

# PARK AVENUE, RUISLIP – PETITION REQUESTING ‘SPEED BUMPS’

<b>Cabinet Member &amp; Portfolio</b>	Cllr 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 Service Directorate
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting ‘speed bumps’ for Park Avenue, 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

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Meets with petitioners and listens to their request for ‘speed bumps’ on Park Avenue, Ruislip; and
- 2) Also, subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Park 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. An e-petition with 21 signatures has been submitted to the Council, mainly by residents, all of whom live on Park Avenue, Ruislip signed under the following heading:

*“We the undersigned petition Hillingdon Council to introduce speed bumps on Park Avenue, HA4”*

The lead petitioner has helpfully provided the following additional information:

*“There are currently on the adjacent side of the road, however, we have a large volume of speeding cars all through the day posing a great danger to the young children as well as the older residents.”*

2. Park Avenue is a mainly residential road, but as the name would imply, provides access to Kings College Playing Fields. In the section of Park Road between Bury Street and Kings College Road, there is a width restriction at the western end of the road, raised tables and other traffic calming features.
3. Officers have interrogated the most recently available police recorded collision data for the last five years and whilst there have been three recorded incidents on Park Avenue, all of these were classified as ‘slight’ by the police. However, this data may not include any recent collisions, or crashes that the emergency services do not attend, and so any such detail may not form part of the Police database records.
4. The petition mentions so-called ‘speed humps’; if by these, as seems likely, 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 types of measure for many years.
5. 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 although Park Avenue already benefits from a 7-foot width restriction close to Bury Street, so larger

goods vehicles are prevented from using this section of the road but may not access the section of Park Avenue between Kings College Road and the junction with Elmbridge Drive.

6. The Cabinet Member will be aware that there are already a handful of flat-topped raised tables in Park Avenue; it may be that the petitioners are seeking more of the same, and if so, they may wish to elaborate on this at the petition hearing. The views of any residents living adjacent to these existing features may be illuminating.
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 Park 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-axle lorries.
10. 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 Park 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.

## **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 speed bumps on Park Avenue, Ruislip. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon. Further powers to introduce traffic-calming measures, including the 'road humps petitioned for, are contained within 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 road measures for Park Avenue, 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

Petition

## TITLE OF ANY APPENDICES

## Appendix A - Location plan