

CRANFORD DRIVE AND CROWLAND AVENUE, HAYES - PETITION IN REGARD TO SPEEDING NEAR CRANFORD DRIVE & CROWLAND AVENUE

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of both Cranford Drive and Crowland Avenue [Hayes] regarding speeding in the area.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: <i>Be / feel safe from harm</i> This report supports our commitments to residents of: <i>Safe and Strong Communities</i>
Financial Cost	The cost associated with the recommendations to this report are estimated at £640 and will be managed within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Property, Highways & Transport Select Committee
Relevant Ward(s)	Pinkwell

RECOMMENDATIONS

That the Cabinet Member for Property, Highways & Transport:

- 1. meets with petitioners and listens to their concerns regarding speeding near Cranford Drive and Crowland Avenue [Hayes].**
- 2. Subject to the outcome of the above, asks officers to undertake 24/7 speed and vehicle classification surveys to determine the extent of the issues on Cranford Drive and Crowland Avenue [Hayes]; and,**
- 3. subject to the outcome of surveys, instruct officers to investigate the possible measures to calm traffic on Cranford Drive and Crowland Avenue, Hayes.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

- 1) A petition with 126 signatures has been submitted to the Council from residents of Cranford Drive and Crowland Avenue, Hayes signed under the following heading: *“Speeding near Cranford Drive And Crowland Avenue, Hayes”*. The petition is worded as follows: *“We would like the council to look at how many cars are cutting through from Station Road into Crowland Avenue Hayes onto Cranford Drive then going along surrounding roads to get to North Hyde Road. This is also happening with cars come from approaching roads off North Hyde Road that want to get to Station Road Hayes. The car and vans are also driving very fast, throughout the summer we could hear the speed they were driving as the windows were open. Also when there were roadworks on Station Road Hayes there was a backlog of cars trying to avoid the traffic. There has been a few accidents as car drive very fast from when turning from Cranford Drive into Crowland Ave Hayes and recently a van hit a car and did not stop”*.
- 2) Both Crowland Avenue and Cranford Drive are residential roads with a mainly residential area in Hayes to the south of North Hyde Road and Hayes Town Centre. The entire local residential road network is bounded by Station Road to the west, North Hyde Road to the north, the A312 Hayes Bypass to the east, and the M4 motorway to the south. Traffic patterns are likely to be complex and multiple-direction within the area as a consequence of these external geographic constraints.
- 3) There are no schools located directly on either Crowland Avenue or Cranford Drive but a large Primary School is located within the wider residential area. A plan of the area is attached as Appendix A. The two roads do form a potential route for traffic to avoid the junction of North Hyde Road and Station Road, especially at busy times.
- 4) The western end of Crowland Avenue joins onto Bedwell Gardens which in turn runs parallel to Station Road. The eastern end of Crowland Avenue meets Cranford Drive roughly halfway along the latter road’s extent, meaning that traffic can pass to and from North Hyde Road using a choice of two directions along Cranford Drive, which for the purpose of this report may be regarded in terms of having ‘northern’ and ‘southern’ arms.
- 5) Crowland Avenue also lies on the popular E6 bus route which connects to the Tesco superstore at Bulls Bridge, just outside the Borough, although the bus route runs via the southern arm of Cranford Drive, via Carfax Road and Roseville Road and then to North Hyde Road, rather than via the northern arm of Cranford Drive, which connects to North Hyde Road via Crane Gardens.

- 6) The Cabinet Member may wish to advise the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Police, which is the only statutory organisation with the powers of enforcement against speeding drivers, as speeding is an enforceable offence which can result in prosecution and in many cases points on the driver's licence.
- 7) The petitioners made reference to road works which had taken place in the recent past, and the impact that these unfortunately had on traffic through the local road network at the time. These traffic patterns were hopefully temporary in nature, but petitioners may have further thoughts on this as part of their testimony.
- 8) In case the question is asked, the Cabinet Member may also wish to advise petitioners that, contrary to a common prevailing public belief, so-called 'speed cameras' (more formally 'safety cameras') are not owned, maintained or operated by the Council, but instead are fully the responsibility of the Police, Transport for London, His Majesty's Courts and 'London Councils', the body responsible for representing all the interests of London's boroughs. The siting of such equipment is a matter for the partnership of these bodies and is generally selected in cases where there is a very high prior record of road traffic collisions involving serious injury. None of the revenue streams involved come to the Council.
- 9) Neither Crowland Avenue or Cranford Drive have a known (reported) poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for Long Drive and have established that there have been no road traffic collisions at all, recorded by the Police, for the most recent five years for which data is available. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough.
- 10) Whilst some forms of traffic calming have been introduced widely, including so-called 'speed tables', petitioners may wish to consider the fact that such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads. Horizontal traffic calming such as chicanes and similar measures are seldom suitable for a residential road; they can cause problems such as loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular.
- 11) Measures such as one-way working whilst on the face of it a possible means to address rat-running tend also be a blunt tool; if the traffic movements are 'tidal' - i.e. they reverse at different times of day, perhaps because the cause is commuter or school related traffic – then there will only be an impact at one time of day, and long experience has shown that very often one-way streets suffer an increase in traffic speed for the simple reason that a driver will know that they will not be faced with any opposing traffic. One-way working can also be unpopular if residents object to the circuitous routes that they face coming to or from their homes. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.
- 12) In some cases where speeding has been identified as an issue of local concern, the Council has installed electronic warning devices called 'Vehicle Activated Signs' or 'VAS' for short, and these can be helpful in reminding drivers of the speed limit. The Cabinet Member may be minded to consider such devices if the case can be proven, but at the

same time may wish to point out to petitioners that these devices do not have any enforcement function.

- 13) In order to better understand the concerns being raised by the petitioners, the Cabinet Member may be minded to ask officers to commission speed and vehicle classification surveys via an independent survey company. These surveys involve transverse pneumatic strips which are kept in place for a minimum of a week and which record all traffic movements, including size, type and speed of vehicle on a 24/7 basis. The Police regard this type of equipment as the most reliable and accurate available for such purposes.
- 14) Given the lengths of both Crowland Avenue and Cranford Drive, a total of up to eight survey locations may be appropriate. The Cabinet Member may wish to seek a steer from the petitioners and/or their ward councillors as to where they feel such traffic surveys would be most beneficial, in order to best demonstrate the speeding issues which they are facing. The results of the subsequent survey can then be used to analyse not only the speeds of vehicles, but also their types and sizes, as well as the patterns of movement. The analysis would then be discussed with the Cabinet Member to assist him in deciding the next steps.

Financial Implications

The cost associated with the recommendations to this report, allowing speed and vehicle classification surveys to be undertaken, are estimated at £640 and will be managed within existing revenue budgets for the Transportation Service. Should the outcome of the surveys result in any traffic measures being proposed, a suitable funding source would need to be identified before any implementation could be undertaken.

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

Legal Services confirm that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan

Location Plan



Map Notes

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