

CATLINS LANE AND CHAMBERLAIN WAY, PINNER - PETITION REQUESTING A 20MPH SPEED LIMIT WITH NO LOSS OF ROADWAY PARKING

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of the area around Catlins Lane and Chamberlain Way, requesting a 20mph speed limit.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for road safety.
Financial Cost	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.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

That the Cabinet Member for Planning, Transportation and Recycling:

1. Meets and discusses with petitioners their request for a 20mph speed limit in Catlins Lane and Chamberlain Way, Pinner;
2. Notes the detailed information provided with the petition;
3. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and local ward councillors and then report back to the Cabinet member; and
4. Notes the latest available Police recorded personal injury data for Catlins Lane.

Reasons for recommendation

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

PART I - MEMBERS, PUBLIC AND PRESS

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition of 332 signatures has been submitted to the Council from residents asking for the introduction of a 20mph speed limit, with the proviso that there is no loss of roadside parking. The joint petition is in two parts; the first part mainly focuses on Chamberlain Way, and the second part is concerned with Catlins Lane.

2. In an accompanying letter submitted with the petition, the lead petitioner states the following:

"322 Residents of Catlins 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 Catlins 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 will only cost residents more money, use up valuable Council resources and delay action which could lead to the serious outcome everyone fears.

The 322 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."

3. In addition to the petition, the lead petitioner has helpfully submitted considerable supporting evidence which the Cabinet Member has had an opportunity to read, but is too detailed to be included in its entirety to this report.

4. Chamberlain Way is a mainly residential road, that is a mixture of detached properties and modern town houses that benefit from off-street parking, in addition to blocks of maisonettes with little or no off-street parking facilities. Clovelly Close, Baycroft Close and Raising Hill are again mostly residential roads that are all accessed from Chamberlain Way. A plan of the area is attached as Appendix A.

5. In a covering letter attached to this aspect of the petition titled *"Overview of Vehicular Traffic using Chamberlain Way: Petition produced with the co-operation of 154 of these residents for a 20mph speed limit with no loss of parking in Chamberlain Way"*, the lead petitioner suggests that the main vehicular traffic generated in Chamberlain Way is associated with residents, driving school vehicles, Harlyn School parents, residential and delivery traffic passing between Tolcarne Drive, Harlyn Drive, Raisins Hill, Baycroft Close and Clovelly Close. They go on to say *"In addition to the traffic described above, a substantial amount of traffic, particularly commercial vehicles are using Chamberlain Way and Catlins Lane as a "Rat Run" avoiding the traffic calming "humps" and 20 MPH speed restriction in Cuckoo Hill and Eastcote High Road.*

A number of counts taken recently have shown that up to three out of four vehicles using Chamberlain Way are using this route in preference to Cuckoo Hill. This is hardly surprising given that the distances using either route are identical; one has nine humps and 20 MPH restriction the other has a 30 MPH limit and no restrictions."

6. In summary, the lead petitioner states *"In presenting this petition, the 154 signatories urge the Council to implement 20 MPH speed limit in Chamberlain Way, and traffic calming "Humps" the same as are in Tolcarne Drive which cause no loss of parking space, to make Chamberlain Way and side roads, safer, quieter places to live"*.
7. The second part of the petition mainly refers to Catlins Lane. Again the lead petitioner helpfully provides detailed information to support the petition and says *"Over the past few years, residents of Catlins Lane and its side roads have observed and been affected by increasing numbers of speeding vehicles. Several accidents have occurred that we know about and there will be others that we don't know about. Thankfully, as far as we know, although damage has occurred to vehicles, nobody has yet been seriously hurt. We are concerned that one day someone will be either killed or seriously injured."*
8. Analysis of the latest Police recorded personal injury data, for the three year period ending December 2016, has indicated that there have been no recorded incidents on Catlins Lane itself. However, this collision data does not include damage only crashes where quite often these are resolved by the affected parties through their motor insurance.
9. Also included with the main petition, the lead petitioner mentions several other factors which they believe should be taken into consideration by the Council. These include the rural character of the road, the horizontal and vertical deflection of the road, rat running, a list of collisions, Hillingdon's previous speed and traffic surveys, surveys undertaken by a resident of Catlins Lane, pedestrian safety, learner drivers, Harlyn School, additional comments made by residents, mobility scooters, police involvement and noise.
10. The petition goes on to suggest the solution as *"The 20mph speed limit, with road humps, in Cuckoo Hill is very effective at reducing speeds, which previously were excessive. We believe that a 20mph speed limit plus physical traffic calming measures in Catlins Lane and Chamberlain Way would be effective at reducing speeds and preventing a serious accident here that we believe to be inevitable in the current situation.*

We draw attention to the condition in the petition what there should be no loss of parking or any road restrictions"

11. In the petition, reference is made to a previous traffic and speed survey undertaken in Catlins Lane in June 2016, and that further surveys would be *"a total waste of Council resources and ratepayer money. In addition adding a lengthy delay to the implementation of these proposals."* The Cabinet Member may be of the view that this statement is counter-intuitive as it is the evidence provided by the impartial and independent 24/7 traffic surveys that underpin the case for any scheme which may be competing with other sites where residents, living nearby are seeking road safety improvements.
12. Attached below is the table showing the results of the survey undertaken at three locations in Catlins Lane showing the 85th percentile was between 31mph and 35 mph.

Location	85% MPH	Total vehicle	25-30 mph	30-35 mph	35 -40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 -100 mph
LC4 - OS No 94 - Northbound	31	7,856	2,566	1,197	335	75	15	4	2	0
LC4 - OS No 94 - Southbound	31	7,827	2,430	1,241	270	31	7	3	0	0
LC 8 South of Wrenwood Way - Northbound	34	7,741	3,039	1,953	624	148	26	13	1	1
LC 8 South of Wrenwood Way - Southbound	35	7,638	2,548	2,113	895	243	70	10	3	3
LC 15 North of Rushmoor Close - Northbound	30	8,021	2,951	890	118	15	4	0	0	0
LC 15 North of Rushmoor Close - Southbound	30	7,961	2,997	1,165	221	32	4	0	0	0

13. As the Cabinet Member will be aware, the 85th percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.
14. These surveys were undertaken by an independent specialist third-party company, the results therefore being not only accurate and comprehensive but totally impartial. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patters during different times of the day or week.
15. Although some surveys have been undertaken in Catlins Lane, the Cabinet Member may be minded to commission further surveys in the area. This would help to determine whether speeding is an issue on Chamberlain Way and also could support the suggestion made by residents that Chamberlain Way and Catlins Lane are being used as a "rat-run" to avoid the traffic calming measures on Cuckoo Hill.

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 will be funded through the

Parking Revenue Account. If works are subsequently required, suitable funding will 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 concurs with the financial implications outlined above.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Catlins Lane & Chamberlain Way, Pinner

Appendix A

Date October 2017

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