

Minutes

PETITION HEARING - CABINET MEMBER FOR PLANNING, HOUSING & GROWTH

9 October 2025



Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Steve Tuckwell</p> <p>LBH Officers Present:</p> <p>Naveed Ali, Democratic Services David Knowles, Head of Transport and Town Centre Projects</p> <p>Also Present:</p> <p>Councillor John Riley Councillor Peter Smallwood Councillor Richard Mills</p>
10.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING <i>(Agenda Item 1)</i></p> <p>Councillor Steve Tuckwell declared a non-pecuniary interest in Item 4 - Request for Traffic Calming Measures Fairway HA4, as he was Ward Councillor for South Ruislip.</p>
11.	<p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC <i>(Agenda Item 2)</i></p>
12.	<p>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED: <i>(Agenda Item 3)</i></p>
13.	<p>REQUEST FOR TRAFFIC CALMING MEASURES - THE FAIRWAY HA4 <i>(Agenda Item 4)</i></p> <p>The Cabinet Member for Planning, Housing & Growth considered a petition requesting the introduction of traffic calming measures on The Fairway, South Ruislip. The Lead Petitioner addressed the meeting and explained that The Fairway was a residential road home to families and elderly residents and was used daily by children walking to and from a nearby infant school and a recently opened daycare nursery. speeding had become an increasing problem over a number of years, with the road frequently used as a cut-through route by drivers seeking to avoid congestion on surrounding roads.</p> <p>The Lead Petitioner highlighted that vehicles were often observed to be travelling at excessive speeds, particularly along the straight sections of the road, and some drivers were overtaking dangerously. The resulting impact had created safety concerns for residents, with parents expressing anxiety about allowing their children to walk or cycle, and elderly residents feeling unsafe when crossing the road. It was further noted that</p>

the constant noise from speeding vehicles was affecting residents' quality of life.

Attention was drawn to specific problem areas, including at the junction with Queens Walk, where vehicles were reportedly cutting corners at speed, and along the section between Queens Walk and Field End Road, where cars were said to accelerate significantly. The Lead Petitioner advised that near misses had been reported by residents in these locations. In terms of possible solutions, the Lead Petitioner suggested that the introduction of raised islands or speed tables could help deter speeding, noting that speed tables provided a gradual rise that remained effective in reducing vehicle speeds. It was acknowledged that speed humps or cushions might not be suitable if The Fairway was classified as an emergency response route. Improved road markings and clearer signage were also proposed to remind drivers to maintain appropriate speeds.

The Lead Petitioner requested that updated traffic surveys be undertaken, explaining that previous speed data had been collected from pneumatic tubes placed near Field End Road, which they felt did not adequately reflect vehicle speeds at the critical locations, as cars were already slowing down where the previous surveys had been undertaken. It was suggested that future monitoring points be positioned further along both sections of the road to provide a more accurate assessment of speeding activity. Residents had also reported incidents of parked vehicles being damaged, believed to be linked to excessive speeds, and noted that large vehicles parked on both sides of the carriageway were creating visibility issues for both drivers and pedestrians.

The Lead Petitioner confirmed that they were an active member of the local community, including the Neighbourhood Watch and Police Ward Panel, and that the local police team supported the petition and shared the same safety concerns. In conclusion, the Lead Petitioner urged that traffic calming measures on The Fairway be prioritised to protect residents and improve road safety. Vehicles regularly travelled at excessive speeds along the stretch between Queens Walk and Field End Road, with some residents hearing speeding cars throughout the day. The Lead Petitioner said that traffic levels had increased significantly in recent years and that residents continued to raise concerns through local groups and direct contact.

The Lead Petitioner advised that while some serious incidents were formally recorded, many near misses and minor collisions went unreported, including cases of parked cars being damaged. It was felt that if all such incidents were recorded, the true scale of the problem would be much higher.

The Head of Transport and Town Centre Projects confirmed that any future speed surveys could be undertaken in consultation with input of the lead petitioner and ward councillors to identify suitable locations. The Cabinet Member noted that the local police were supportive of residents' concerns and that their involvement would strengthen the case for review. It was explained that any proposed traffic calming measures, such as speed tables, would be subject to statutory consultation with residents before implementation.

The Cabinet Member also recognised concerns about the layout and markings at the Angus Drive junction, which could be reviewed to assess whether improvements might reduce unsafe manoeuvres. The Lead Petitioner further noted that school-related parking and congestion, particularly near Field End Infant School and other nearby schools and nurseries, contributed to unsafe driving behaviour during peak hours. The Cabinet Member acknowledged these points and confirmed that officers would take

these factors into account when assessing potential safety measures for The Fairway.

Cllr Richard Mills, as Ward Councillor, spoke in support of the petitioners regarding speeding concerns on The Fairway. He noted that speeding remained an issue on both sections of the road either side of Queens Walk. Previous surveys had been undertaken, but residents had raised questions about where the strips were placed. Cllr Mills suggested that residents should be involved in deciding future survey locations, as their local knowledge would help identify the key problem areas. He also highlighted that The Fairway was used as a cut-through between Victoria Road and Field End Road and that existing speed signs were often ignored by drivers.

He added that, as the road was used for school drop-offs, safety was a key concern. Options such as raised tables would need to be considered carefully, given the number of private driveways along the road. Cllr Mills supported further surveys and called for transparency in how the results were shared with residents to ensure confidence in the process.

The Cabinet member thanked Cllr Mills for representing residents and agreed that the outcome of the survey and the end-to-end process would be important to ensure residents saw tangible results. He asked about police involvement, and Cllr Mills confirmed that the issue had been raised with the local Safer Neighbourhood Team. The police were supportive and aware of the concerns but faced challenges in enforcement due to limited trained officers and resources.

The Head of Transport and Town Centre Projects advised that survey locations could be decided either during the meeting or later via Cllr Mills. He explained that the survey tubes must be fixed to lamp columns for security reasons, and he displayed a map of the available positions. It was agreed that the decision on locations would be taken away to allow wider resident input.

Cllr Mills also mentioned concerns around Angus Drive, where poor driver behaviour and road layout created safety risks, suggesting a physical barrier might be required to prevent vehicles driving on the wrong side of the road. The head of transport noted that around four or five survey points would be appropriate given the length of the road and that both sections of The Fairway would be included in the upcoming survey work. The Cabinet Member for planning housing and growth thanked the Lead Petitioner and residents for their efforts in bringing forward the petition and acknowledged the seriousness of the issues raised.

Resolved

The Cabinet Member for Planning, Housing & Growth:

- 1) Met with petitioners and listens to their request for traffic calming measures for The Fairway, South Ruislip;**
- 2) Noted the results of the previous speed and traffic surveys undertaken in 2018, 2020 and 2021; and**
- 3) Decided officers should commission independent 24/7 speed and traffic surveys on The Fairway, at locations agreed with petitioners and Ward Councillors: and**

	<p>4) Asked officers in the Council's Parking Enforcement Team to investigate options to enforce against possible moving traffic contraventions at the junction of The Fairway and Angus Drive and to report back to him.</p> <p>5) In addition to 4th recommendation Requested highway officers to undertake a layout assessment of the junction between Angus Drive and The Fairway with the objective of seeking to reduce the likelihood of vehicles entering the wrong section of highway</p>
14.	<p>ONE-WAY TRAFFIC REQUEST - AYLES ROAD, HAYES UB4 9JE (<i>Agenda Item 5</i>)</p> <p>The lead petitioner addressed the petition regarding traffic issues on Ayles Road, explaining that the road runs north–south on both sides of a central green and currently operates as a two-way system on each side. Due to the narrow width of around 5 to 5.3 metres and vehicles permanently parked along one side, there is insufficient space for two-way traffic. This often leads to stand-offs between drivers, particularly when buses or larger vehicles are involved, creating safety concerns and access issues for emergency vehicles.</p> <p>The petitioner explained that buses, refuse vehicles, and delivery vans frequently drive onto the central green to pass other traffic. The road is also used as a cut-through between Kingshill Avenue and Yeading Lane, and navigation apps already show it as a one-way route. This contributes to congestion and confusion, particularly where vehicles enter from The Greenway without visibility of oncoming traffic.</p> <p>In response to previous comments suggesting that a one-way system could reduce the attractiveness of the area, the petitioner disagreed, stating that such a system would instead improve safety and traffic flow. She noted that Ayles Road includes two intersections, meaning residents would not be inconvenienced in reaching their properties, and speeding was not considered a significant issue in this location. The petitioner concluded by noting that parking pressures are increased by nearby facilities, including the Barnhill Community Centre and St Raphael's Church.</p> <p>The Cabinet Member invited the Head of Transport and Town Centre Projects to comment on the petition. The Head of Transport and Town Centre Projects noted that although Ayles Road currently operates informally as a one-way system due to the layout and bus movements, it may be appropriate to consider making this arrangement formal. He recognised the petition was well supported but explained that the majority of signatories did not live directly on Ayles Road. Therefore, before any decision was made, the Council would carry out an informal postal consultation with all affected residents to gather their views.</p> <p>The Head of Transport and Town Centre Projects noted that one side of Ayles Road consists mainly of flats with limited access, and this would be considered as part of any consultation. He advised that residents should respond directly to the consultation even if they had already signed the petition, as their feedback would assist Members in making a balanced decision. He also noted that formal one-way systems can sometimes lead to higher vehicle speeds, which would need to be considered when reviewing the results.</p> <p>The Cabinet Member acknowledged the petitioner's long-term local knowledge and agreed that the Council could not proceed without first consulting residents and Transport for London, given the road's use as a bus route. He approved the two recommendations in the report: to meet with the petitioner and to instruct officers to</p>

	<p>undertake an informal consultation on the potential for one-way working on Ayles Road in collaboration with ward councillors. The outcomes of this consultation would be reported back to the Cabinet Member for consideration once completed.</p> <p>Resolved</p> <p>The Cabinet Member for Planning, Housing & Growth:</p> <ol style="list-style-type: none"> 1) Met with petitioners and listens to their request for a one-way system for Ayles Drive, Hayes; and 2) Decided officers should undertake an informal consultation on a possible one-way working in an area agreed with ward councillors.
15.	<p>SPEED HUMPS REQUEST - CROWLAND AVENUE, HAYES (<i>Agenda Item 6</i>)</p> <p>The petitioner attended the meeting to raise concerns about speeding on Crowland Avenue. They explained that the road was being used like a 'racetrack' with cars speeding and making loud noise late at night. The petitioner said that although only a few accidents were recorded, this did not show the full problem as many near misses were not reported. Residents felt the police didn't have enough resources to deal with it and asked the council to look at putting in some kind of traffic calming measures.</p> <p>The petitioner said they were not asking just for speed humps but for any effective way to slow cars down, like speed tables or cushions. They mentioned examples of similar work done on Cranford Lane. Some residents said they wouldn't mind losing a bit of parking space if it meant the road was safer for everyone. It was said that speeding enforcement was the police's job, but the council could look at design changes to help calm traffic. The Cabinet Member said they would work with the police and maybe look into the Community Road Watch scheme where residents can help record speeds. The Head of Transport and Town Centre Projects said the best next step would be to do speed and traffic surveys to get proper data on how fast cars are going and what times of day it is worse. The information would help decide if changes were needed.</p> <p>The petitioner said they had lived on the road for many years and noticed the problem getting worse recently, especially since more people started using the street as a shortcut. They said cars often drove too fast even during the day when children were walking to school, and that residents were becoming worried about safety. Large vehicles were also mentioned as a problem because they made it hard for cars to pass safely when parked cars were on both sides. They explained that previous traffic counts were done in the wrong place, which didn't show the real picture of how bad speeding was. The petitioner said they wanted new surveys done in the middle section of the road where cars tend to go fastest. They also said local police officers were aware of the issue and had visited a few times but couldn't stay long enough to catch offenders.</p> <p>Residents who supported the petition felt it was unfair that they had to put up with this for so long without action. The petitioner said they wanted the council to take residents' views seriously and not just rely on old data that doesn't reflect the current danger. They said everyone wanted the same thing; a safer road for families, elderly people, and anyone who walks or cycles there.</p>

The Cabinet Member approved the proposal for surveys to be carried out and expressed gratitude to the petitioner for raising the issue on behalf of local residents. They acknowledged the efforts made by both the petitioner and the community in bringing the matter forward. The Cabinet Member confirmed that the council would take a practical approach reviewing the survey results and working closely with ward councillors before deciding on the next steps. It was agreed that once the data had been collected, the findings would be brought back for further discussion and to explore possible options.

Resolved

The Cabinet Member for Planning, Housing & Growth:

- 1) Met with petitioners and listens to their request for traffic calming measures on Crowland Avenue;**
- 2) Decided officers should commission independent 24/7 speed and traffic surveys on Crowland Avenue, Hayes, at locations agreed with petitioners and Ward Councillors.**

16. SPEED HUMPS REQUEST - PARK AVENUE, RUISLIP (HA4 7UN) (*Agenda Item 7*)

The lead petitioner was not in attendance however had submitted a written representation highlighting the following points:

- Park Avenue already has speed bumps across the other half of the road.**
- Multiple speeding cars down this road creates a high level of danger for the young Children & older residents.**
- Number of drivers speed down this road as a shortcut to avoid traffic on Eastcote Road**
- Having speed control introduced physically on the road will help to reduce the number of people speeding down our road in the hopes to shave a few minutes off traffic time on Eastcote Road.**
- This is dangerous as the road merges with Elmbridge drive on a bend, during school times the risk becomes even more dangerous with a constant barrage of speeding cars.**

Ward Councillors Riley and Smallwood addressed the Cabinet Member on behalf of the petitioners and local residents, raising concerns about speeding and road safety on Park Avenue.

Councillor Riley stated that speeding on several roads across the ward is a well-known issue, noting that overall driving standards appear to have deteriorated in recent years. Park Avenue was described as a long road with cars parked on both sides, which sometimes assist in calming traffic. Councillor Riley expressed appreciation for the petitioner's observations about Park Avenue being used as a through route to avoid main roads and recounted personal observations of vehicle behaviour along that road. He acknowledged that while physical speed mitigation measures (such as speed

	<p>humps, tables, rumble strips) are possible, they often present problems: noise, difficulty for certain vehicles, and potential concerns from residents. He also expressed that there must be a balance. He commended non-physical measures such as dot matrix signs showing speed, smiley faces, or 20/30 mph flashing speed indicators, which he and other residents believe are positive and useful.</p> <p>Councillor Smallwood concurred with Councillor Riley's general view and affirmed support for the petitioners' intentions but added the need for better empirical data; he proposed that further investigation be undertaken to gather reliable information about the extent of speeding, which would enable appropriate action to be taken. Councillor Smallwood reported that he had received mixed feedback from residents via door-to-door, social media and WhatsApp groups. While many express concern about speeding, others are worried about the effect of speed humps/tables – including noise, vibration, and potential impacts on property values. official collision data for Park Avenue shows only a small number of (minor) incidents; however, he acknowledged that such data may not provide the full picture.</p> <p>Both ward councillors supported recommendation 8 of the Council report, which proposes commissioning an independent 24/7 speed and traffic survey for Park Avenue. Councillor Smallwood suggested that survey locations should be agreed in consultation with residents and ward councillors. They agreed that if the survey confirms speed is a serious issue, there should then be an open discussion with residents about what mitigation options are acceptable—balancing safety with quality of life. They also made reference to other forms of enforcement and mitigation: engagement with the police and the Safer Neighbourhood / Ward Panel, possibly arranging a speed gun event or community road watch initiatives.</p> <p>In conclusion, Councillor Smallwood and Councillor Riley expressed support for the petitioners' concerns, the importance of collecting robust evidence, and committed to working closely with residents to identify acceptable measures should the survey indicate need.</p> <p>Resolved</p> <p>The Cabinet Member for Planning, Housing & Growth:</p> <ol style="list-style-type: none"> 1) Met with petitioners and listens to their request for 'speed bumps' on Park Avenue, Ruislip; and 2) Decided officers should commission independent 24/7 speed and traffic surveys on Park Avenue, at locations agreed with petitioners and Ward Councillors
	<p>The meeting, which commenced at 6.00 pm, closed at 7.11 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact on . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.