

# MANOR WAY, RUISLIP - PETITION REQUESTING THE INTRODUCTION OF “SPEED 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 – Location Plan

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting the introduction of “speed calming measures” for Manor Way, Ruislip.
<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: Live in good quality, affordable homes in connected communities.  This report supports our commitments to residents of: Safe and Strong Communities.
<b>Financial Cost</b>	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.
<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 “speed calming measures” on Manor Way, Ruislip;
- 2) Notes the concerns raised by a resident concerning the petition;
- 3) Notes the results of the previous speed and traffic surveys undertaken in July 2017; and

- 4) subject to the above, decides whether to ask officers to commission independent 24/7 traffic and speed surveys on Manor Way at locations agreed with petitioners and Ward Councillors.

### 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 58 valid signatures has been submitted to the Council signed under the following heading:

*“We the undersigned petition Hillingdon Council to introduce traffic calming measures along the entirety of Manor Way, Ruislip. These could include one or more of: a speed limit of 20mph; electronic speed checks reminding drivers of the reduced speed limit; speed bumps at regular intervals; any other proven traffic calming measures.”*

In an accompanying statement, the lead petitioner helpfully provides the following additional information:

*“Manor Way is a narrow and densely populated road that is often used as a shortcut and rat run between Ruislip High Street and Ruislip Manor. It is in a residential conservation area.*

*Drivers are increasingly speeding down the road, well above the current 30mph speed limit, often breaking suddenly when other vehicles appear round bends or turn into the road.*

*Increasingly, young families with children have been moving into the area and primary and secondary school pupils cross the road on their way to and from the nearby schools every weekday morning, as well as parents with young children heading to the local parks.*

*We are concerned at the high risk of a serious or fatal collision involving two vehicles or a young child and would like measures implemented to minimise that happening.”*

- 2) Manor Way is a mainly residential road comprising a mixture of detached, semi-detached, terraced properties and some maisonettes, many of which appear to benefit from off-street parking. A plan of the area is attached as Appendix A.

- 3) The southern section of Manor Way is just a short walk away from Ruislip Manor Town Centre, Ruislip Underground Station and other local amenities. From officers' site visits, the demand for the on-street parking provision was generally high throughout Manor Way.
- 4) It is noted that Manor Way is within a conservation area, which reasonably influences the type of measures which can be put in place in order to ensure the ambience of the area is maintained in keeping with the conservation status.
- 5) The width of the carriageway of Manor Way varies between around 7 metres at its narrowest point to approximately 11 metres near its junction with Windmill Hill and is bounded on both sides along its entirety by footway.
- 6) In context with the understandable concerns about speeding in the road generally, the Cabinet Member may wish to point out that the principal body involved in enforcing speed limits remains, as it always has been, is the Metropolitan Police. The Council has no comparable powers of enforcement and unless and until there are any changes in Primary (National Government) legislation, this situation is unlikely to change. Clearly the Council is not in a position to dictate resourcing priorities to the Police, who have many competing demands, but the simple fact remains that the Police have a fundamental role in governing traffic speeds through enforcement.
- 7) Officers have interrogated the Police Road Traffic Collision (RTC) Database, which contains reports by police officers who have attended the scene of an RTC, and from the latest available data, in the last five years there have been three recorded incidents all at or close to the junction with Windmill Hill. The first was in October 2017, the second in August 2109 and another in January 2020. All incidents involved two vehicles and were all classed as slight in severity.
- 8) As mentioned in the petition, residents are asking for various measures including possible "speed bumps". Various forms of traffic calming measures can be considered including so-called 'speed tables', however, petitioners may wish to consider 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 measures such as chicanes and similar measures are seldom suitable for a residential road; they can cause 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 and it should be noted that any form of physical measures can be popular or unpopular in equal measures as shown below from comments made by a local resident commenting on this petition:

*"I refer to the above proposed introduction of traffic calming measures along the entirety of Manor Way, Ruislip, and would like to register the following complaint regarding the petition against it.*

*I personally am against it, and so are many of my neighbours, especially the speed bumps option.*

*My complaint is twofold, firstly the petition process is not democratic at all as there is only a vote 'yes' option, that's terrible!*

57 people have signed the petition so far, but there are thousands of us that would vote against it if allowed to vote.

Secondly, I have lived in Manor Way for over 30 years, and along with many of my neighbours we strongly feel this is not a problem, it's not broken and things should be left as they are.

We very, very occasionally get a boy racer and it is totally not right and unfair to punish all of us. Let's educate people and our children how to cross the roads and not continuously punish 99.9% of good conscious drivers. Speed Bumps on the already appalling road conditions causes excessive acceleration and braking, thus resulting in extra bad gases and asbestos polluting out air, and causes excessive damage to the car suspension, not to mention the problems and uncomfot it causes to patients in ambulances being transported ... imagine if every road has speed bump...really, is this the way forward?

We in Manor Way feel that the roads are for cars and residents should not be interfering, especially in a conservation area which the council is spoiling with an excessive number of modern signs, we are losing or conservation entity. The latest "unnecessary and waste of money" street sign replacement of the existing classic ones with over-height ugly ones is appalling and shows no respect for our views and conservation area.

Your proposal for speed bumps etc...is just another nail in the coffin to change the face of our beautiful and safe area, let's not cheapen it please like our neighbouring Harrow streets.

Thank you for your understanding and hope you can show some democracy."

- 9) In response to the above complaint, colleagues in the Council's Democratic Services Team have provided a detailed response to the resident outlining the petition process. However, what the complaint does indicate is the how physical measures can be both popular and unpopular with the local community. In this context the Cabinet Member may especially welcome a steer from the local Ward Councillors who may well be able to advise him on the likely strength of local opinion.
- 10) As the petition is requesting measures to reduce traffic speeds and as result of testimonies made by petitioners, and the comments already submitted, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys at locations agreed with residents and Ward Councillors.
- 11) It should be noted that the Council undertook speed and traffic surveys at two locations on Manor Way in June 2017. The results of these are tabulated below:

East of Glenalla Road	Total Vehicles	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th% mph
<i>Eastbound</i>	9,660	963	228	60	18	7	1	0	30
<i>Westbound</i>	11,856	976	168	48	9	5	0	0	29
West of Manor Close	Total Vehicles	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th% mph
<i>Eastbound</i>	11,109	513	68	20	3	0	0	0	27
<i>Westbound</i>	11,274	524	80	14	2	0	0	0	27

12) The “85<sup>th</sup> percentile speed” is the speed at or below which 85% of vehicles were observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.

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 speed at any given time, but also records the size and type of vehicle, from motorcycles to large multi-axled lorries.

14) As a result of previous surveys, the petition, other comments made and the testimonials from residents, it is recommended that the Cabinet Member meets with petitioners and discusses their concerns and possible options to address their concerns in Manor Way.

### **Financial Implications**

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £85 per location, which is expected to be managed through existing revenue budgets. 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 confirm that there are no specific legal implications arising from this report.

## **BACKGROUND PAPERS**

Petition received.

## TITLE OF ANY APPENDICES

Appendix A - Location plan