



## Democratic Services

**Location:** Phase II  
**Ext:** 0693  
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**CMD No:** 414

**To: COUNCILLOR JOHN RILEY  
CABINET MEMBER FOR PUBLIC SAFETY AND  
TRANSPORT**

c.c. All Members of the Public Safety & Transport  
Select Committee  
c.c. Sophie Wilmot – Place Directorate  
c.c. Perry Scott – Corporate Director of Place  
c.c. Ward Councillors for Northwood Hills  
c.c. Conservative and Labour Group Offices  
(inspection copy)

**Date:** 04 March 2022

## Non-Key Decision request

## Form D

### TRAFFIC CALMING PROPOSALS ON CATLIN'S LANE, CHAMBERLAIN WAY AND HARLYN DRIVE, NORTHWOOD

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 Monday 14 March 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.

Steve Clarke  
Democratic Services Officer

**Title of Report:** Traffic Calming Proposals on Catlin's Lane, Chamberlain Way and Harlyn Drive, Northwood

**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 Public Safety & Transport*

## TRAFFIC CALMING PROPOSALS ON CATLIN'S LANE, CHAMBERLAIN WAY AND HARLYN DRIVE, NORTHWOOD

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Sophie Wilmot, Place Directorate
<b>Papers with report</b>	Appendix A – Location Plan Appendix B – Plan of scheme, informally consulted upon Appendix C – Plan of newly proposed scheme

### HEADLINES

<b>Summary</b>	This report details the outcome of the informal consultation undertaken with residents on Catlin's Lane, Chamberlain Way and Harlyn Drive on a potential traffic calming scheme. The report also outlines the potential next steps for consideration and decision by the Cabinet Member.
<b>Putting our Residents First</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	There are no financial implications to the report at this stage. Should the scheme progress to implementation the estimated scheme cost is £98k, detailed within the body of the report. Potential funding sources are to be investigated and considered by Officers. Once funds are identified, they will be included in a further Cabinet Member report and be released via the Council's Capital Release process.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee
<b>Relevant Ward(s)</b>	Northwood Hills

### RECOMMENDATIONS

**That the Cabinet Member for Public Safety and Transport:**

- 1) **Considers the feedback from the informal consultation on a proposed traffic calming scheme, as detailed within the body of the report;**
- 2) **Notes the summary of feedback from the Cabinet Member's meeting with the local resident association, as provided within the body of the report;**

- 3) **Considers the results of traffic surveys in the area, as detailed within the body of the report;**
- 4) **Notes previous petitions submitted by residents in the area, as detailed within the body of the report;**
- 5) **Reviews the details provided within the report and instructs Officers to proceed with moving forward the revised traffic calming scheme, as detailed within this report.**

### **Reasons for recommendations**

The recommendations set out in this report allow the Cabinet Member to have a comprehensive understanding of the issues in the area, consider concerns raised by local residents and provide an informed decision on next steps.

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

None at this stage.

### **Select Committee comments**

None at this stage.

## **SUPPORTING INFORMATION**

### **Introduction**

1. This report provides the Cabinet Member with the details of the issues which have been raised by residents of Catlin's Lane, Chamberlain Way and Harlyn Drive, as well as other surrounding roads, in regard to road safety concerns. It provides background information to inform suggested potential next steps for the area, this will allow the Cabinet Member to make an informed decision on how they would like Officers to proceed. A location plan for the area in question is provided in Appendix A.

### **Informal consultation**

2. In October 2021, as directed by the 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. The scheme consulted upon is summarised below, with plans provided in Appendix B:

- **Harlyn Drive:** traffic calming tables; red surface marking; reduction to 20mph speed limit with related signage and road markings.
- **Chamberlain Way:** no proposed traffic calming.

- **Catlin's Lane:** a set of speed cushions at the top of the hill.

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. In addition to the questionnaires being returned, a total of 37 emailed comments were received from Catlin's Lane; Chamberlain Way and Harlyn Drive as well as a number of roads off of these main routes. These have also been analysed alongside the comments included with the questionnaires. The responses can be categorised following a number of themes, which are detailed in table one, below.

<b>Table one: summary of detailed feedback</b>	
<b>Detailed feedback 'theme'</b>	<b>% of respondents</b>
Traffic calming provision is needed on Chamberlain Way	14%
More traffic calming measures are needed on Catlin's Lane	10.8%
The problem is due to rat-running following the council's installation of traffic calming on Cuckoo Hill.	11.3%
The proposals do not go far enough to solve the rat-running and speeding vehicles in the area.	14.5%
Don't feel traffic calming is needed.	4.3%
The current proposals do not consider previous traffic surveys or petitions.	2.2%
It is felt a KSI (road traffic collision resulting in 'killed or serious injury') will happen in the area if issues are not addressed shortly.	12.4%
No footway on Catlin's Lane increases road safety issues with speeding cars.	7.5%
The junction of Catlin's Lane with High Road Eastcote is particularly dangerous and needs to be addressed.	1.1%
The whole area needs a 20mph speed limit imposed.	1.6%
Speed tables would be preferred over speed cushions.	0.5%
The most significant issue in the area is the amount of speeding vehicles.	15.1%
The parking issues in particular on Harlyn Drive need to be addressed as part of any scheme.	2.7%
We would like to see safety cameras installed.	2.2%

5. The results in table one show that the main factors that were raised during the informal consultation are that residents felt: more traffic calming measures were needed on Catlin's Lane; traffic calming provision should be included on Chamberlain Way and the proposed parking scheme on Harlyn Drive should be part of the scheme.

6. As part of the informal consultation process, a 'mini petition' was received from roads both included and not included in the informal consultation. The petition contained 152 signatures requesting the following:

*'I support the introduction of traffic calming on Harlyn Drive and Catlin's Lane as detailed within the accompanying letter and plans. HOWEVER, the scheme put forward is totally inadequate. It does not consider the results from the many speed surveys that have been undertaken in the HSSZ which includes Harlyn Drive, Catlin's Lane and Chamberlain Way since the introduction of traffic calming measures on Cuckoo Hill in 2013. Petitions have also been submitted to the council setting out the concerns of residents and these again have been ignored. Additionally, physical calming measures also need to be introduced to Chamberlain Way, which is part of the 'RATRAN' that was created by the Council when they introduced traffic calming measures in Cuckoo Hill in 2013.'*

Officers contacted the lead petitioner behind this supplementary petition, and they agreed that they were not intent on having the petition formally heard, but instead wanted it to be considered and covered within the scope of the consultation and hence its inclusion within this report.

7. Table two below summarises the number of signatures by road for this supplementary 'mini petition':

<b>Table two: summary of signatures on the 'mini petition' received</b>		
<b>ADDRESS</b>	<b>No of signatures</b>	<b>%</b>
Linslade Close	5	3.3%
Clovelly Close	16	10.5%
Raisins Hill	42	27.6%
Baycroft Close	5	3.3%
Henley Gardens	10	6.6%
Selway Close	5	3.3%
Wrenwood Way	10	6.6%
Arden Mhor	31	20.4%
Daymer Gardens	23	15.1%
Rushmoor Close	5	3.3%
<b>TOTAL</b>	<b>152</b>	<b>100%</b>

### Meeting with the Cabinet Member

8. On Tuesday 02 November 2020 the Cabinet Member will recall that he met personally with the local residents' association to discuss the issues of concern to them in their roads. The Cabinet Member subsequently fed back to officers the essence of the meeting, in particular what the residents requested as measures for the roads in the area to improve road safety. This feedback is summarised below:

- Harlyn Drive – supportive of the current proposals but the proposed parking scheme should be included;
- Catlin's Lane – request for three sets of speed cushions, whilst none to be located directly outside anyone's house. There is a field alongside Catlin's Lane and it was a suggestion

by residents that a set of these cushions could be provided at each end of the field thus not impacting upon residents.

- Chamberlain Way – between Clovelly Close and Cuckoo Hill the placement of two sets of speed cushions.

## Traffic Surveys

9. 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).

<b>Table Three: summarised average traffic data for Catlin's Lane, Northwood</b>								
	<b>September 2013</b>		<b>June 2016</b>		<b>February 2018</b>		<b>October 2020</b>	
	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
Total Vehicles	6166	5970	7873	7809	7766	7636	12015	11847
85 <sup>th</sup> %tile speed	30	30	32	32	31	33	31	32

<b>Table Four: summarised average traffic data for Chamberlain Way, Northwood</b>				
	<b>February 2018</b>		<b>October 2020</b>	
	<b>EB</b>	<b>WB</b>	<b>EB</b>	<b>WB</b>
Total Vehicles	7161	7026	14308	10651
85 <sup>th</sup> %tile speed	27	27	29	29

<b>Table Five: summarised average traffic data for Harlyn Drive, Northwood</b>				
	<b>February 2018</b>		<b>October 2020</b>	
	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
Total Vehicles	2608	2390	5748	5479
85 <sup>th</sup> %tile speed	29	28	29	29

10. 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.

11. In terms of speeds, the average 85<sup>th</sup> percentile speeds have been considered, the 'so-called' 85<sup>th</sup> 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 85<sup>th</sup> percentile speed record is 33mph, the majority of the traffic is 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.

## Previous Petition

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

13. 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.'*

14. The outcome of this petition was a set of comprehensive, independent traffic surveys which were then analysed and discussed with the then Cabinet Member and 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.

15. 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.'*

16. 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.

17. 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 Catlins 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 Catlins 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.'*

17. Further traffic surveys were undertaken after the first national lockdown as a result of the Covid-19 pandemic. This resulted in the scheme development and informal consultation in October 2021.

### Revised Traffic Calming Scheme

18. Given the outcome of the informal consultation and the other background information available, consideration has been given to revision to the originally proposed traffic calming measures in the area. A revised plan is provided in Appendix C and is summarised below:

- **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.

19. The revised scheme has been shared with local Ward Members who are supportive of the new proposals.

20. The estimated cost of the full implementation of the scheme is approximately £98k, based on rates from the Council's Term contractor O'Hara who will undertake the works should they be approved.

### Next Steps

21. Following the Cabinet Member's consideration of the details of this report, they may instruct Officers to proceed with the required formal consultation of the revised scheme.



22. In parallel, because of the well-publicised ongoing uncertainty over the status of funding from TfL and the Mayor of London, the Cabinet Member may be minded to instruct Officers to investigate potential alternative funding options for the proposals and report back.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. However, should the above-mentioned revised traffic calming scheme progress to implementation, the estimated cost is £98k.

Due to the uncertainty over the funding status from TfL and the Mayor of London, there is currently no funding in place to finance the implementation of the above-mentioned revised traffic calming scheme. Alternative potential funding sources are to be investigated and considered by Officers and will be identified in a future Cabinet Member report.

## **RESIDENT BENEFIT & CONSULTATION**

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

To allow the Cabinet Member an opportunity to consider in detail issues raised by residents.

### **Consultation carried out or required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the report and concurs with the financial implications set out above that there are no financial implications arising from the proposed recommendations, noting that if the scheme were to progress potential funding sources are to be investigated and considered by Officers which will be identified in a future Cabinet Member report.

### **Legal**

The Council has conducted informal consultation in relation to the proposals set out under the above recommendations. There are no legal impediments to the Council now conducting statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

### **Infrastructure / Asset Management**

None at this stage.

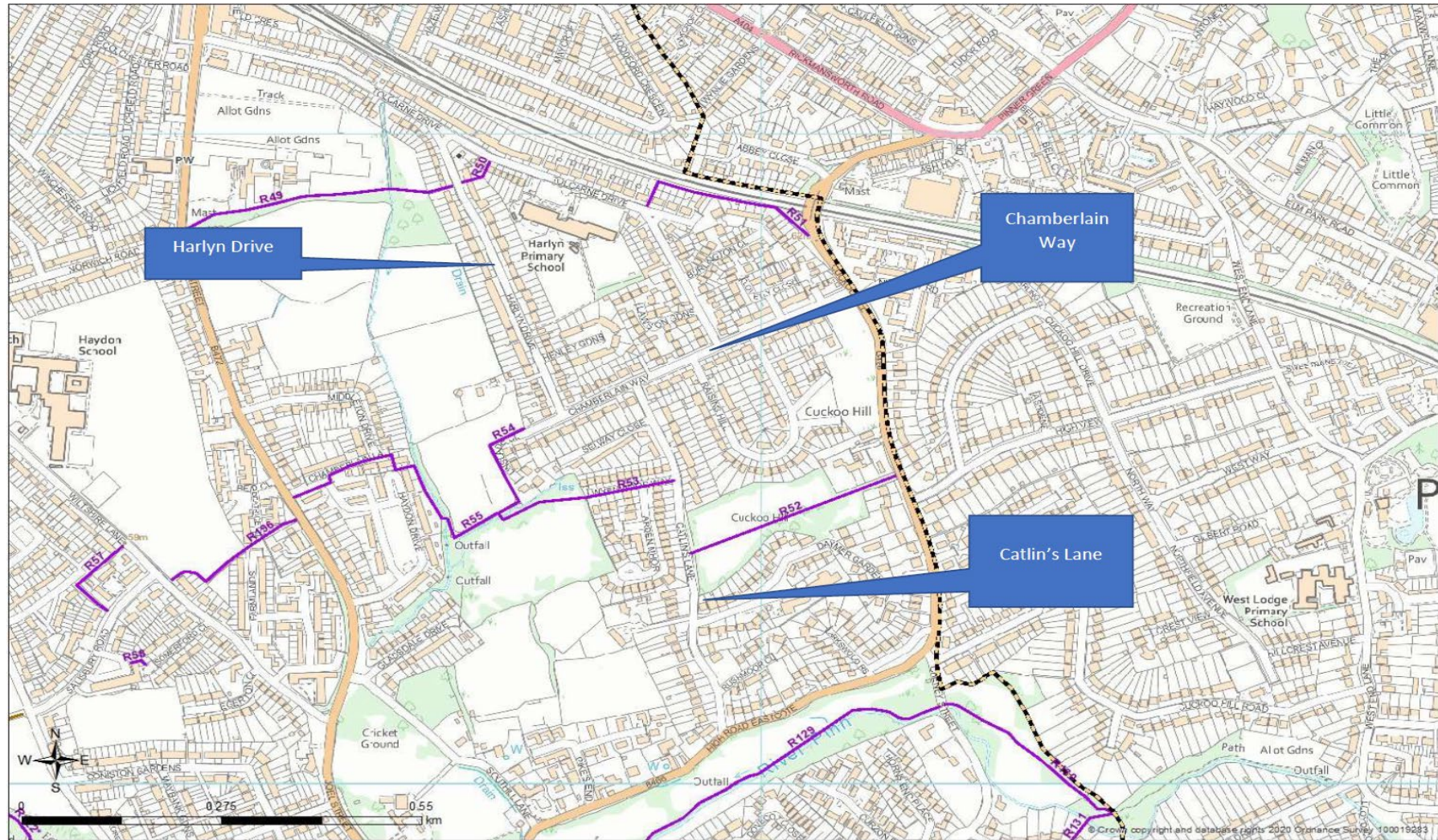
### **Comments from other relevant service areas**

None at this stage.

## BACKGROUND PAPERS

Petition reports.

## Appendix A - Location Plan



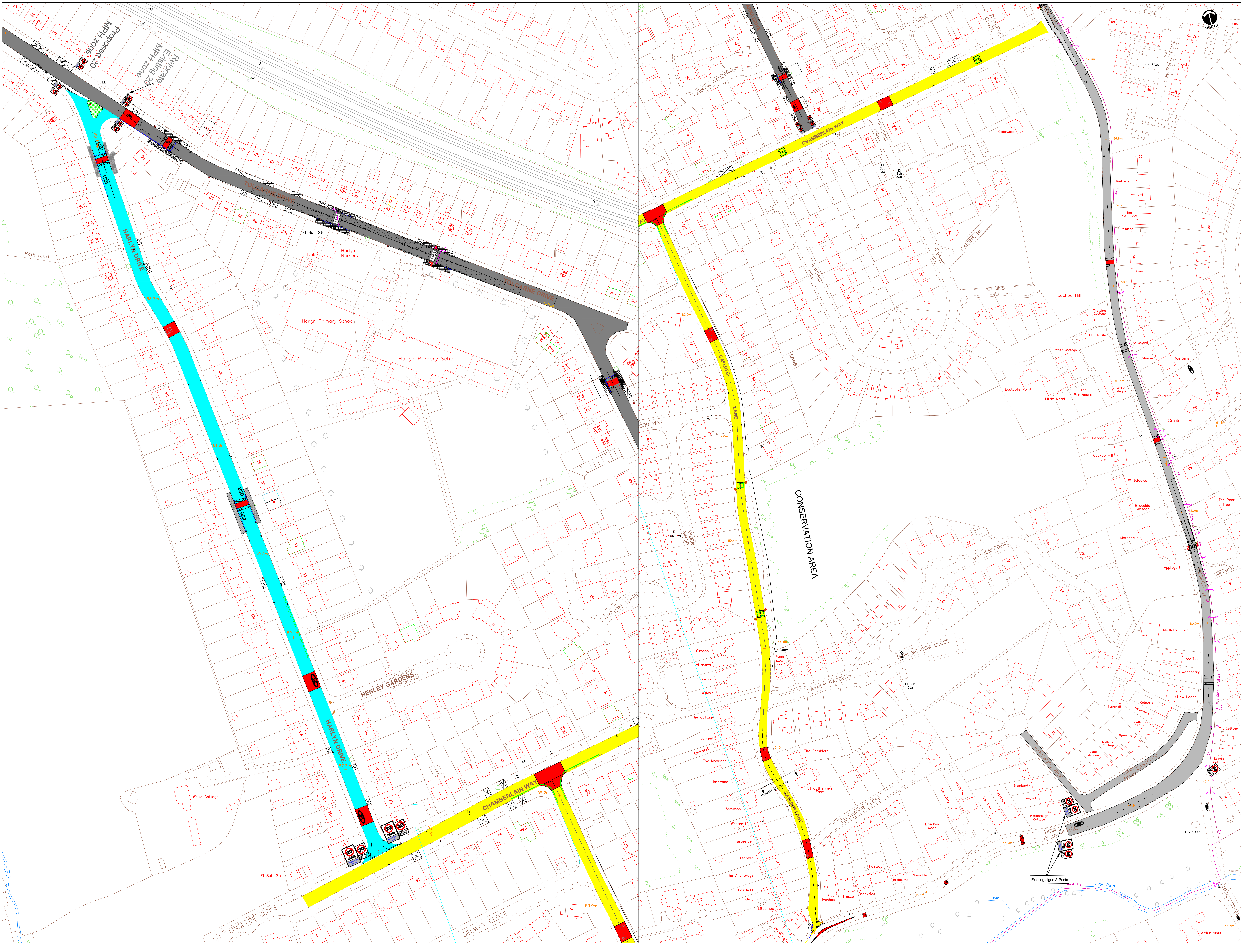
Map Notes

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Proposed Area

Proposed 20mph Road

Existing 20mph zone

60

30

sign 1 (674-675)

60

30

sign 2 (663)

Road Marking 1

Road Marking 4 (1024)  
with red carpet

Standard Cushions

Raised Table

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100010285

HILLINGDON

PLANNING, ENVIRONMENT, EDUCATION AND COMMUNITY SERVICES

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Project

CATLIN'S LANE  
TRAFFIC CALMIN  
& 20MPH ZONE

Description

GENERAL DRAWING

Scale

NTS

Designed

S.O

Drawn

S.O

Date

Dec. 2021

Project No.

EIA0

Drawing No.

1

Rev.