

# HARLYN DRIVE, CHAMBERLAIN WAY AND CATLINS LANE, PINNER - PETITION TO IMPROVE ROAD SAFETY.

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact(s)</b>	David Knowles and Steven Austin, Residents Services
<b>Papers with report</b>	Appendix A

## **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition with over 800 signatures requesting measures to improve road safety in Harlyn Drive, Chamberlain Way and Catlins Lane, Pinner.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for road safety.
<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, Education and Environmental Services.
<b>Ward(s) affected</b>	Northwood Hills

## **2. RECOMMENDATION**

That the Cabinet Member for Planning and Transportation:

- 1. Meets and discusses with petitioners their request to improve road safety in Harlyn Drive, Chamberlain Way and Catlins Lane, 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;**
- 4. Whilst welcoming the evident interest in the petition from Harlyn School, nevertheless, asks the school to engage with the Council's School Travel and Road Safety Team with a view to working towards tackling some of the issues of concern to petitioners;**

5. **Notes the latest available Police recorded personal injury data for Catlins Lane, Harlyn Drive and Chamberlain Way; and,**
6. **Asks officers to discuss the recent operations undertaken by the Police with colleagues in the Northwood Hills Safer Neighbourhood Team in greater detail with a view to coordinate future initiatives.**

#### **Reasons for recommendation**

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 over 800 signatures has been submitted to the Council requesting measures to improve road safety in Harlyn Drive, Chamberlain Way and Catlins Lane, Pinner. The petitioners are a mixture of local residents, parents and guardians of Harlyn School.
2. The petitioners have advised that they have also garnered support for the petition from the Headteacher of Harlyn Primary School, the Board of Governors, teachers and staff, as well as the then Member of Parliament Nick Hurd, two local ward councillors, Northwood Hills Residents Association, the Pastor and congregation of Fairfield Church, the Reverend of St Lawrence Church, the manager of the Pinner Driving Test Centre and the manager of High Meadows Care Home.
3. In one of the many accompanying statements submitted with the petition, the lead petitioner states that residents would like the following outcome:

*"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 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 Tolcarne Drive entrance to the school. To mitigate the adverse effects on residents of (a) through traffic using Chamberlain Way and Catlins Lane to avoid the 20mph zone and road humps in Cuckoo Hill and High Road Eastcote (the B446) that were installed by the Council in 2013 and 9b) traffic using Harlyn Drive to avoid the stretch of Tolcarne Drive with the roads humps installed by the Council in 2013. We the undersigned wish the London Borough of Hillingdon to:*

9a) Implement Phase 2 works as described in the Council's document "Decision Request Form" dated 07 June 2012 to provide a 20mph zone and traffic calming in Harlyn Drive and Chamberlain Way (using road humps the same as those already installed in Tolcarne Drive), with no loss of on-road parking.

9b) Extend this 20moph zone and traffic calming to include all of Catlins Lane (using road humps), with no loss of on-road parking.

4. In addition, petitioners have submitted an extensive file which the Cabinet Member has had an opportunity to consider but is too detailed to be included in its entirety with this report.
5. It is perhaps helpful to list the key items that petitioners have listed under the heading of "Supporting Evidence" which are covered in great detail:
  - i) *The Council's Decision Request Form 7 June 2012*
  - ii) *The Council's Letter 14 May 2012 to Tolcarne Drive residents*
  - iii) *Canvassing statement*
  - iv) *Tolcarne Drive*
  - v) *Effect of the DVSA Driving Test Centre off Tolcarne Drive on speed survey results*
  - vi) *Harlyn Drive*
  - vii) *Chamberlain Way*
  - viii) *Chamberlain Way and Catlins Lane rat run - Overview*
  - ix) *Council 2018 speed survey Chamberlain Way*
  - x) *Catlins Lane*
  - xi) *Results of speed surveys in Catlins Lane (2013, 2016 and 2018)*
  - xii) *Pedestrian safety in Catlins Lane*
  - xiii) *Police enforcement activity*
  - xiv) *Council's 2017 justification for failing to fully implement 2012 Harlyn School Road Safety Zone - 20 MPH with calming measures*
  - xv) *Killed or Seriously Injured - KSI*
  - xvi) *Roads that have had calming and did not have KSIs - Information from either and FOI request or the LBH website.*
6. As the Cabinet Member will recall, he considered a previous petition with 332 signatures in November 2017 requesting the implementation of a 20mph speed limit in Catlins Lane and Chamberlain Way. The petitioners make several references to this in their latest submission.
7. As a result of the previous petition, the Council commissioned independent speed and traffic surveys on Catlins Lane and Chamberlain Way. The surveys in Catlins Lane were in addition to those undertaken in June 2016. The results of the surveys are tabulated in this report.
8. As the petitioners have alluded, the outcome of the 2017 petition, setting out a broadly similar scope to the 2019 one, was that surveys conducted failed to deliver sufficient evidence to support the introduction of physical traffic calming features. It is appreciated that this outcome may have been a disappointment to those seeking some form of traffic calming, but the fact remains that the normal steps had been taken in terms of seeking evidence from independent traffic surveys derived from automatic traffic counters (ATCs) which are considered by the majority of traffic and road safety professionals to be the most reliable means of measuring traffic flows, types and speeds.

9. Recognising the level of feeling and concerns at the potential for pockets of higher speeds, the Cabinet Member will recall that he agreed to fund the provision of a vehicle activated sign ('VAS') which flashes a warning to any drivers approaching above the posted speed limit. The petitioners do acknowledge this, but perhaps in a more critical way. Nevertheless, experience elsewhere has shown that these electronic signs can have an impact; albeit one that is best utilised when the signs are periodically moved to different sites to lessen the 'familiarity' to those drivers likely to continue poor speeding habits.
10. The Cabinet Member will also know that the nature of the traffic data, whilst perhaps as in the most recent case, may not show a statistically severe speeding trend, may at the same time indicate subsidiary patterns, such as individual speeding at a certain time of day or night: such evidence is always shared with colleagues in the Metropolitan Police so that they can arrange, resources permitting, to undertake enforcement operations at times that match any such 'spikes' in the survey.
11. The petitioners make reference to '*the numerous times that the VAS continues to get activated*' and, furthermore, that '*several drivers who have been warned or ticketed during police speeding operations*'. Whilst welcoming the Police initiative, the Council regrettably had no indication from them of their plans to undertake site enforcement exercises. Officers, therefore, contacted the police to seek to understand their perspective to see if their data could be shared. It was ascertained that two visits were undertaken by the Police; on one occasion with a radar speed gun and on the other with no means of enforcement. No data has been forthcoming and it appears that the site visits were undertaken principally at the invitation of residents rather than on the basis of any statistical evidence. Residents have advised however, that three fixed penalty notices were issued to drivers during an operation undertaken by the Police in May 2018. The Cabinet Member may wish to seek support from the Metropolitan Police going forward with any future initiatives of this nature so that residents can receive the best outcomes from the Council and Police in collaboration rather than in isolation.
12. The Cabinet Member will undoubtedly welcome the fact that the petitioners have elicited a letter of support from the Head Teacher of Harlyn School, which is attached as part of the petition itself. In the letter, the Head Teacher states:

*'In my role as Headteacher of Harlyn Primary School it would be remiss of me not to support any measures which improve the health and safety of the pupils, parents and staff at the school. This includes safety considerations on the roads around the school. As a result I am happy to support the local residents in their campaign to request that Chamberlain Way, Harlyn Drive and Catlins Lane are subject to traffic calming measures.'*

13. This positive statement from the school, recognising its wider role within the community, is to be welcomed because, as the Cabinet Member and petitioners will surely agree, the patterns of traffic are very different in term times, especially at the peak drop-off and pick-up times of the school day, to the situation during school holidays. Much of the traffic at these busy times relates to staff and parents / guardians choosing to use a car as part of their journey.
14. The Council's School Travel and Road Safety Team works with schools across the Borough to help with road safety education (such as pedestrian and cycle training, targeted at appropriate age groups) and also oversees a highly-regarded system of Junior Road Safety Officers and Youth Travel Ambassadors. Various initiatives have been developed which are

tailored to the circumstances for each school, and can include travel planning, provision of cycle parking, new pedestrian crossings, keep clear markings and other broadly road safety and travel related measures, often at no cost to the school but generally of shared benefit to the school and its local community.

15. This can only function within any given school with the support of the staff and school community. Whilst Harlyn School has worked with the Council in terms of pedestrian and cycle training, it has so far not agreed to work with the School Travel Team. This is regrettable as the school and local community could evidently benefit significantly; a typical potential output could be a reduction in car-borne school traffic at peak times with obvious benefits to local residents concerned about the volume of such traffic. With this in mind, the Cabinet Member may wish to encourage the school, including the Governors and Staff, to engage with the School Travel Team and develop a suitable travel plan, which could well become eligible for London-wide and even National Awards.
16. The petitioners have also attached a letter of support from the management of High Meadows, a care home in Daymer Gardens. The Manager has stated:

*'As Manager of a 45 bedroom Care Home, situated at the end of Daymer Gardens, I am extremely concerned about both the speed and volume of traffic travelling along Catlins Lane and Chamberlain Way. This presents a hazard to staff, residents and visitors of the home, particularly when on foot, as path access is very restricted along Catlins Lane. Also because of the severely restricted visibility, both left and right, when driving out of Daymer Gardens. I would, therefore, urge the Council to rectify this by imposing a 20 mph speed limit and appropriate traffic calming measures, along Catlins Lane and Chamberlain Way.'*

17. The Cabinet Member may wish to know in connection with the junction between Catlins Lane and Daymer Garden, officers have already investigated possible double yellow lines at the junction, but at the time of their site visits no vehicles were observed parking close to the junction. Officers will keep the matter under review and should evidence emerge of obstructive parking then double yellow lines could be considered.
18. In the body of their petition, petitioners have listed a number of other sites where the Council has, in the past, introduced some form of traffic calming. As the Cabinet Member will know, each and every site is considered on its merits, in accordance with the prevailing practices and guidelines, the necessary availability of funding, the statistic evidence and of course the level of local support for one kind of measure or another.
19. It is not possible within this report, and nor may the Cabinet Member feel it appropriate to address within his hearing, the individual circumstances that may have applied at each and every other site. The Cabinet Member and officers have, for example, addressed around 800 petitions relevant to his road safety, parking and highways remit over the past ten years alone, and many of these have been linked to issues of speeding and traffic calming. As with the present petition, however, each and every case has been looked at individually on its own merits.
20. Analysis of the latest Police recorded personal injury data for the three year period ending December 2018 has indicated that there have been no recorded incidents on Harlyn Drive, and one serious incident on Chamberlain Way at its junction with Raisins Hill in November 2018. In September 2017, there was a tragic fatal incident on Catlins Lane itself, the details of which have been widely reported in the local press.

21. It has been suggested that as an alternative to engineering measures, an option that the Council could consider to reduce traffic speeds in the area is to sign a 20mph speed limit or zone. In some instances, these types of measures are most appropriate where vehicle speeds are already low as research into signed only 20 mph speed limits show they only result in small reductions in traffic speeds. There could a case for a signed only 20mph zone in the part of Chamberlain Way where the 85<sup>th</sup> percentile is around 23mph.
22. From local knowledge it is possible that Harlyn Drive may experience similar vehicle speeds, although surveys have not been recently undertaken in this road. As there is an entrance to Harlyn School on Harlyn Drive, the Cabinet Member may be minded to commission surveys at this location.
23. In the petition, reference is made to a previous traffic and speed surveys undertaken in Catlins Lane in 2016 and 2018. Attached below is a table showing the results of these surveys undertaken at three locations in Catlins Lane and two in Chamberlain Way.

<b>ANALYSIS OF TRAFFIC SURVEY DATA FOR CATLINS LANE</b>										
<b>Location</b>	<b>85% MPH</b>	<b>Total vehicle</b>	<b>25-30 mph</b>	<b>30-35 mph</b>	<b>35-40 mph</b>	<b>40-45 mph</b>	<b>45-50 mph</b>	<b>50-55 mph</b>	<b>55-60 mph</b>	<b>60-100 mph</b>
<b>Catlins Lane – Near Lamp Column No. 4 (near No. 94 Catlins Lane) [2016 &amp; 2018]</b>										
<b>June 2016</b>										
<b>Northbound</b>	31	7,856	2,566	1,197	335	75	15	4	2	0
<b>Southbound</b>	31	7,827	2,430	1,241	270	31	7	3	0	0
<b>February 2018</b>										
<b>Northbound</b>	31	7,707	2,958	1,205	265	46	11	4	0	0
<b>Southbound</b>	33	7,630	2,592	1,697	526	122	25	2	0	0
<b>Catlins Lane – Near Lamp Column No. 8, South of Wrenwood Way [2016 &amp; 2018]</b>										
<b>June 2016</b>										
<b>Northbound</b>	34	7,741	3,039	1,953	624	148	26	13	1	1
<b>Southbound</b>	35	7,638	2,548	2,113	895	243	70	10	3	3
<b>February 2018</b>										
<b>Northbound</b>	32	7,702	3,147	1,538	354	96	23	3	6	0
<b>Southbound</b>	35	7,542	2,451	2,051	801	260	60	13	4	1
<b>Catlins Lane – North of Daymer Gardens [2018 only]</b>										
<b>February 2018</b>										
<b>Northbound</b>	33	7,696	2,905	1,772	499	154	40	7	1	0
<b>Southbound</b>	34	7,566	2,847	2,063	692	170	26	3	4	0
<b>Catlins Lane – North of Rushmoor Close [2016 &amp; 2018]</b>										
<b>June 2016</b>										
<b>Northbound</b>	30	8,021	2,951	890	118	15	4	0	0	0
<b>Southbound</b>	30	7,961	2,997	1,165	221	32	4	0	0	0
<b>February 2018</b>										
<b>Northbound</b>	26	7,957	1,441	213	27	5	1	0	0	0
<b>Southbound</b>	29	7,806	2,939	735	96	7	2	0	0	0

<b>ANALYSIS OF TRAFFIC SURVEY DATA FOR CHAMBERLAIN WAY</b>										
<b>Location</b>	<b>85% MPH</b>	<b>Total vehicle</b>	<b>25-30 mph</b>	<b>30-35 mph</b>	<b>35 -40 mph</b>	<b>40 - 45 mph</b>	<b>45 - 50 mph</b>	<b>50 - 55 mph</b>	<b>55 - 60 mph</b>	<b>60 -100 mph</b>
<b>Chamberlain Way – West of Catlins Lane and East of Raisins Hill [2018 only]</b>										
<b>February 2018</b>										
West Of Catlins lane - <b>Eastbound</b>	23	3,470	254	36	3	2	0	0	0	0
West Of Catlins lane - <b>Westbound</b>	24	3,728	331	67	11	4	0	0	0	0
East of Raisins Hill - <b>Eastbound</b>	30	10,852	2,744	1,115	332	102	23	10	3	4
East of Raisins Hill - <b>Westbound</b>	30	10,323	2,262	1,100	353	114	23	6	0	1

24. As the Cabinet Member will be aware, the 85<sup>th</sup> 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.
25. 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. As noted above, 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 patterns during different times of the day or week.
26. An important factor is that whilst any past evidence can be informative, it is normal practice with almost any evidence-based traffic study to confine data to that collated within the most recent 36 months, because older data cannot generally be relied upon as an up-to-date indication of current traffic patterns. On this basis, the Cabinet Member may agree that a fresh set of data would be worthwhile to see if the speeds are as concerning as the petitioners evidently feel is the case.

## **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 road safety improvement measures. 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.

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 the time.

### **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.