

# COPSE WOOD WAY, NORTHWOOD - PETITION CONCERNED WITH EXCESSIVE TRAFFIC SPEED

|                             |   |
|-----------------------------|---|
| <b>Cabinet Member(s)</b>    | Councillor Keith Burrows                                  |
| <b>Cabinet Portfolio(s)</b> | Cabinet Member for Planning, Transportation and Recycling |
| <b>Officer Contact(s)</b>   | Steven Austin, Residents Services Directorate             |
| <b>Papers with report</b>   | Appendices A & B  |

## 1. HEADLINE INFORMATION

|   |   |
|---|---|
| <b>Summary</b>                                  | To inform the Cabinet Member that the Council has received a petition from residents concerned with excessive traffic speeds in Copse Wood Way, Northwood.                                  |
| <b>Contribution to our plans and strategies</b> | The request can be considered as part of the Council's annual programme of road safety initiatives.   |
| <b>Financial Cost</b>                           | Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85. |
| <b>Relevant Policy Overview Committee</b>       | Residents' and Environmental Services   |
| <b>Ward(s) affected</b>                         | Northwood   |

## 2. RECOMMENDATIONS

**Meeting with the petitioners, the Cabinet Member:**

- 1. listens to their concerns with excessive traffic speed in Copse Wood Way.**
- 2. subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**
- 3. subject to the survey data generated as a consequence of (2), considers adding Copse Wood Way to the Vehicle Activated Signs programme and instructing officers to investigate options under the Council's Road Safety Programme.**

### **Reasons for recommendations**

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## **Alternative options considered / risk management**

None at this stage.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with a total of 57 signatures from residents has been received by the Council under the following heading: *"I have recently been in contact with Nick Hurd MP for Ruislip, Northwood and Pinner to raise concerns about excessive speeding by cars in Copse Wood Way. I have received a response from London Borough of Hillingdon the Transport & Projects Residents Services Department. It has been suggested that I organise a petition and obtain signatures from residents who are concerned about speeding and also interested in traffic calming. Please can you sign and add your address if you wish to take part in this petition."*
2. Copse Wood Way is a mainly residential road that provides a link between Rickmansworth Road (A404), Northgate and then onto Ducks Hill Road (A4180), as illustrated in the plan attached at Appendix A. Part of Copse Wood Way is served by the 331 bus route. There is a mix of developments along Copse Wood Way which includes some sheltered accommodation.
3. It may be noted that, of the 57 signatories to the petition, 28 (including the lead petitioner) are residents of Sevenoaks Court, which is situated at the junction of Copse Wood Way and Northgate, as indicated on the plan attached at Appendix B.
4. The petition is asking for measures to address speeding and, as noted, alludes to some form of traffic calming, although the nature of any physical measures which might be deemed acceptable to the petitioners has not been indicated, and this may be a matter that the Cabinet Member would like to establish when meeting the petitioners.
5. The Cabinet Member may recall that, in response to a previous request from one of the Ward Members, a 24/7 classified traffic volume and speed survey was commissioned through an independent survey company in the normal manner, and this was duly undertaken in March 2017. This data was also compared to an earlier survey from 2014 (also requested by Ward Members); the overall findings are indicated in the table overleaf.
6. The results show that vehicle speeds have reduced in the three years since the last survey was completed; however, vehicle speeds remain high, as the table shows: the 85% percentile speeds recorded in March were 37mph northbound and 34mph southbound, both greater than the posted speed limit in Copse Wood Way of 30mph.

|   | <b>Total Number of Vehicles recorded</b> | <b>85<sup>th</sup> Percentile* Speed (mph)</b> |
|---|--|--|
| <b>November 2014</b>  |  |  |
| Northbound  | 10,117                                   | 39   |
| Southbound  | 19,565                                   | 39   |
| <b>March 2017</b>   |  |  |
| Northbound  | 8,840                                    | 37   |
| Southbound  | 17,349                                   | 34   |
| <p><i>* The so-called '85<sup>th</sup> percentile speed' is the speed at or below which 85% of traffic was found to be travelling. The 85<sup>th</sup> percentile speed is generally higher than the 'average speed' and is the standard statistical tool used in the assessment of traffic speed patterns.</i></p> <p><i>The survey location was in Copse Wood Way, approximately half way between its junctions with Rickmansworth Road and Northgate</i></p> |  |  |

7. The Cabinet Member will be aware that there have been concerns expressed locally about the reported abuse of the banned entry movements at the junction of Duck's Hill Road and Northgate. The Cabinet Member will recall that these restrictions were originally introduced, with the support of the police and bus operators, in response to the previous serious adverse road accident safety record, and since the measures were implemented, the safety record of this junction has improved significantly.

8. However, these benefits will understandably be undermined if the restrictions are being abused by some drivers, and with this in mind, the Cabinet Member will be aware that the Council is presently in the process of introducing a system of camera enforcement at this site and others in the Borough with a view to reducing the level of driver abuse. In the context of the present petition, it is anticipated that there should be a consequent reduction of speeding traffic heading from Duck's Hill Road past Sevenoaks Court once the camera enforcement system is in place later this year.

9. The Cabinet Member will be aware that, as part of the Council's Road Safety Programme, he has at his disposal a number of electronic vehicle-activated signs ('VAS') which flash a warning message to drivers who are travelling above the speed limit. These have been shown to be a useful deterrent, especially in situations where drivers may feel that the nature of the road provides an invitation to drive faster than the posted limit. If petitioners feel that such a VAS could be beneficial in Copse Wood Way, the Cabinet Member may wish to consider adding the road to the forward programme.

10. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions, the Cabinet Member could recommend undertaking further independent speed and traffic surveys in Copse Wood Way, at locations to be agreed with the petitioners, in order to help inform any possible solutions.

### **Financial Implications**

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

#### **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

##### **What will be the effect of the recommendation?**

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

##### **Consultation Carried Out or Required**

None at this stage.

#### **5. CORPORATE IMPLICATIONS**

##### **Corporate Finance**

Corporate Finance has reviewed this report and confirms that the expenditure referred to above can be met by the existing balance on the Parking Revenue Account.

##### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures at Copse Wood Way, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering 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 or statutory consultation.

In considering the residents' responses, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

##### **Corporate Property and Construction**

There are no corporate property and construction implications arising from the recommendations in this report.

##### **Relevant Service Groups**

None at this stage.

#### **6. BACKGROUND PAPERS**

NIL.