



Democratic Services

Location: Phase II
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**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
AND TRANSPORT**

c.c. All Members of the Property, Highways and
Transport Select Committee
c.c. Caroline Haywood – Place Directorate
c.c. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Uxbridge

Date: 24 April 2023

Non-Key Decision request

Form D

HAREFIELD ROAD, UXBRIDGE - OBJECTION TO PROPOSED TRAFFIC CALMING MEASURES

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 Wednesday 03 May 2023** 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: Harefield Road, Uxbridge - Objection to Proposed Traffic Calming Measures

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 and Transport

HAREFIELD ROAD, UXBRIDGE - OBJECTION TO PROPOSED TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Jonathon Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Caroline Haywood – Place Directorate
Papers with report	Appendix A – Location Plan Appendix B – Plan of Proposal

HEADLINES

Summary	To inform the Cabinet Member that objections have been received to the proposed traffic calming measures on Harefield Road, Uxbridge.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities. This report supports our commitments to residents of: A Green and Sustainable Borough.
Financial Cost	There are no costs associated with the recommendations in this report.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Uxbridge

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) considers the objections received from the statutory consultation for the proposed speed cushions on Harefield Road, Uxbridge;
- 2) does not approve the introduction of the proposed speed cushions on Harefield Road as proposed and as shown on the plan attached as Appendix B; and
- 3) asks officers to add Harefield Road to the Vehicle Activated Sign Programme for future instalment.

Reasons for recommendations

The recommendations reflect the views expressed by local residents during the consultation.

Alternative options considered / risk management

The Council could decide to proceed with the installation of the speed cushions as advertised.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Harefield Road is a residential road within the Uxbridge Ward. The road is used as a main route from Uxbridge Town Centre to the A40. Part of the road is within Uxbridge North Parking Management Scheme with parking bays and yellow lines. The rest of the road has single yellow lines. The road is also part of the U9 bus route. A plan of the area is shown on Appendix A to this report.
2. The Council received a request through the Road Safety Programme for measures to reduce vehicles speeds on Harefield Road. As a consequence, it was agreed by the previous Cabinet Member to undertake a 24/7 traffic survey and a detailed site investigation was undertaken by Council officers.
3. The traffic surveys showed that the majority of vehicles are travelling at or just above the speed limit. The majority of vehicles were travelling between 25 and 35 mph. The 85% speeds are between 30 and 38 mph. They showed speeds were faster north of Gravel Hill at 38mph. While south of Gravel Hill speeds were around 30mph.
4. As a result of the traffic surveys, a proposal was developed to install speed cushions in the northern section of Harefield Road. These measures could help reduce vehicle speeds without having a significant negative impact on the response times for the emergency services. The proposed speed cushions are shown on the plan attached as Appendix B of this report.
5. It was agreed to undertake an informal consultation with the residents north of Gravel Hill. The results of this consultation showed the majority of responses received supported the proposal. It was agreed by the previous Ward Councillors to proceed with the proposal.
6. The previous Cabinet Member agreed to take the proposal through the statutory 21-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period, the Council received eight objections and four supporters to the proposal.
7. The first objector stated *"I do not want speed cushions on Harefield Road. or speed bumps / humps. I would like to know who asked for them in the first place, I have lived here for over 32 years, and no one has ever mentioned Harefield Road needs speed constrictions."*

8. The second objector stated *"I am surprised that anyone would attempt to speed down a busy Harefield Road taking into account at most times it is congested with parked cars either side of the road and a bus route. After numerous times of giving way to oncoming traffic on a narrow road, I feel speed cameras would work better than speed cushions. The speed cushions could cause even more road blockage as buses currently already struggle to manoeuvre between parked cars. Also, I would like to add that wardens patrol the road more frequently to stop illegal parking."*
9. The third objector stated *"I am objecting to the location of the proposed speed cushion...[as it will block access to the property]. Once again, I fear it has been targeted deliberately."*
10. The fourth objector stated *"Speed cushions would be a complete waste of time and money. There is no need to slow the traffic which is continually slowed down by the parking arrangements down the road. This slows cars by providing only a single lane of traffic."*
11. The fifth objector stated *"We are against these for the following reasons. They will not fulfil the objective to slow traffic as Harefield Road is already congested as it is a direct link to Uxbridge and has parking on road outside houses. They will make it hard for HGV's, buses and large vehicles to navigate. They will cause pinch points on the road. People will slow down, then speed up causing frustration to other road users. They will increase noise disturbance to residents when cars negotiate humps. A lot of work was recently completed on Harefield Road so is not cost-effective use of Council money. Other roads in the Borough have more need to budget."*
12. The sixth objector stated *"I am responding as a regular user of this road, both as a pedestrian and a driver. I have been a resident here for more than 15 years and it has never crossed my mind that speeding vehicles are a frequent problem. I realise that this is a subjective opinion and I would be interested to know if there has been a recent survey of vehicle speeds in Harefield Road. For example: percentage of vehicles exceeding the speed limit, the number of accidents and injuries and some analysis of the statistical relevance. I assume that, had there been a survey, it would have been referred to in your letter, which it was not."*

*I do feel that installation of speed cushions is not necessary and that the cost, if nothing else, would be out of all proportion to any concerns that may have been expressed. I would also point out that the only vehicles I do see traveling at any speed are Police ones responding urgently under "Blue Lights". As Harefield Road is the route from Uxbridge Police Station to the A40 and parts of the Borough north of this road, I imagine that speed cushions would delay them in their response. Until I see some data (rather than unspecified 'concerns') which indicates that Harefield Road is an above average risk, I am **against** this proposal. As there are no Speed Limit Signs in Harefield Road, a reminder in the form of a VAS or simply putting some traditional Speed Limit Signs on lampposts would lower the Vpp85th% overall (possibly nearer to 30mph?) and decrease the number of drivers exceeding 40-50mph to minimal levels.*

I also suspect that speed signs would be much cheaper than the installation of 3 sets of speed cushions, which the residents have to pay for! May I finally point out that, like it or not, Harefield Road is a well-used route in and out of the town from the A40, not least by vehicles from Uxbridge Police Station responding to incidents in the Borough north of the A40. The installation of speed cushions would cause an obvious interruption to normal traffic flows, which we see from the traffic survey, can hardly be seen as dangerous.”

- 13. The seventh objector stated “I suffer from Arthritis in the neck and spine and find negotiating them quite uncomfortable. They are a major problem for emergency vehicles causing major discomfort to ambulance passengers and delay response times substantially. They are known to cause accidents and injuries especially to motorcyclists and cyclists who can hit humps at speed and are likely to be ejected or diverted into the oncoming traffic stream. They can cause damage to vehicles suspensions and even damage to the bodywork through bottoming on vehicles with low undercarriages.”*
- 14. The eighth objector stated “Having lived in this area for many years, I have always felt that driving was good and not speeding along Harefield Road. However, more people now own a car, which of course needs parking when they return home. There are not enough parking spaces with the houses, so they have to park on the road. In some parts of the road, these cars parked on both sides. In my experience, people need to stop to allow others through, who then drive through in their turn. Speeding???? I cannot see how these “cushions” will help the situation unless parking is stopped. Impossible??? I would suggest that traffic lights would be a better solution and might even help the parking too.”*
- 15. The first supporter stated “We support the Council’s proposal for three speed cushions on Harefield Road between the junctions with Beacon Close and Gravel Hill. Over recent years, we have witnessed increasing number of drivers going much too fast in both directions. Hopefully the measures proposed will help to curb this.”*
- 16. The second supporter stated “As local residents, we are very pleased to see that the concerns about the speed of traffic on Harefield Road in Uxbridge have been taken seriously and strongly support the proposal to add speed cushions. As both drivers and pedestrians, we have experienced cars and vans travelling too fast and often veering on the bend in this road which is used as rat-run from the town centre to the A40. This proposal is much needed before a serious accident occurs.”*
- 17. The third supporter stated “I have no objection to the speed cushions, however I would prefer to have them created in a way to cause as minimal damage to local resident car owners. I live on Harefield Road and will always be using the road so high speed cushions will inevitably cause long term damage, so if we could have softer cushions that would be much appreciated.”*

18. The fourth supporter stated *"In response to the formal consultation sent in March 2022, I agree with the speed cushions as I live on a "black spot," a very dangerous blind bend with cars coming down very quickly."*
19. The local Ward Councillors have been consulted and, whilst one Councillor supports the proposal, another was minded to support the views expressed by the objectors while the third Councillor did not express any views either way.
20. The Cabinet Member has reviewed the comments received, and the views expressed by the Ward Councillors, and has indicated that he does not support the proposal at the present time and this should therefore be reflected in the formal recommendations in this report.
21. After careful consideration of comments received from the statutory consultation and the views of the local Ward Councillors, it is indicated that the Cabinet Member does not agree with the proposed speed cushions in Harefield Road in Appendix B to this report.

Financial Implications

There are no direct costs associated with the recommendations in this report.

The costs resulting from the future installation of an Activated Vehicle Sign will be funded from the Vehicle Activated Vehicle Sign workstream within the Road Safety 2023/24 Capital Programme subject to the capital release protocol.

RESIDENT BENEFIT & CONSULTATION

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

There will be no changes to the existing road layout.

Consultation carried out or required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no legal impediments to the Cabinet Member agreeing the recommendations set out in the report which are in accordance with the outcome of the statutory consultation.

Infrastructure / Asset Management

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

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

- Traffic order
- Objection email / letters
- Supporter emails / letters

TITLE OF ANY APPENDICES

Appendix A - Location Plan

Appendix B - Plan of Proposal

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