

# THE FAIRWAY, SOUTH RUISLIP – PETITION REQUESTING ‘SPEED CALMING MEASURES’

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Dan Kennedy – Corporate Director of Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Services Directorate
<b>Papers with report</b>	Appendices A & B

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting speed calming measures for The Fairway, South 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</b>	South Ruislip

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Meets with petitioners and listens to their request for traffic calming measures for The Fairway, South Ruislip;
- 2) Notes the results of the previous speed and traffic surveys undertaken in 2018, 2020 and 2021; and
- 3) Subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on The Fairway, at locations agreed with petitioners and Ward Councillors: and

- 4) **Asks officer in the Council's Parking Enforcement Team to investigate options to enforce against possible moving traffic contraventions at the junction of The Fairway and Angus Drive and to report back to him.**

### **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 valid petition, with 70 signatures has been submitted to the Council mainly by residents of The Fairway, signed under the following heading:

*"We the undersigned petition Hillingdon Council to implement traffic calming measures to reduce speeding on The Fairway, South Ruislip, HA4.*

2. In addition, the lead petitioner has helpfully provided the following information:

*"Speeding has become a significant issue along The Fairway in South Ruislip, posing a threat to both residents and motorists alike. The increasing number of speeding incidents has highlighted the urgent need for effective traffic calming measures to ensure the safety and well-being of our community.*

*According to recent statistics from Transport for London, residential areas like ours have seen a surge in speeding complaints. The Fairway, a residential zone, is particularly prone to this problem due to its straight layout and lack of speed deterrents, making it a hotspot for reckless driving which happens on a daily basis at any given time of the day.*

*This endangers pedestrians, many of whom are children who attend the nearby school and elderly individuals, thereby increasing the risk of accidents and fatalities caused by speeding vehicles.*

*Communities similar to Ruislip have effectively curbed speeding issues by installing speed bumps, chicanes, or speed cameras. For instance, neighbourhoods in nearby towns saw a 30% reduction in speeding incidents and a significant drop in roadway accidents following the implementation of such measures.*

*These solutions not only promote slower driving but also encourage responsible road behaviour by visually reminding drivers of the legal speed limits.*

*We propose the immediate installation of speed-calming measures on The Fairway to protect our families, friends and neighbours. By doing so, we create a safer, more peaceful*

*environment that respects the needs of local residents and adhered to the safety standards expected in our community.”*

3. The Fairway could almost be regarded as being two separate roads and is easily identifiable on a 1938 Ordnance Survey map as the road follows the same path now as it did then. One section of The Fairway between Long Drive and Queens Walk mainly comprises of detached and semi-detached housing, and the carriageway is somewhat more meandering in comparison to the other section of The Fairway between Queens Walk and Field End Road, which is much straighter but also comprises of a mixture of detached, semi-detached and terraced houses.
4. The section of The Fairway between Long Drive and Queens Walk benefits from a Parking Management Scheme with operational times of Monday to Friday 9am to 5pm. Midway along this section of the road there is the Parish Church of St Mary.
5. Officers have interrogated the most recently available official police recorded collision data for the last five years and there have been two recorded collisions on The Fairway both classified as ‘slight’. However, this data may not include any recent collisions or crashes that the emergency services do not attend and so do not form part of the Police database records.
6. The petition mentions ‘traffic calming measures’, and various forms of traffic calming features could be considered, where appropriate, and only 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. The Cabinet Member may be aware that independent speed and traffic surveys were undertaken in 2018, 2020 and 2021 and a table of the results are attached as Appendix B:
9. This chart shows that the 85% of speeds in The Fairway were found to be 31 mph on each survey undertaken. The 85<sup>th</sup> percentile is the speed at which or below 85% of vehicles are travelling within the road segment. It is perhaps worth noting that the 85<sup>th</sup> percentile speed is as a rule somewhat higher than a simple ‘average’ and is also used internationally as a reliable statistical tool to help assess speed patterns.
10. However, it is appreciated that traffic patterns may evolve over time, and so subject to the above the Cabinet Member may be minded to commission further independent 24/7 speed and traffic surveys on The Fairway at locations agreed with petitioners and Ward Councillors. This would then result in further sets of data representing traffic patterns in The Fairway.
11. 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-axle lorries.

12. In addition to the petition a further concern has been raised which is summarised below:

*"When the layout of the road was changed, we had problems with drivers coming from Queens Walk turning right at Angus Drive going on the right side of the road. This meant they were on the wrong side of the road and bollard. I have explained that this junction is getting worse and is an accident waiting to happen. I even gave them a number plate!. There are the same people who frequently commit this crime, usually at high speed but also one offs. The other day I was crossing with my grandchildren coming from the station. A car who as turning right on the correct side stopped to let us go and another car went on the right side travelling at speed. So two cars going down the road at the same time! Please can you help! I know my neighbours feel the same.*

13. As mentioned above, improvements to this arm of the junction were made around 2015/16. As part of this road safety improvement project, the Council installed a new pedestrian refuge at this wide junction to reduce the pedestrian crossing distance, reflectorised bollards with 'keep left' arrows, the introduction of new dropped kerbs and tactile paving.
14. If drivers chose to deliberately ignore these regulatory signs, then the Council has powers to enforce against this moving traffic prohibition, via camera, under contravention code 38. It is therefore recommended that the Cabinet Members ask the Councils' Parking Enforcement Team to investigate options to enforce this moving traffic contravention and report back to him.
15. 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 The Fairway and Angus Drive) through enforcement. Physical traffic calming and traffic management can be effective tools, but as mentioned previously, it can also have unwelcome side effects including an increase in noise caused by traffic passing through.

## **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 have 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 to following the recommendations within this report in relation to the petition received for traffic-calming measures for The Fairway, South Ruislip. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon, which may include introducing certain traffic-calming measures after following due consultation and order-making processes. Further powers to introduce traffic-calming measures are included in the Highways Act 1980.

A meeting with the petitioners is in line with the Council's constitution and is a perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Public law principles provide that there must be no predetermination of a decision in advance of completion of any wider planned consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that the traffic-calming measures for The Fairway, South Ruislip are to be considered further, then the relevant statutory provisions and processes for these will have to be considered and followed. To this end, more specific legal comments will be provided in subsequent reports as the proposal progresses.

### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

Petitions

## **TITLE OF ANY APPENDICES**

Appendix A – Location plan

Appendix B – Results of previous traffic and speed surveys