

**Democratic Services**

Location: Phase II
Ext: 7655
DDI: 01895 277655
My Ref: CMD 478

To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS & TRANSPORT

c.c. All Members of the Property, Highways & Transport Select Committee
c.c. Sophie Wilmot, Place Directorate
c.c. Perry Scott, Corporate Director for Place

Date: 16 May 2022

Non-Key Decision request**Form D****Harlyn Drive, Catlin's Lane and Chamberlain Way Proposed Road Safety Scheme – Objection Report**

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Tuesday 24 May 2022** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Anisha Teji
Democratic Services Officer

Title of Report: Harlyn Drive, Catlin's Lane and Chamberlain Way Proposed Road Safety Scheme – Objection Report

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

Signed Date
Cabinet Member for Property, Highways & Transport

Harlyn Drive, Catlin's Lane and Chamberlain Way Proposed Road Safety Scheme – Objection Report

Cabinet Member(s)	Cllr Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways & Transport
Officer Contact(s)	Sophie Wilmot – Place Directorate
Papers with report	Appendix A & B

HEADLINES

Summary	To inform the Cabinet Member that objections have been received in regard to the proposed traffic calming measures on Harlyn Drive, Catlin's Lane and Chamberlain Way, Northwood.
Putting our Residents First	This report supports the Council objective of <i>strong financial management</i> . It also supports the following policy documents: The Hillingdon Local Plan: Part One - Strategic Policies (2012). The Hillingdon Local Plan: Part Two - Development Management Policies (2020). Transport for London, London Borough of Hillingdon, Local Implementation Plan 3 (March 2019).
Financial Cost	Should the Cabinet Member approve the implementation of the scheme as detailed within this report, the total cost would be £100k. A source of funding is being considered in parallel to this report and would be processed through a Capital Release.
Relevant Select Committee	Property, Highways & Transport
Electoral Ward(s)	Northwood

RECOMMENDATIONS

That the Cabinet Member:

1. considers the objections received in regard to the proposed traffic calming scheme on Harlyn Drive; Catlin's Lane and Chamberlain Way, Northwood;
2. instructs officers to proceed with the scheme as proposed, subject to identification of funding and approval through the subsequently required Capital Release process;
3. instructs officers to undertake further appropriate traffic surveys in the area a suitable period of time following the installation of the scheme and report back;
4. subject to the outcome of the surveys in recommendation three, instructs officers to consider further measures to reduce speeds and rat running in the area or alternatively to take no further action, dependent on the data.

Reasons for recommendation

The implementation of the traffic calming scheme will improve road safety in the area, in particular for those travelling to and from Harlyn Primary School. It will also help to discourage rat running in the area which is a concern to the local residents.

Alternative options considered / risk management

The Council could decide to not to install the proposals at this present time.

Democratic compliance / previous authority

None at this stage

Select Committee comments

None at this stage

SUPPORTING INFORMATION

Introduction

1. Harlyn Drive; Catlin's Lane and Chamberlain Way are interconnecting residential roads in the Northwood area. There are a number of further residential roads which are in turn accessed from the three main roads in the area. A location plan of the area is provided in Appendix A of this report.

Background

2. In October 2021, as directed by the previous Cabinet Member, in consultation with his Ward Member colleagues, an informal consultation on their preferred outline proposals was

undertaken on the three directly affected roads in question. The consultation sought views from residents on the possible provision of a local traffic calming scheme. Residents were asked to state whether or not they supported traffic calming and allowed them to provide further comments should they wish.

3. A total of 229 informal consultation packs were sent out, of which a total of 103 questionnaires (45%) were returned; this is considered a good level of response. Of those received back by the Council, 90% were supportive of traffic calming measures whereas 10% did not support any measures being installed in the area. However, alongside this a significant amount of further feedback was received, as although the majority of people supported the need for traffic calming, they either felt more was needed or wished their own concerns and suggestions to be registered and considered.

4. Detailed feedback on the informal consultation has been communicated with the previous Cabinet Member for Public Safety and Transport via a Cabinet Member report in March 2022, which provides a background paper to this objection report.

Petition

5. Prior to the informal consultation, a total of three petitions related to this area were received in recent years and were duly considered by the Council. Details of the these are provided below.

6. In March 2016, a petition was received seeking road speed control in the area. The petition requested the following:

'We petition for the installation of speed control measures in the following locations: Continuation of speed ramps at Cuckoo Hill in Eastcote High Road up to Joel Street. Installation of Speed reduction system in Catlin's Lane Construction of Zebra crossing at junction Catlin's Lane and Eastcote High Road. Recent parking alterations at North Wood Hills have caused an increase in traffic diversion through the above routes.'

7. The outcome of this petition was a set of comprehensive, independent traffic surveys which were then analysed and discussed with the then Cabinet Member; on the basis of the evidence from those surveys, it was decided that no further action would be taken at the time, but that the matter would continue to be kept under review, pending further evidence.

8. In July 2017, a petition was received from residents of Chamberlain Way and Catlin's Lane. The petition was in essence residents' request for speed calming measures. The petition stated the following:

'A joint submission of petitions signed by 332 residents of Catlin's Lane, Chamberlain Way and adjoining roads. For the immediate implementation of a 20 miles per hour speed limit in Catlin's Lane and Chamberlain Way. With no Loss of roadside parking spaces. Part one: Chamberlain Way petition; Part two, Catlin's Lane petition. 332 Residents of Catlin's Lane, Chamberlain Way and roads leading off, present the attached Petitions and supporting documents to the London Borough of Hillingdon for the immediate implementation of a 20 MPH speed limit in Catlin's Lane and Chamberlain Way. With no loss of roadside parking. The Petitions are supported with the signatures of well over 300

Residents who without exception expressed deep concern and in some cases anger, that the current highly dangerous traffic situation brought about by the traffic-calming measures and 20 MPH speed limit in Cuckoo Hill has been allowed to develop. Which if not quickly addressed will result in further accidents, damage to vehicles, injuries and fatalities the need for urgent action has already been established in the Speed Survey of 2016. Thus, there is no need for a further Survey, which would only cost residents more money, use up valuable Council resources and delay action, which could lead to the serious outcome everyone fears. The 332 Resident Signatories to the Petitions request the London Borough of Hillingdon give urgent consideration to these Petitions and the supporting justifications and act with due haste to remedy this dangerous situation. '

9. The outcome of this petition was for further traffic surveys to be undertaken, the results of which were discussed with the Cabinet Member, with the decision being taken for no further action on Chamberlain Way but for a Vehicle Activated Sign (VAS) to be placed on Catlin's Lane.

10. A further petition was received in September 2019 which was '*A petition to improve road safety in Harlyn Drive, Chamberlain Way and Catlin's Lane in the Northwood Hills Ward of the London Borough of Hillingdon*'. The petition was worded as follows:

'To reduce excessive traffic speeds and numbers in the residential streets Harlyn Drive, Chamberlain Way and Catlin's Lane before there is a KSI accident. To improve safety around the Harlyn Drive entrance to Harlyn School (used by 50% of pupils and parents) by providing a 20mph zone and traffic calming, the same as is already provided at the Tolcame Drive entrance to the school. To mitigate the adverse effects on residents of (a) through traffic using Chamberlain Way and Catlin's Lane as a rat run to avoid the 20mph zone and road humps in Cuckoo Hill and High Road Eastcote (the 8466) that were installed by the Council in 2013 and (b) traffic using Harlyn Drive to avoid the stretch of Tolcarne Drive with the road humps installed by the Council in 2013. All with no loss of on road parking.'

11. Further traffic surveys were undertaken after the first national lockdown as a result of the Covid-19 pandemic. This resulted in further dialogue with the previous Cabinet Member and his Ward Member colleagues, and subsequent scheme development and informal consultation in October 2021.

Traffic Surveys

12. Over the best part of a decade, a number of traffic surveys have been undertaken in the area in the form of 24/7 automated traffic counts by independent survey companies. The surveys collected detailed information on vehicle classification and speeds. In order to provide an overview of the results, tables three to five provide averaged data for each of the roads (in the tables, 'EB', 'WB', 'NB' and 'SB' stand for eastbound, westbound, northbound and southbound respectively).

Table One: summarised average traffic data for Catlin's Lane, Northwood								
	September 2013		June 2016		February 2018		October 2020	
	NB	SB	NB	SB	NB	SB	NB	SB

Total Vehicles	6166	5970	7873	7809	7766	7636	12015	11847
85 th percentile speed	30	30	32	32	31	33	31	32

Table Two: summarised average traffic data for Chamberlain Way, Northwood				
	February 2018		October 2020	
	EB	WB	EB	WB
Total Vehicles	7161	7026	14308	10651
85 th percentile speed	27	27	29	29

Table Three: summarised average traffic data for Harlyn Drive, Northwood				
	February 2018		October 2020	
	NB	SB	NB	SB
Total Vehicles	2608	2390	5748	5479
85 th percentile speed	29	28	29	29

13. The table above shows that all three roads have seen an increase in traffic levels on them, especially in relative recent times; this evidence could represent an increase in 'rat running' as reported by several local residents within their responses. The volume of traffic is balanced in both directions, suggesting that 'rat running' could be occurring in both directions. However, there has been a general increase in the number of vehicles on the local road network.

14. In terms of speeds, the average 85th percentile speeds have been considered; as the Cabinet Member will be aware, the 'so-called' 85th percentile speed is the standard transport statistical tool for assessing speeds and represents the speed at which 85% of vehicles are travelling at or below. The results in the tables above show that the highest 85th percentile speed record is 33mph, the majority of the traffic has been found to be travelling close to the 30mph speed limit. It should be borne in mind that these independent commissioned surveys, by automatic traffic counters on a '24/7' basis over periods of at least a week, are widely considered one of the most accurate methods of gauging real world traffic speeds and volumes; the data here, from four different occasions, appears to indicate an issue more of traffic volume than of speed.

Revised Traffic Calming Scheme

15. The Cabinet Member will recall that a direction has been given that 20mph speed limits are only to be considered at locations where there is either a school or a direct access linked a school; in other words 20mph Zones are not to be developed without specific direction from him. Given the outcome of the informal consultation and the other background information available, consideration was given to revise the originally proposed traffic calming measures in the area. A revised plan was put forward which is detailed below and a plan provided in Appendix B:

- **Harlyn Drive:** traffic calming tables; red surface marking; reduction to 20mph speed limit with related signage & road markings and incorporation of the parking management scheme.
- **Chamberlain Way:** provision of two sets of speed cushions and provision of two areas of read road survey with 'SLOW' road markings.
- **Catlin's Lane:** provision of two sets of speed cushions and provision of two areas of read road survey with 'SLOW' road markings.

16. Following a review of the informal consultation and the revised proposals, the Cabinet Member for Public Safety and Transport instructed officers to proceed with the legally required formal consultation on the revised proposals.

Formal Consultation

17. The formal consultation was carried out between 23rd February and 16th March 2022. It was carried out through notices on site and in the local press. Letters and copies of the proposals were also sent to all residents along Harlyn Drive, Catlin's Lane and Chamberlain Way. During the consultation period a total of 41 responses were received of which 35 (85%) were for the implementation of a scheme and six (15%) were against the scheme being installed.

18. A number of comments were provided as part of the feedback, the key comments are summarised below:

For Implementation

- *'I trust that these proposals are being considered in addition to, and not as a substitute for the ongoing application for the parking management scheme, at long last, extended into Harlyn Drive'*
- *'As previously suggested it would be practical and logical to install a further raised table in Harlyn Drive, south of Harlyn School entrance to slow speeding vehicles approaching from Chamberlain Way thereby providing much needed protection to pupils and residents.'*
- *'I am in total agreement with the traffic calming measures, however I would like to request that the speed tables, instead of speed cushions be considered for Chamberlain Way and Catlin's Lane as speed tables are considered the most effective traffic calming measure as research shows that car drive considerably faster over speed cushions than speed tables.'*
- *'However, I am still not convinced this will be enough to slow down vehicles travelling south in Catlin's Lane particularly with regard to the blind area for drivers approaching The Ramblers / St Katherines Farm where they will come into conflict with pedestrians walking on that side of the road.'*
- *'Why is the whole of Chamberlain Way and Catlin's Lane not included in the 20mph zone?'*
- *'It is good that the concerns of residents in regard to road safety in the area have now been taken notice of. The new scheme is an improvement on previous proposals and*

should help to ease the problem. It would need to be monitored to see how successful the improvement has been and if any more needs to be done.'

- *'If not already aware I am totally supportive of measures; I, like many Arden Mhor residents, have had several near misses pulling out onto Catlin's Lane because of speeding vehicles.'*
- *'I am pleased that some calming methods are to be introduced on the roads but remain concerned that there will still be a 30mph limit of Chamberlain Way and Catlin's Lane.'*

Against Implementation

- *'I feel that local residents of Arden Mhor and Catlin's Lane are being continually harassed to support a traffic calming scheme which would do nothing but make more noise and pollution for the people who face onto, or back onto the proposed site for road bumps as drivers slow down or speed up. I do hope that you take into account the silent majority of residents who do not have a bee in their bonnet concerning this issue.'*
- *'It seems to me that most urgent safety problems are not due to excessive speed but partly due to cars pulling out blindly from the end of Raisins Hill and dashing across the traffic to turn right of pushing into the lane of traffic to turn left.'*
- *'Another major problem through not life threatening is the disproportionate number of learner driver in the area.'*
- *'I received the later version of the proposed road calming measures for Catlin's Lane and Chamberlain Way and to be honest I am struggling to understand what calming effect you are trying to accomplish.'*
- *'This yet again feels like a token, ill-conceived effort to placate the residents and committee of Catlin's Lane and Chamberlain Way area.'*
- *'I am concerned about the proposed marking outside my house. I wanted to confirm if the road will be flat or have a speed bump. I feel surrounded by road markings, which other houses in the road don't have. It is already noisy at school times but would be intolerable all day if you put a raised bump outside my property.'*
- *'I feel that the proposed introduction of two sets of cushions along the entire length of Catlin's Lane is totally inadequate.'*

19. A response in support of the scheme has also been received by the Headteacher at Harlyn Primary School. They responded as follows:

'I write in appreciation of the measures planned for Harlyn Drive, Pinner. I am sure the slower traffic will help keep the pupils of my school safer. I hope the measures for Chamberlain Way and Catlin's Lane will also aide this.'

20. As outlined above, the majority of respondents were in favour of the traffic calming scheme being installed. However, these did come with comments in regard to needing further measures and ensuring that after surveys are completed. The table below, table four, summarises the common themes within the feedback and the percentage of the 'for' responses which mentioned this.

Table Four: feedback themes from those FOR the scheme

Theme	% of responses
The parking management scheme on Harlyn Drive needs to be included	11%
Further speed table is required on Harlyn Drive	6%
Traffic counts need to be undertaken following the scheme's implementation	14%
Speed tables should be installed rather than speed cushions.	6%
The measures need to be further / the scheme is a good starting point but does not go far enough to solve the problems.	46%
There should be a 20mph speed limit on all of the roads.	14%
Improved junction visibility is needed.	6%

Next Steps

21. As can be seen from the commentary above, the results show that the majority of people who responded support the scheme being implemented but some almost inevitably feel more is needed to solve the speeding and rat running issues being experienced in the area. The majority of responses requested consideration of further physical traffic calming such as speed tables or speed cushions.

22. The installation of measures such as raised tables and speed cushions have to be subjected to a formal notice process, this means that if a decision is made to increase the level of physical measures within the scheme, the consultation process for such changes would have to be undertaken again. The reason for this is, whilst the suggestions made by an individual are valid, the Council cannot know if neighbours are also in favour as they have not been formally notified.

23. Due to the results and the need to reconsult formally on any further physical measures, it is suggested that the Cabinet Member may be minded to instruct Officers to proceed with implementation of the current proposed scheme, subject to the identification of funding. This will allow measures to be brought forward more quickly in the area and improve the conditions for residents and those travelling to and from Harlyn Primary School.

24. Further, the Cabinet Member can instruct Officers to undertake traffic surveys following the implementation to analyse the impact the scheme has had in the area. The results would be discussed for the Cabinet Member to consider whether further considerations should be taken forward in the area.

25. The Cabinet Member will be aware that unfortunately the usual allocation and flow of funding from Transport for London against the so-called 'Local Implementation Plan' or 'LIP' has been interrupted due to ongoing financial pressures advised by the Mayor of London. A series of small short-term allocations have been passed from TfL to the Council over the past year, mostly in the wake of similarly short-term arrangements by central government with the Mayor. At the time of writing this report, the ultimate outcome of the ongoing negotiations between government (through the Department for Transport – DfT) and the Mayor is not known, and consequently formal capital release of the usually anticipated TfL LIP funding for the present

scheme is not yet possible. Officers are in frequent contact with TfL and it is hoped that later this summer, the situation may improve subject to the Mayor's negotiations with DfT being satisfactorily concluded.

Financial Implications

The estimated cost to implement the scheme as outlined above is £100k.

In parallel to this objection report, due to the uncertainty of funding from TfL for this scheme, Officers are looking to identify alternative funding options to bring forward the implementation of the scheme. Once the alternative funding has been identified it will be subject to Cabinet Member approval and the Council's Capital Release protocol.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

The implementation of the scheme will look to address concerns raised by local residents via the petition process and improve safety for those travelling to and from Harlyn Primary School.

Consultation carried out or required

Consultation has been carried out on this proposal through a notice on site and in the local press. Letters and copies of the proposals were also sent to all residents along Harlyn Drive, Catlin's Lane and Chamberlain Way.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that due to the uncertainty of funding from TfL for this scheme, Officers are looking to identify alternative funding options to bring forward the implementation of the scheme, which will be subject to Cabinet Member approval and the Council's Capital Release protocol.

Legal

The Borough Solicitor confirms that the consultation carried out by the Council has complied with the Local Authorities (Traffic Orders) (Procedure) England and Wales Regulations 1996. The Borough Solicitor also confirms that there are no legal impediments to the Council agreeing the recommendations set out in the report which are in accordance with the outcome of the statutory consultation.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

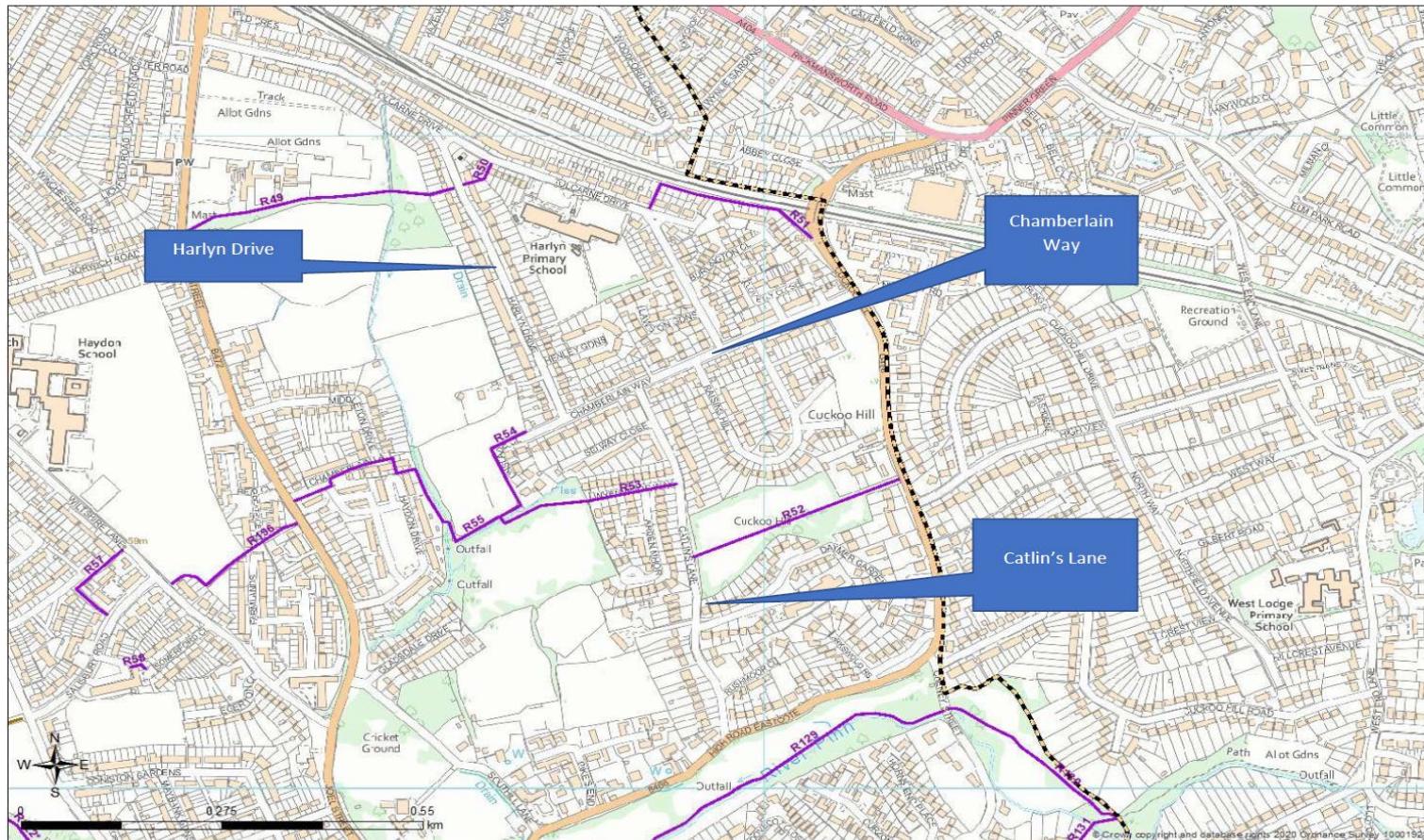
None at this stage.

BACKGROUND PAPERS

Cabinet Member Report: Traffic Calming on Haryln Drive, Catlin's Lane and Chamberlain Way, Northwood (March 2022)

Petition Reports

Appendix A - Location Plan



Appendix B - Proposed Traffic Scheme

