

WOODRIDGE WAY, NORTHWOOD - PETITION REQUESTING TRAFFIC CALMING MEASURES ALONG SANDY LODGE WAY

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Planning, Environment, Education and Community Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting measures to improve safety at the junction of Woodridge Way and Sandy Lodge Way.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member;

- 1. Meets and discusses with petitioners their concerns with speeding traffic in detail and the possible options to address issues that would be acceptable to residents.**
- 2. Subject to the outcome of the discussions with petitioners, asks officers to include the request and possible options in the Road Safety Programme and commission a traffic volume and speed survey on Sandy Lodge Way close to the junction of Woodridge Way.**

Reasons for recommendation

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Cabinet Member meeting with Petitioners – 23 May 2012

To allow the Cabinet Member to discuss in detail with petitioners their concerns.

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 53 signatures has been received signed most by residents living in Woodridge Way, Northwood. Below is an extract from the covering letter that accompanied the petition explaining the petitioners' request:

"...all the residents of Woodridge Way are very concerned about the safety factor when driving out of Woodridge Way as visibility of the oncoming traffic from the right is very poor and limited. Many of us have experience the stress of near-miss accidents with the oncoming traffic from the right.

We feel this is a very serious problem for us and would urge the Council to take immediate steps to rectify the situation. We, as a community, living at Woodridge Way have the following suggestions for the Council to consider and take suitable measures to address this problem:

- 1. Make Sandy Lodge Way "20 mph" zone – this will also help the school traffic coming out from Moor Park Road at the junction of Sandy Lodge Way.*
- 2. Install speed breakers on Sandy Lodge Way, thereby cars will have to slow down*
- 3. Have a large mirror installed at the appropriate place, just opposite Woodridge Way exit, to enable us to see traffic coming from the right.*

This is a matter of great concern to all the residents of Woodridge Way and we have got their signatures together with their addresses as per attached list."

2. Woodridge Way is a residential road off Sandy Lodge Way in Northwood. The location is shown on the plan attached as Appendix A to this report.

3. Petitioners appear to be concerned with the road layout at the junction of Woodridge Way and Sandy Lodge Way. Petitioners have made requests for several types of measures which they believe will assist residents when negotiating the junction.

4. Petitioners have made a direct request that Sandy Lodge Way be a 20mph zone with speed reducing measures. However, as only a small number of residents of Sandy Lodge Way have signed this petition it is not clear if the majority of residents of this road would be in support of such a scheme. If subsequent proposals are to be developed the Cabinet Member may wish

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for the residents of Sandy Lodge Way to be informally consulted to see if they would be in support of traffic calming measures in their road.

5. It has also been requested that a convex mirror be installed opposite the junction Woodridge Way on Sandy Lodge Way to provide better visibility when vehicles negotiate the junction. The use of convex mirrors on the public highway is seldom permitted under current signs legislation with the only exception being 'Trixi' mirrors at traffic signal junctions. Although it may seem unusual that a mirror can be classified as a sign it is regarded as such by the Department of Transport as it is a 'device intended to convey information to drivers' and therefore is not permitted.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns, and subject to the outcome of above, asks officers to include the request and possible options in the Road Safety Programme. In the first instance the Cabinet Member may wish to consider the commissioning of a 24/7 traffic volume and speed survey to establish the extent of the problem with speeding. The results of this survey should then be discussed with local Ward Councillors and the Cabinet Member for further consideration.

Financial Implications

Any measures that are subsequently approved by the Council would require funding from the Road Safety Programme. At this stage, the estimated cost for these measures is unknown and will only be determined following investigation and possible consultation with residents.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns and possible measures to address the issues.

Consultation Carried Out or Required

None at this stage, but the Cabinet Member and Ward Councillors may decide for residents to be consulted after the initial stage of investigation.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and is satisfied that there are no direct costs associated with the recommendations of this report. Any measures that may be approved in the future by the Council would need to be funded from the Road Safety Programme.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise,

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especially where consideration of the policy and factual issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition dated 4th December 2011