

# THE RIDGEWAY, RUISLIP - PETITION REQUESTING DESIGNATED CROSSING POINTS AND TRAFFIC CALMING MEASURES

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Steven Austin – Place Directorate
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been submitted by Warrender Primary School, asking for designated crossing points and traffic calming on The Ridgeway, Ruislip.
<b>Putting our Residents First</b>	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives and on-street parking controls.
<b>Financial Cost</b>	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission further 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.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee.
<b>Relevant Ward</b>	Ruislip.

## RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request for designated crossing points and traffic calming measures on The Ridgeway;
- 2) note the excellent past work undertaken by the Council's dedicated 'School Travel and Road Safety Team' and the school when working more closely together, and encourages the school, with support as appropriate from Ward Councillors, to rekindle this highly beneficial partnership;
- 3) notes the broadly complementary request under a separate, independently submitted pair of petitions, for traffic calming measures and a 20mph zone on The Ridgeway between Hawtrey Drive and Westholme Gardens; and

- 4) subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on The Ridgeway at locations agreed with petitioners and Ward Councillors to compliment possible other locations identified through other petitions referred to in this report.

### 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 135 signatures has been submitted to the Council by Warrender Primary School and parents asking for measures to address road safety concerns on The Ridgeway for pupils of Warrender School.
2. The petition has outlined the following concerns:

*“The Ridgeway is a dangerous road for Warrender children to cross at the start and end of the day with a vast amount of cars speeding down the road and stationary cars causing an obstruction. Over 200 cars travelled down The Ridgeway in the space of 20 minutes. 56% of parents have stated that is very unsafe to cross in the mornings.”*

In an accompanying statement the petition goes on to outline the desired outcome;

*“We, the undersigned, are concerned citizens who urge our leaders to act now and implement traffic calming strategies as well as designated crossing areas to allow children and parents to travel safely to and from school.”*

3. It may be worth noting at this juncture that two other petitions have been submitted by residents of The Ridgeway and are outlined below:

*“The introduction of a 20 mph zone in The Ridgeway, Ruislip between the junction of The Ridgeway with Hawtrey Drive and Westholme Gardens.*

*PURPOSE: To slow the speed of traffic to enable residents to exit their drives safely in a narrow road with several bends that restrict sight lines and to make the road safer for all road users including pedestrians and school children on the way to and from Bishop Ramsey and Warrender School.*

The second of those other two petitions has been signed under the following heading:  
*“Parking Management Scheme in The Ridgeway, Ruislip between the junction of The Ridgeway and Hawtrey Drive and Westholme Gardens that would restrict parking for one*

*hour in the morning and one hour in the afternoon, Monday to Friday, to residents with permits and their visitors displaying visitor permits.”*

In accompanying statements, the petitioners for those other two petitions have helpfully outlined their desired outcomes as:

**20mph Zone:** *“To slow the speed of traffic, to enable residents to exit their drives safely on a narrow road with several bends that restrict sight lines and to make the road safer for all road users including pedestrians and school children on their way to Bishop Ramsey and Warrender Schools.”*

**Parking Scheme:** *“To reduce the number of vehicles parked on the carriageway.”*

4. Depending upon the running order of these various petitions, assuming it is possible to hear them all on the same petition evening, the Cabinet Member may wish to seek to consider any broadly related aspects in tandem.
5. Returning to the petition at hand, ‘The Ridgeway’, where the petitioners are seeking some form of traffic management and pedestrian crossing arrangements, is a mainly residential road within easy walking distance of the popular shopping area, underground station and other local amenities at Ruislip Manor Town Centre. Warrender Primary School is located nearby and an entrance to the school is located on Old Hatch Manor which is adjacent to The Ridgeway. Similarly, although perhaps not directly party to the petition itself, it should be noted that Bishop Ramsey Church of England Secondary Modern School is a short walk away via Warrender Way. A location plan is attached as Appendix A.
6. The Ridgeway comprises two discreet sections; the first, which is principally concerned with the other petitions, is a short, sinuous steeply-climbing section from the junctions with Westbourne Gardens and Hawtrey Close. The second, much straighter section, passes the junctions of Old Hatch Manor and Warrender Way, which are of more direct relevance to school-related pedestrian traffic, and provides a cut-through that ultimately links Park Way and Eastcote Road, bypassing Windmill Hill. As such, it is clear that a certain proportion of the through traffic in The Ridgeway at peak periods will be a combination of school-related traffic alongside more general commuter use.
7. As the Cabinet Member may recall, a petition heard by one of his predecessors at Warrender School in April 2010, resulted in two Zebra crossings being installed on Windmill Hill, which have been well received by the school and wider local community. At that time, the school had been working closely and consistently with the Council’s School Travel and Road Safety Team, and indeed Warrender Primary was seen as an exemplar school which championed many worthwhile road-safety related projects, the two Zebra crossings being just one high-profile example of the benefits of such close collaboration.
8. Furthermore, the Cabinet Member will be aware that as part of a borough-wide initiative, the Council rolled out camera-enforcement of the yellow school ‘keep clear’ zig zag markings of the kind seen near the school entrance in Old Hatch Manor. Collectively, this along with the aforementioned twin Zebra Crossings in Windmill Hill are testament to the past work by the Council, much of which was undertaken as noted in partnership with the school management of the time.
9. Although not specified within the petition, part of the request is for *“designated crossing points”* and these can take various forms. It may be helpful to provide a quick overview for

the most commonly used types of crossings which are shown in the list below, with some key points to note for each type. It should be carefully borne in mind that all of these crossings require adequate space, free of encumbrances such as vehicle crossovers, with sufficient road width and clear sightlines. It is by no means certain that any of them could be easily accommodated in The Ridgeway, but clearly the first step is to establish the need, and then investigate what may be feasible:

#### **PEDESTRIAN REFUGE ISLANDS:**

- These are a relatively inexpensive method of improving crossing facilities for pedestrians, and of a type known as 'informal crossings' as there are no controls.
- When provided close to schools then the refuge island needs to be of sufficient width to accommodate large numbers of children and parents, some of which may have prams or pushchairs.
- Given the above, the width of the carriageway is also of critical importance, and it is important that the siting of such an island does not interfere with the ability of residents of nearby properties being able to safely enter or exit from their driveways where such facilities exist.
- The introduction of a refuge island inevitably reduces any adjacent kerb-side parking capacity.

#### **RAISED SPEED TABLES:**

- In many cases where a refuge island is not practicable, typically either because the road is too narrow or there is insufficient room that is free of driveways, trees and street-furniture, then it is possible to contemplate a raised platform known as a 'speed table' which is designed to slow traffic and at the same time can provide a safer informal crossing point.
- The disadvantage of such a measure is that there is frequently an unwelcome but almost inevitable unintended consequence of an increase in vehicle-generated noise, especially caused by passing heavy goods vehicles. For this reason, such a measure might not be welcomed by residents living in close proximity.
- Before a local authority can consider installing such a measure, a public consultation would be required.

#### **ZEBRA CROSSINGS:**

- Zebra crossings give priority to pedestrians and vehicles should stop safely to allow pedestrians to cross.
- Pedestrians have less waiting time to cross the road compared to other crossing options.
- Zebra crossings are more conspicuous than informal crossing points and provide a greater feeling of safety.

- Whilst their purpose and function is clear in the Highway Code, and they are enshrined within national legislation, Zebra crossings are not always respected by some drivers who may fail to stop.
- Significantly more costly and takes longer to implement as there is a longer process for the Council to follow.
- Can increase local congestion where pedestrian volumes are high, particularly when located close to a school.
- Can have a negative impact on adjacent residents.
- Before a local authority can consider installing such a measure, a public consultation would be required.

### **TRAFFIC SIGNAL CONTROLLED CROSSINGS (PUFFIN CROSSINGS):**

- These rely upon a system of traffic signal control and are more common at busier junctions on main roads, and in cases where traffic speeds are much higher as a rule.
- All traffic signals in Greater London are owned, operated and maintained by Transport for London (TfL) rather than the Council, and as a result TfL will only consider such an installation if it meets their own criteria.
- Signal controlled installations are inevitably the most expensive form of pedestrian controls.
- Before a local authority can consider installing such a measure, a public consultation would be required.

### **20MPH ZONE:**

- Although a 20mph Zone is not in itself a crossing point, there is an argument to be made that a worthwhile reduction in speed near to a school can provide obvious road safety benefits in terms of child pedestrian safety. The challenge however is frequently to develop a scheme which is not solely reliant upon the enforcement of the police and the goodwill of the drivers using the road.
- Speed tables may often be considered as part of a 20mph Zone, but the same problems already noted above need to be borne in mind.

10. As can be seen, if the Cabinet Member is minded to ask officers to investigate “*designated crossing points*” then the above and other technical factors must be considered. It is also highly likely that in these predominantly residential roads, the introduction of measures of the kind described above may be unpopular with some of the residents who would be directly impacted by their introduction.

11. From officers’ observations, it is clear that congestion at school pick up and drop off times results in slow moving traffic. However, as this and other petitions are requesting traffic calming measures, there are clearly concerns at perceived vehicle speeds in the road. As

a result of the petitions and testimonies made by petitioners, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on The Ridgeway at locations agreed with all petitioners and Ward Councillors.

12. It is strongly recommended that the views of the Metropolitan Police should also be sought, because it is they and they alone who have the necessary enforcement powers to tackle speeding in general, as 'speeding' is an endorsable offence, which can lead to points on a driver's licence as well as potential prosecution.
13. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to help understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
14. In addition to possible engineering measures, the Cabinet Member will know that the Council's Road Safety and School Travel Team actively works with several schools across Hillingdon to develop their school travel plans. This dialogue can not only result in the development of physical measures but can also help the school engage with children, parents and carers to consider how they travel to and from school and to start to embed positive change to more sustainable modes of transport.
15. In addition, the School Travel and Road Safety Team offers free education, training and publicity to all schools in Hillingdon to improve safety and sustainability through travel plans, campaigns, projects and initiatives. Examples of these include:
  - Support for 'Walk to School week/ month'
  - 'Bikeability' training
  - Funding for scooter and cycle storage facilities,
  - Support for 'Junior and Youth Travel Ambassadors',
  - Delivering active and safe travel assemblies and classroom talks
  - Practical pedestrian training
  - 'Moving On' to secondary school presentations
  - 'Theatre in Education' productions
16. It should be noted, therefore, that it is regrettable that the school no longer works closely with the Council's present day School Travel and Road Safety Team on these wider initiatives, although there have been overtures from the team to the school to try to encourage them to engage with the broader work of the team and to be able to reap the many benefits to the school and the school community that this work can offer.
17. As the school community is clearly concerned at road safety around the school by submitting this petition, the Cabinet Member may be minded to encourage the school to now actively re-engage with the Council's School Travel and Road Safety Team so some of the initiatives listed above could be adopted by the school with the support of Council officers. In support of this, the Cabinet Member may wish to entreat his Ward Councillor

colleagues to assist in terms of encouraging this dialogue as it can benefit the wider local community as well as the school itself.

18. As a result of this and the other petitions, the testimonials from the school and residents, it is suggested, therefore, that these requests should be considered in the holistically for the benefit of the whole community.

### **Financial Implications**

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. If works are subsequently required, funding would need to be identified from a suitable source.

## **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 confirms 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.



The Ridgeway, Ruislip  
Location plan

Appendix A

February 2023  
Scale 1:4,000