

SUNNYDENE AVENUE, RUILSIP MANOR - PETITION REQUESTING TRAFFIC CALMING MEASURES

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 asking for traffic calming measures in Sunnysdene Avenue, Ruislip Manor.
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)	Ruislip Manor

RECOMMENDATIONS

That the Cabinet Member:

- 1) **meets with petitioners and listens to their request for the Council to implement traffic calming measures in Sunnysdene Avenue, Ruislip Manor; and**
- 2) **subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on Sunnysdene Avenue and other possible nearby roads 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 26 signatures from residents, has been submitted to the Council signed under the following heading:

“Installation of at least two traffic calming humps in Sunnydene Avenue, Ruislip Manor”

In an accompanying statement, petitioners have helpfully outlined their desired outcomes as:

“That at least two traffic calming humps be installed in Sunnydene Avenue, Ruislip Manor to prevent speeding, as the road is used as a cut-through when Ruislip Manor High Street is congested. The pavements are very narrow and often children walking to/from school or using Shenley Park have to step into the road to allow a pram or bicycle to pass. The speed that delivery vans and motorbikes drive down the road is dangerous.”

2. Sunnydene Avenue is a mainly residential road with the majority of the properties appearing to have access to off-street parking provision. The width of the carriageway is approximately 6 metres and is bounded on both sides by a wide footway averaging around 1.4 metres wide. Although many properties appear to benefit from off-street parking, from officers' site observations, the road appeared to be heavily parked. A location plan is attached as Appendix A.
3. Sunnydene Avenue runs parallel to Victoria Avenue with its busy shops, Ruislip Manor underground station and many other local amenities.
4. There are existing 'at any time' waiting restrictions at the junctions with Cornwall Road and Shenley Avenue with the rest of the road benefiting from a Monday to Friday 10-11am and 4-5pm parking prohibition. During a site visit made by officers outside of these times, it was noted that cars were observed to be parked on both sides of Sunnydene Avenue in a manner

which often acts as an unintended traffic calming measure but could also reduce access for larger vehicles.

5. Petitioners have requested '*traffic calming humps*'. 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 at the junction of Shenley Avenue; it may be instructive to hear from petitioners whether they are happy with the possible side-effects of this.
6. Fortunately, Sunnyside Avenue does not have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for the road and have established that there were no road traffic collisions 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.
7. Residents are clearly concerned at perceived vehicle speeds in their road. In light of the testimony made by residents, not only in the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on Sunnyside Avenue at locations agreed with petitioners and Ward Councillors.
8. However, it is also strongly recommended that the views of the Metropolitan Police should also be sought because it is them and them 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. Physical traffic calming can be an effective tool, but it can also have unwelcome side effects such as an increase in the noise caused by traffic passing through, such as skip lorries and larger vehicles. If the petitioners have not already done so, it is strongly recommended that they approach their neighbourhood police contacts who will generally respond to direct approaches from residents and may even lobby on their behalf as well as initiating positive actions such as spot enforcement.
9. Some kinds of traffic calming like chicanes would simply be unviable in a road like Sunnyside Avenue, but some measures such as speed cushions might be viable but would need the case to be supported by survey data in order to make a case for the considerable costs involved. Petitioners and ward councillors may wish to carefully consider if such factors are important to them when weighing up the options for any physical measures.
10. 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. 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.

11. In conclusion, therefore, the Cabinet Member may wish to hear the testimony of petitioners and their local ward councillors.

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 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