

DERWENT AVENUE, ICKENHAM - PETITION REQUESTING THE INSTALLATION OF 'SPEED BUMPS' FOR ENHANCED SAFETY

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan - Corporate Director Place
Report Author & Directorate	Steven Austin – Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting 'speed bumps' on Derwent Avenue, Ickenham.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme for road safety measures.</p>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee.
Ward(s)	Ickenham and South Harefield

RECOMMENDATIONS

That the Cabinet Member:

- 1) Meets with petitioners and listens to their request for 'speed bumps' on Derwent Avenue, Ickenham; and
- 2) Also, subject to the outcome of the above, decided if officers should commission independent 24/7 speed and traffic surveys on Derwent Avenue 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 regarding 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 21 signatures has been submitted to the Council by residents of which, five live on Derwent Avenue. The petition is signed under the following heading:

“Installation of speed bumps on Derwent Avenue – Ickenham.

The lead petitioner has helpfully provided the following additional information:

“We the undersigned petition Hillingdon Council for the installation of traffic calming measures, specifically speed bumps, along Derwent Avenue, Ickenham. The increasing traffic volume and speed have been a significant safety concern for our community, necessitating immediate action. Derwent Avenue is used as a shortcut between Ruislip and Ickenham/ Uxbridge by most SatNav users, especially to reach Vyners school one minute faster, instead of continuing on Breakspear Road South and Swakeleys Road, which will be much safer for all residents living around Derwent Avenue. This road becomes particularly unsafe on weekdays in the morning from 07.30 to 9.00 and middle of afternoon, matching school times. The traffic volume is excessive during this above-mentioned period with a continuous flow of hurry drivers, far over 30 miles per hour most of the time. There are seven roads crossing this avenue.

2. Derwent Avenue is a mainly residential road close to Ickenham Village Centre with its shops and other local amenities. The average width of the carriageway is approximately six meters and is bounded on both sides by a grass verge and then footways.
3. From officers’ site investigations, some on-street parking took place at various locations along the road on alternate sides of the carriageway.
4. Officers have interrogated the most recent police recorded collision data for the last five years and there are no recorded incidents on Derwent Avenue. However, in light of the petition, it is recommended that the Cabinet Member may wish to hear the testimony from petitioners and their Ward Councillors to understand in greater detail their road safety concerns.

5. Although the petition mentions so called 'speed bumps' and if by these petitioners are thinking of the older type of round-topped narrow transverse road humps – often known colloquially in the past as 'sleeping policemen' – then the Cabinet Member will be aware that the vast majority of councils, Hillingdon included, have not introduced these particular measures for many years.
6. Having said that, various forms of traffic calming features could be considered, where appropriate, if there is a case for them. 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.
7. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive 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 prove to be 'popular' and 'unpopular' in equal measures.
8. Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Derwent Avenue at locations agreed with petitioners and Ward Councillors.
9. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. These 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 or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated such that not only can it record traffic speeds at any given time, but also records the size and type of vehicles, from motorcycles to large multi-axel lorries.
10. The Cabinet Member will be interested to know that Vyners School, mentioned by petitioners, has been working closely with the Council's School Travel and Road Safety (STARS) Team. The school started working with the Council on their School Travel Plan (STP) in 2021 and, with the support of the STP lead and a hard working team of pupils who have signed up to be 'Pioneer Ambassadors', they achieved Bronze accreditation in 2022/23. Their continued efforts helped them achieve Gold status in late 2023.
11. Over the last couple of years, the school have undertaken many projects but some notable ones to mention are measuring air quality around the school, running road safety awareness campaigns, an active travel competition called 'The Golden Lock', a Road Safety obstacle course, and promoting the walking zone map. At the last 'Dragon's Den' event, the school secured £700 towards podcast equipment which they will use to produce a podcast to make parents aware of their behaviour and raise awareness of road safety issues.
12. It is also recommended that, if they have not already done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general (if this is the case in Derwent Avenue)

through enforcement. Physical traffic calming can be an effective tool, but, as mentioned previously, it can also have unwelcome side effects including an increase in noise caused by traffic passing through, such as skip lorries and larger vehicles.

Financial Implications

Subject to the outcome of discussion with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed through the existing Transportation revenue budgets.

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 & Engagement 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

There are no legal impediments to following the recommendation set out within the report.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location Plan

