, West End Road and

Kingsend. West End Road in this location is a link which crosses over the railway line. 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 petition states specifically that the desired outcome is for 'speed cameras' (known more formally as Road Safety Cameras) to be provided on all three roads. Unfortunately, contrary to a common prevailing public belief, within Greater London, all 'road safety cameras' are not owned, maintained or operated by the relevant local council, but instead are fully the responsibility of the Police, Transport for London, His Majesty's Courts and 'London Councils', the latter being the body responsible for representing all the interests of London's boroughs. The siting of such equipment is a matter for this partnership and sites are generally selected by them only in cases where there is already a very high prior record of road traffic collisions involving serious injury or death. Similarly, none of the revenue streams involved come to the Council. Based upon this, the Cabinet Member will wish to advise petitioners that this request cannot be delivered by the Council.
- 5) The Cabinet Member may also wish to remind the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Metropolitan Police, which is presently the only statutory organisation with the necessary powers of enforcement against speeding drivers; speeding is an enforceable offence, which can result in prosecution and, in many cases, points on the driver's licence.
- 6) Fortunately, Kingsend, Pembroke Road and West End Road do not have a significant poor road traffic collision record. Officers have interrogated the Police Road Traffic Collision data for both locations and have established that there have only been a handful of slight personal injury accidents, as recorded by the Police, within the most recent five years for which data is available, but the level is not significant given the types of road and the large, signalised junction. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time such independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough.
- 7) As 'road safety cameras' cannot be provided by the Council, petitioners may wish to consider whether they would like alternative forms of interventions to be considered to address the concerns raised. 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 and businesses, 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 oncoming towards them. The strategic nature of the routes on all four arms of the junction concerned make it highly unlikely that any of them could realistically be made one-way. 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. It is conceivable, that if evidence of a genuine speeding issue is identified, such a sign could be considered, subject to a suitable budget being available.
- 9) In order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to instruct 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 one 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. The Cabinet Member may be minded in this context to invite petitioners to indicate the locations where they feel such surveys would be most appropriate; survey equipment generally needs to be securely attached to tall street furniture such as lampposts or trees and preferably not where equipment could be parked on.
- 10) The second petition, led by the same lead petitioner, and also with 21 signatures, concerns broadly the same site, but seeking resurfacing of the carriageway.

Petition Topic: *Road re-surfacing at Kingsend Your desired outcome: The road surface on Kingsend near the traffic lights is degraded in both directions. When Buses and HGVs pass the vibrations shake nearby homes and fixtures are coming loose from the vibrations*
Two possible desired outcomes;

1. *Narrow the road to permanently re-route all buses and HGVs OR*
- 2 *Re-surface the road in both directions*

Specific Location Details: *Outside 5 & 7 Kingsend in both directions*

- 11) The Council's Head of Highways has recently written to the lead petitioner in response to this second petition, and the essence of that letter is shown below in redacted form:

PETITION – Resurfacing of Carriageway in Kingsend, Ruislip (High Street end)

Thank you for your petition to the Council, which has been forwarded to me in order for me to respond to your concern in relation to the condition of the carriageway in Kingsend, Ruislip (High Street end).

A site inspection has been undertaken and all carriageway defects identified have been rectified. Furthermore, carriageways for inclusion in planned annual resurfacing programmes are prioritised primarily based on their condition and network prioritisation criteria, as well as funding allocation.

Nonetheless, Kingsend has been added to the list of roads in need of treatment for inclusion in a future programme of works, the timing of which will depend on the requisite approval, other network conditions, and priorities. At this stage, I am unable to predict the timing of these works.

In the interim, we will continue to monitor the condition of the carriageway in Kingsend, Ruislip and undertake necessary defect repairs as appropriate.

I trust that the above is satisfactory for your purposes, but should you require any additional information please let me know.

12) It is conceivable that the petitioners may wish to comment upon the matter, in which case the Cabinet Member may wish to invite their testimony. However, with regard to the suggestion of closing access to buses and HGVs, this suggestion is not considered viable for many reasons and will not be considered further.

13) In conclusion, therefore, it is recommended that the Cabinet Member listens to the testimony of the petitioners and their Ward Councillors and considers the possible actions set out for his consideration at the head of this report.

Financial Implications

The estimated cost associated with the recommendations to this report is £518 and will be managed within existing revenue budgets for the Transportation service.

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

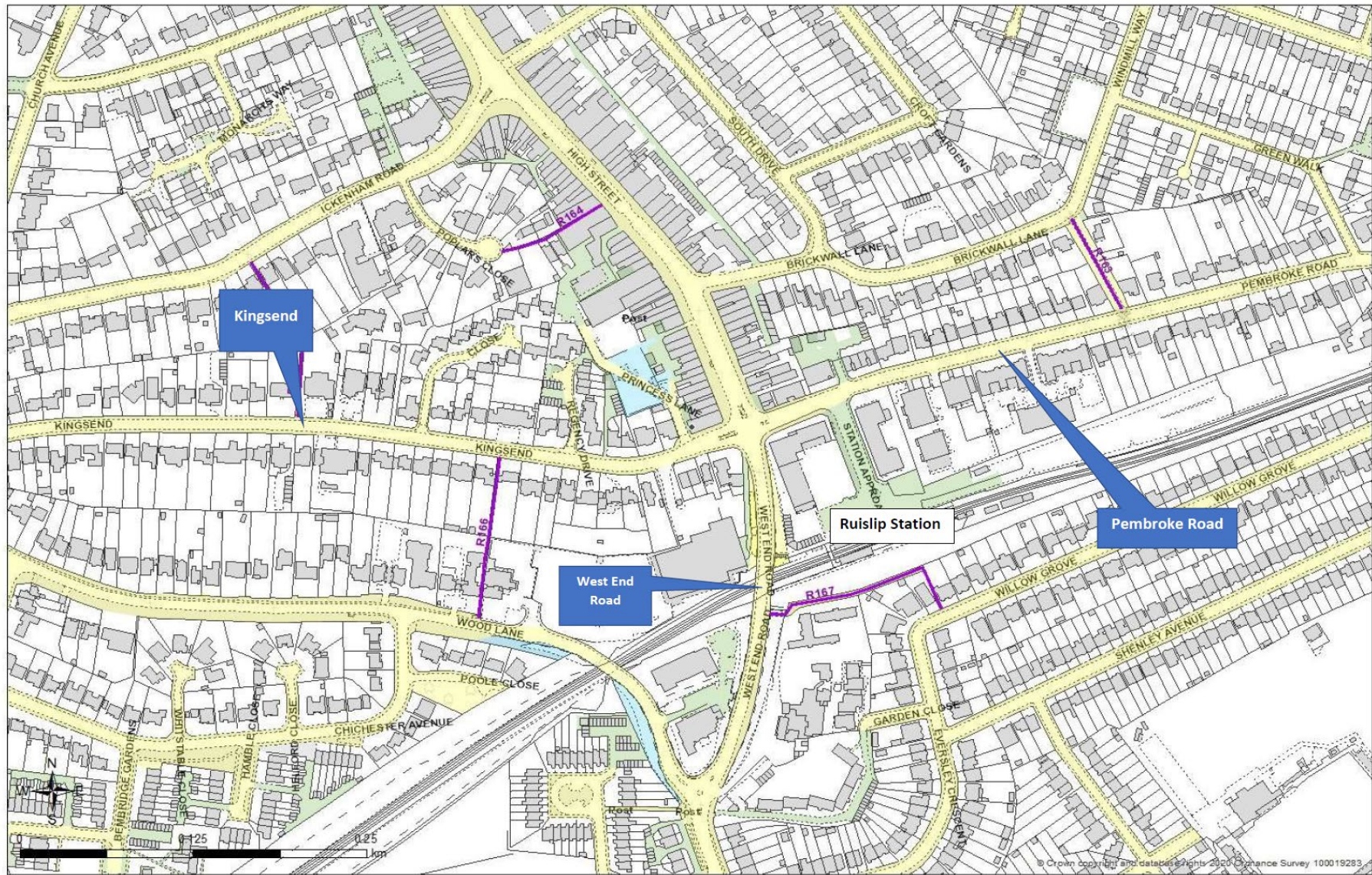
None at this stage.

BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan

Kingsend, West End Road, Pembroke Road, Ruislip



Map Notes

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