

# DULVERTON ROAD, RUISLIP - PETITION REQUESTING THE INSTALLATION OF TRAFFIC CALMING MEASURES AND 20 MPH ZONE

<b>Cabinet Member &amp; Portfolio</b>	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Karrie Whelan - Corporate Director Place
<b>Report Author &amp; Directorate</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 received requesting traffic calming measures and a 20pmh zone on Dulverton Road, Ruislip.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<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>
<b>Financial Cost</b>	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee.
<b>Ward(s)</b>	Ruislip Manor

## RECOMMENDATIONS

That the Cabinet Member:

- 1) Meets with petitioners and listens to their request for traffic calming measures and a 20mph zone on Dulverton Road, Ruislip.**
- 2) Also, subject to the outcome of the above, decide if officers should commission independent 24/7 speed and traffic surveys on Dulverton Road, at locations agreed with petitioners and Ward Councillors.**

- 3) Notes the on-going excellent work undertaken by the school with the support of the Council's STARS Team that has contributed in the school achieving TfL Gold accreditation.

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

*"Reduced Traffic Noise and Pollution along Dulverton Road, Ruislip.*

*We want traffic calming measures i.e. 20mph, speed humps, install traffic cameras etc."*

The lead petitioner has helpfully provided the following additional information:

*"To prevent speeding as Dulverton Rd is used as a cut through when Victoria Road is congested during the peak hours and weekends. The pavements are narrow and often children and parent walking to/from Lady Banks School, approaching Chelston Approach and Chelston Rd. Often parents with prams, senior citizens walking and in mobility scooters find it difficult and dangerous to cross the road. The speed that the motorists, delivery vans, trucks and motorbikes drive thru is dangerous, noisy and increase in pollution. There have been several accidents happened at the crossroad and other waiting to happen if nothing done. Some of work from home and it is becoming harder to keep the window without the constant traffic noise.*

*We want traffic calming measures i.e. speed humps, speed limit 20mphs install traffic cameras, etc .*

2. Dulverton Road is a mainly residential road close to Ruislip Manor Station, multiple shops, Lady Banks School and many other local amenities. The average width of the carriageway is approximately 7 metres and is bounded on both sides by footways measuring on average around 2.5 metres wide.

3. From officers' site investigations, on-street parking was observed to be taking place on both sides of the road, even though many properties appeared to benefit from off-street parking provision, which effectively reduced the available carriageway to one running lane.
4. Officers have interrogated the most recent police recorded collision data for the last five years and there are two recorded incidents on Dulverton Road both at, or close to the junction with Chelston Approach. The first was in July 2022 and the second was in November 2022 and both were classified by the police as 'slight'.
5. Although the petition mentions so called 'speed humps' 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 it can be fairly demonstrated that 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 all 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 Dulverton Road 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 Lady Banks School, mentioned by petitioners, actively work 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, the school have achieved Gold accreditation until at least 2026.
11. Over the last year the school have undertaken many projects but some to notable to mention are listed below;

- The school regularly promote their park and stride walk zone map to parents to encourage them to park further from the school and walk the rest of the way
- In March, the schools' travel ambassadors took part in 'Junior Roadwatch' which is led by the police giving children the opportunity to take part in speed awareness engagement in their local community, near their school.
- In April, the school hosted Hillingdon's bike workshop for pupils and parents to encourage more families to cycle to school.
- The school's year 2 children received a 'theatre in education' workshop, funded by the Council provided by a specialist external theatre company which focussed on providing awareness of traffic in the roads around the school and how to stay safe,
- For World Environment Day this year, the pupils focussed on how heavy traffic affects the environment and how active travel to school helps reduce pollution and improves air quality around the school.
- The school hosted a parent coffee morning which focussed on parents' driving behaviour. Parents idling and not turning off engines outside the school was highlighted as a particular concern. The information gathered was sent out in a newsletter to parents and also discussed with the children at various assemblies.

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 Dulverton Road) 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.
13. The petitioners also mentioned a desire for a "traffic camera". It is suggested that the Cabinet Member may wish to clarify as to what the petitioners would like to see installed but it is worth noting that 'speed cameras' - technically 'road safety cameras' - are devices, owned, operated and maintained by a partnership including TfL, The Metropolitan Police and His Majesty's Courts. The overarching body called 'London Councils' which has a strategic role supporting all 33 London authorities, also has a key role.
14. Despite a common misconception, the Council has no direct role in this (as is the case with the other 32 London authorities) and furthermore does not receive any 'revenue' from these devices.
15. The selection of locations for these devices is determined by TfL, working with the police and in consultation with the relevant local authority, which generally will be asked to agree the location. There are strict criteria for site selection (by TfL/Police) which derive from Police Road Traffic Collision (RTC) Data - in simple terms, the statistics of 'killed or serious injuries' (KSI for short). Thankfully, Dulverton Road and the surrounding road are nowhere near such levels of severe RTC statistics to warrant an enforcement camera.
16. However, the Council can and frequently does employ standalone Vehicle Activated Signs and illuminated school warning signs and perhaps this is what petitioners may have been thinking of. Although these signs have no practical enforcement function they do act as a reminder to drivers of a possible impending hazard.

17. 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.

### **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 recommendations 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.