



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Housing & Growth

## Cabinet Member hearing the petition(s):

Councillor Steve Tuckwell, Cabinet Member  
for Planning, Housing & Growth

## How the hearing works:

The petition organiser (or his/her nominee) can  
address the Cabinet Member for a short time and  
in turn the Cabinet Member may also ask  
questions.

Local ward councillors are invited to these  
hearings and may also be in attendance.

After hearing all the views expressed, the Cabinet  
Member will make a formal decision. This  
decision will be published and sent to the petition  
organisers shortly after the meeting confirming  
the action to be taken by the Council.

**Date:** THURSDAY, 9 OCTOBER  
2025

**Time:** 6.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE

**Meeting  
Details:** The public and press are  
welcome to attend and observe  
the meeting.

For safety and accessibility, security measures will  
be conducted, including searches of individuals  
and their belongings. Attendees must also provide  
satisfactory proof of identity upon arrival. Refusal  
to comply with these requirements will result in  
non-admittance.

This meeting may be broadcast on the Council's  
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Published: Wednesday, 01 October 2025

Contact: Democratic Services

Email: [Democratic@Hillingdon.gov.uk](mailto:Democratic@Hillingdon.gov.uk)

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## Attending, reporting and filming of meetings

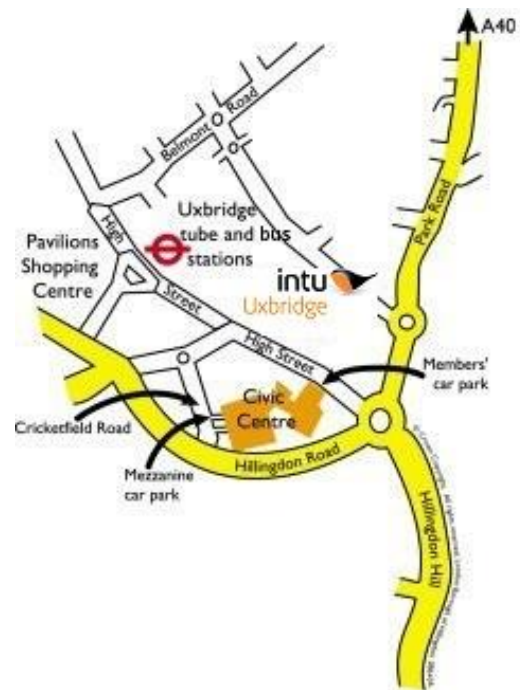
For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode.

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In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge location.



# Agenda

- 1 Declarations of interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public
- 3 To consider the report of the officers on the following petitions received:

	<b>Start time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	18:00	Request for Traffic calming Measures - The Fairway HA4	South Ruislip	1 – 12
<b>5</b>	18:15	One-way traffic request - Ayles Road, Hayes UB4 9JE	Yeadon	13 – 18
<b>6</b>	18:30	Speed humps request - Crowland Avenue, Hayes	Pinkwell	19 – 24
<b>7</b>	18:45	Speed humps request - Park Avenue, Ruislip (HA4 7UN)	Ruislip	25 – 32

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## THE FAIRWAY, SOUTH RUISLIP – PETITION REQUESTING ‘SPEED CALMING MEASURES’

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Dan Kennedy – Corporate Director of Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Services Directorate
<b>Papers with report</b>	Appendices A & B

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting speed calming measures for The Fairway, South Ruislip
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	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: Safe and Strong Communities  The request can be considered as part of the Council’s annual programme for road safety measures.
<b>Financial Cost</b>	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Ward</b>	South Ruislip

### RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

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

- 4) **Asks officer 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.**

### **Reasons for recommendations**

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding their concerns and suggestions.

### **Alternative options considered/ risk management**

None at this stage.

### **Select Committee comments**

None at this stage.

## **SUPPORTING INFORMATION**

1. A valid petition, with 70 signatures has been submitted to the Council mainly by residents of The Fairway, signed under the following heading:

*"We the undersigned petition Hillingdon Council to implement traffic calming measures to reduce speeding on The Fairway, South Ruislip, HA4.*

2. In addition, the lead petitioner has helpfully provided the following information:

*"Speeding has become a significant issue along The Fairway in South Ruislip, posing a threat to both residents and motorists alike. The increasing number of speeding incidents has highlighted the urgent need for effective traffic calming measures to ensure the safety and well-being of our community.*

*According to recent statistics from Transport for London, residential areas like ours have seen a surge in speeding complaints. The Fairway, a residential zone, is particularly prone to this problem due to its straight layout and lack of speed deterrents, making it a hotspot for reckless driving which happens on a daily basis at any given time of the day.*

*This endangers pedestrians, many of whom are children who attend the nearby school and elderly individuals, thereby increasing the risk of accidents and fatalities caused by speeding vehicles.*

*Communities similar to Ruislip have effectively curbed speeding issues by installing speed bumps, chicanes, or speed cameras. For instance, neighbourhoods in nearby towns saw a 30% reduction in speeding incidents and a significant drop in roadway accidents following the implementation of such measures.*

*These solutions not only promote slower driving but also encourage responsible road behaviour by visually reminding drivers of the legal speed limits.*

*We propose the immediate installation of speed-calming measures on The Fairway to protect our families, friends and neighbours. By doing so, we create a safer, more peaceful*

*environment that respects the needs of local residents and adhered to the safety standards expected in our community.”*

3. The Fairway could almost be regarded as being two separate roads and is easily identifiable on a 1938 Ordnance Survey map as the road follows the same path now as it did then. One section of The Fairway between Long Drive and Queens Walk mainly comprises of detached and semi-detached housing, and the carriageway is somewhat more meandering in comparison to the other section of The Fairway between Queens Walk and Field End Road, which is much straighter but also comprises of a mixture of detached, semi-detached and terraced houses.
4. The section of The Fairway between Long Drive and Queens Walk benefits from a Parking Management Scheme with operational times of Monday to Friday 9am to 5pm. Midway along this section of the road there is the Parish Church of St Mary.
5. Officers have interrogated the most recently available official police recorded collision data for the last five years and there have been two recorded collisions on The Fairway both classified as ‘slight’. However, this data may not include any recent collisions or crashes that the emergency services do not attend and so do not form part of the Police database records.
6. The petition mentions ‘traffic calming measures’, and various forms of traffic calming features could be considered, where appropriate, and only if there is a case for them. However, petitioners may wish to consider 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.
7. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive and are less effective at actually reducing the speeds, of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations, and it should be noted that any form of physical measures can prove to be ‘popular’ and ‘unpopular’ in equal measures.
8. The Cabinet Member may be aware that independent speed and traffic surveys were undertaken in 2018, 2020 and 2021 and a table of the results are attached as Appendix B:
9. This chart shows that the 85% of speeds in The Fairway were found to be 31 mph on each survey undertaken. The 85<sup>th</sup> percentile is the speed at which or below 85% of vehicles are travelling within the road segment. It is perhaps worth noting that the 85<sup>th</sup> percentile speed is as a rule somewhat higher than a simple ‘average’ and is also used internationally as a reliable statistical tool to help assess speed patterns.
10. However, it is appreciated that traffic patterns may evolve over time, and so subject to the above the Cabinet Member may be minded to commission further independent 24/7 speed and traffic surveys on The Fairway at locations agreed with petitioners and Ward Councillors. This would then result in further sets of data representing traffic patterns in The Fairway.
11. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. These surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices

are installed for a period of at least a week or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated such that not only can it record traffic speeds at any given time, but also records the size and type of vehicles, from motorcycles to large multi-axle lorries.

12. In addition to the petition a further concern has been raised which is summarised below:

*"When the layout of the road was changed, we had problems with drivers coming from Queens Walk turning right at Angus Drive going on the right side of the road. This meant they were on the wrong side of the road and bollard. I have explained that this junction is getting worse and is an accident waiting to happen. I even gave them a number plate!. There are the same people who frequently commit this crime, usually at high speed but also one offs. The other day I was crossing with my grandchildren coming from the station. A car who as turning right on the correct side stopped to let us go and another car went on the right side travelling at speed. So two cars going down the road at the same time! Please can you help! I know my neighbours feel the same.*

13. As mentioned above, improvements to this arm of the junction were made around 2015/16. As part of this road safety improvement project, the Council installed a new pedestrian refuge at this wide junction to reduce the pedestrian crossing distance, reflectorised bollards with 'keep left' arrows, the introduction of new dropped kerbs and tactile paving.
14. If drivers chose to deliberately ignore these regulatory signs, then the Council has powers to enforce against this moving traffic prohibition, via camera, under contravention code 38. It is therefore recommended that the Cabinet Members ask the Councils' Parking Enforcement Team to investigate options to enforce this moving traffic contravention and report back to him.
15. It is also recommended that if they have not already done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general (if this is the case in The Fairway and Angus Drive) through enforcement. Physical traffic calming and traffic management can be effective tools, but as mentioned previously, it can also have unwelcome side effects including an increase in noise caused by traffic passing through.

## **Financial Implications**

Subject to the outcome of discussion with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed through the existing Transportation revenue budgets.

## **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 & engagement carried out (or required)**

None at this stage.



## CORPORATE CONSIDERATIONS

### Corporate Finance

Corporate Finance have 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 to following the recommendations within this report in relation to the petition received for traffic-calming measures for The Fairway, South Ruislip. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon, which may include introducing certain traffic-calming measures after following due consultation and order-making processes. Further powers to introduce traffic-calming measures are included in the Highways Act 1980.

A meeting with the petitioners is in line with the Council's constitution and is a perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Public law principles provide that there must be no predetermination of a decision in advance of completion of any wider planned consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that the traffic-calming measures for The Fairway, South Ruislip are to be considered further, then the relevant statutory provisions and processes for these will have to be considered and followed. To this end, more specific legal comments will be provided in subsequent reports as the proposal progresses.

### Comments from other relevant service areas

None at this stage.

## BACKGROUND PAPERS

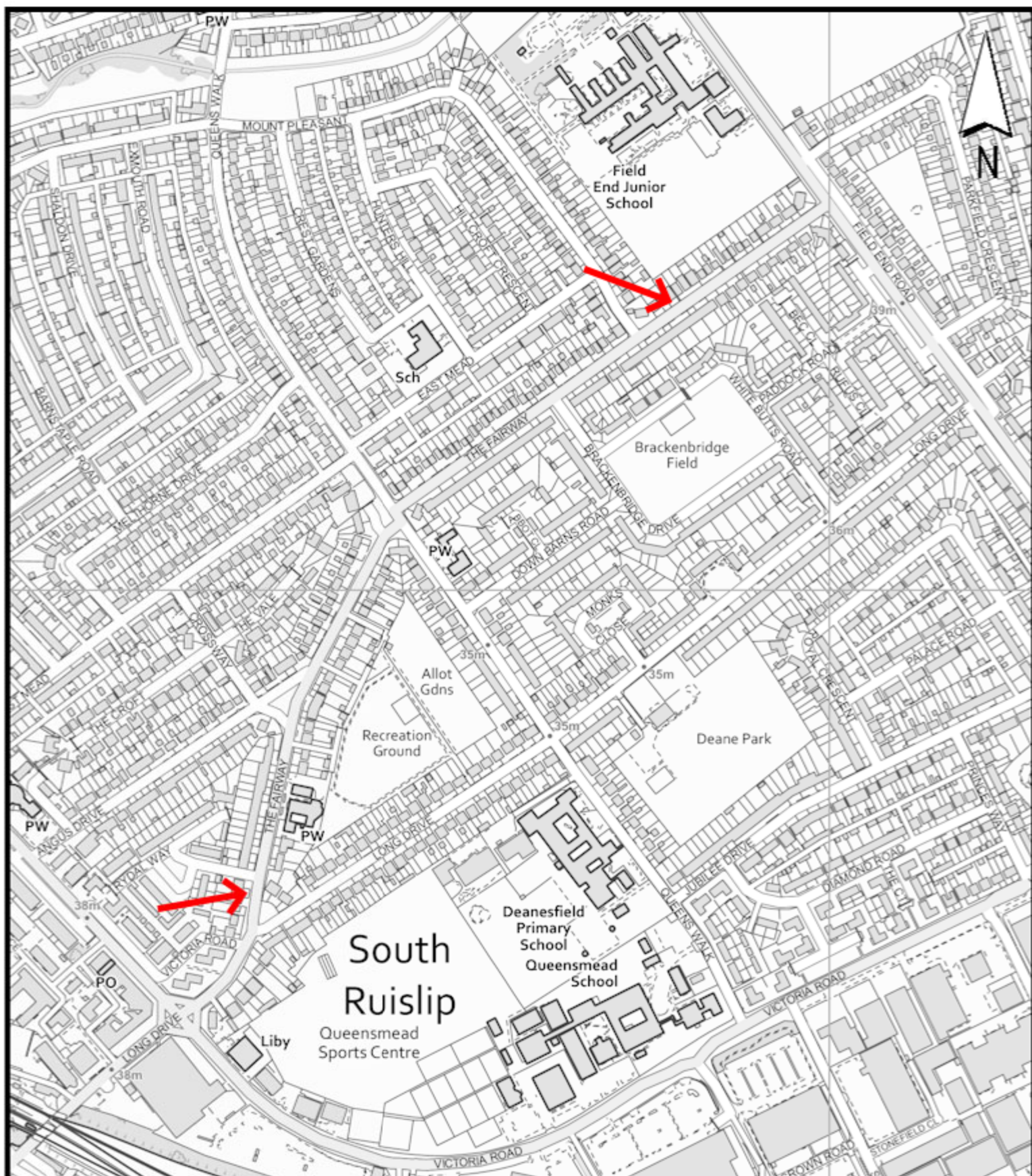
Petitions

## TITLE OF ANY APPENDICES

Appendix A – Location plan

Appendix B – Results of previous traffic and speed surveys

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## The Fairway, South Ruislip Location plan

## Appendix A

August 2025  
Scale 1:6,000

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## The Fairway- Total Vehicles

### The Fairway east of Mount Pleasant

Direction - Eastbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1938	2132	-194	1853	279	85
Tues	2093	2162	-69	2118	44	-25
Wed	387	2116	-1729	2051	65	-1664
Thurs	837	2230	-1393	2049	181	-1212
Fri	2189	2279	-90	2182	97	7
Sat	2107	2093	14	1988	105	119
Sun	1678	1422	256	1574	-152	104
<b>Grand Total</b>	<b>11229</b>	<b>14434</b>	<b>-3205</b>	<b>13815</b>	<b>619</b>	<b>2586</b>

Direction - Westbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1877	1924	-47	1989	-65	-112
Tues	2009	1934	75	2163	-229	-154
Wed	386	2014	-1628	2045	-31	-1659
Thurs	757	2054	-1297	2169	-115	-1412
Fri	2180	2066	114	2282	-216	-102
Sat	2024	2090	-66	2018	72	6
Sun	1593	1268	325	1633	-365	-40
<b>Grand Total</b>	<b>10826</b>	<b>13350</b>	<b>-2524</b>	<b>14299</b>	<b>-949</b>	<b>3473</b>

## The Fairway- Ave 85th%tile

### The Fairway east of Mount Pleasant

Direction - Eastbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	30	31	-1	31	0	1
Tues	30	31	-2	32	0	2
Wed	33	31	1	31	1	-2
Thurs	30	31	-1	31	0	1
Fri	29	31	-2	31	0	2
Sat	30	31	-2	32	0	2
Sun	31	31	-1	32	0	1
<b>Average</b>	<b>30</b>	<b>31</b>	<b>-1</b>	<b>31</b>	<b>0</b>	<b>1</b>

Direction - Westbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	30	31	-1	30	1	0
Tues	30	31	-1	31	1	1
Wed	25	32	-6	30	2	5
Thurs	29	31	-3	30	1	2
Fri	29	31	-2	30	1	1
Sat	29	31	-2	31	0	2
Sun	31	31	0	31	0	0
<b>Average</b>	<b>29</b>	<b>31</b>	<b>-2</b>	<b>31</b>	<b>1</b>	<b>1</b>

## The Fairway- Total Vehicles

### The Fairway west of Brakenbridge Drive

#### Direction - Eastbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1749	965	784	1200	-235	549
Tues	1837	1793	44	1757	36	80
Wed	1846	1783	63	1738	45	108
Thurs	1804	1878	-74	1711	167	93
Fri	1878	1922	-44	1847	75	31
Sat	1816	1850	-34	1664	186	152
Sun	1447	1225	222	39	1186	1408
<b>Grand Total</b>	<b>12377</b>	<b>11416</b>	<b>961</b>	<b>9956</b>	<b>1460</b>	<b>-2421</b>

#### Direction - Westbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1658	1028	630	1350	-322	308
Tues	1805	1650	155	1878	-228	-73
Wed	1902	1726	176	1783	-57	119
Thurs	1781	1731	50	1889	-158	-108
Fri	1986	1840	146	1991	-151	-5
Sat	1861	1810	51	1784	26	77
Sun	1428	1106	322	1444	-338	-16
<b>Grand Total</b>	<b>12421</b>	<b>10891</b>	<b>1530</b>	<b>12119</b>	<b>-1228</b>	<b>-302</b>

## The Fairway- Ave 85th%tile

### The Fairway west of Brakenbridge Drive

#### Direction - Eastbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	31	31	0	31	0	0
Tues	31	30	1	31	-1	0
Wed	31	31	1	31	0	0
Thurs	31	30	1	31	-1	0
Fri	31	30	1	31	-1	1
Sat	31	30	1	31	-1	0
Sun	32	30	2	31	-1	0
<b>Average</b>	<b>31</b>	<b>30</b>	<b>1</b>	<b>31</b>	<b>-1</b>	<b>0</b>

#### Direction - Westbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	32	32	0	31	0	0
Tues	31	31	0	31	-1	0
Wed	31	31	1	31	-1	0
Thurs	31	30	1	31	-1	0
Fri	31	30	1	32	-2	1
Sat	31	31	0	31	0	0
Sun	32	30	2	33	-3	1
<b>Average</b>	<b>31</b>	<b>31</b>	<b>1</b>	<b>31</b>	<b>-1</b>	<b>0</b>

## The Fairway- Total Vehicles

### The Fairway North of Angus Drive

#### Direction - Northbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	2323	2351	-28	2169	182	154
Tues	2545	2369	176	2315	54	230
Wed	2486	2322	164	2344	-22	142
Thurs	2450	2415	35	2313	102	137
Fri	2524	2447	77	2493	-46	31
Sat	2577	2389	188	2282	107	295
Sun	1981	1728	253	1926	-198	55
<b>Grand Total</b>	<b>16886</b>	<b>16021</b>	<b>865</b>	<b>15842</b>	<b>179</b>	<b>-1044</b>

#### Direction - Southbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	2221	2248	-27	2322	-74	-101
Tues	2363	2332	31	2509	-177	-146
Wed	2471	2278	193	2503	-225	-32
Thurs	2177	2325	-148	2558	-233	-381
Fri	2504	2451	53	2707	-256	-203
Sat	2501	2389	112	2404	-15	97
Sun	1904	1557	347	1947	-390	-43
<b>Grand Total</b>	<b>16141</b>	<b>15580</b>	<b>561</b>	<b>16950</b>	<b>-1370</b>	<b>809</b>

## The Fairway- Ave 85th%tile

### The Fairway North of Angus Drive

#### Direction - Northbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	31	31	0	32	-1	1
Tues	31	30	1	32	-2	1
Wed	31	30	1	31	0	0
Thurs	31	30	1	31	-1	0
Fri	31	31	0	31	0	0
Sat	31	31	0	31	0	0
Sun	31	31	0	32	-1	1
<b>Average</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>-1</b>	<b>0</b>

#### Direction - Southbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	31	31	0	32	0	0
Tues	31	31	0	31	0	0
Wed	31	31	0	31	0	0
Thurs	31	30	1	31	-1	0
Fri	31	31	0	31	0	-1
Sat	31	31	0	31	0	0
Sun	30	31	-1	31	0	1
<b>Average</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>

## The Fairway- Total Vehicles

### The Fairway North of Rydal Way

Direction - Northbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1938	1822	116	1869	-47	69
Tues	2221	1874	347	2029	-155	192
Wed	2201	1859	342	1980	-121	221
Thurs	2139	1914	225	1925	-11	214
Fri	2327	1965	362	1980	-15	347
Sat	2329	1886	443	1795	91	534
Sun	1743	1353	390	1559	-206	184
<b>Grand Total</b>	<b>14898</b>	<b>12673</b>	<b>2225</b>	<b>13137</b>	<b>-464</b>	<b>-1761</b>

Direction - Southbound

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1644	1550	94	1800	-250	-156
Tues	1726	1592	134	1943	-351	-217
Wed	1769	1610	159	1860	-250	-91
Thurs	1599	1633	-34	1922	-289	-323
Fri	1971	1751	220	2033	-282	-62
Sat	1932	1742	190	1743	-1	189
Sun	1425	1138	287	1431	-293	-6
<b>Grand Total</b>	<b>12066</b>	<b>11016</b>	<b>1050</b>	<b>12732</b>	<b>-1716</b>	<b>666</b>

AVERAGE

Day	Total Vehicles 2018	Total Vehicles 2020	Difference 2018-2020	Total Vehicles 2021	Difference 2020-2021	Difference 2018-2021
Mon	1919	1753	166	1819	-67	100
Tues	2075	1963	112	2089	-126	-14
Wed	1681	1964	-283	2038	-75	-357
Thurs	1693	2023	-330	2067	-45	-374
Fri	2195	2090	105	2189	-99	6
Sat	2143	2031	112	1960	71	184
Sun	1650	1350	300	1444	-95	206
<b>Grand Total</b>	<b>13356</b>	<b>13173</b>	<b>183</b>	<b>13606</b>	<b>-434</b>	<b>251</b>

## The Fairway- Ave 85th%tile

### The Fairway North of Rydal Way

Direction - Northbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	30	32	-2	32	0	2
Tues	31	32	-2	32	0	1
Wed	30	32	-1	32	0	2
Thurs	32	32	0	32	0	0
Fri	29	32	-3	31	1	2
Sat	29	33	-3	31	1	2
Sun	31	33	-2	32	2	1
<b>Average</b>	<b>30</b>	<b>32</b>	<b>-2</b>	<b>32</b>	<b>1</b>	<b>1</b>

Direction - Southbound

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	31	32	-1	32	-1	2
Tues	32	33	-1	33	0	1
Wed	31	32	-1	32	0	2
Thurs	32	32	0	33	-1	1
Fri	30	33	-2	31	1	1
Sat	30	32	-2	32	0	2
Sun	31	33	-3	32	1	2
<b>Average</b>	<b>31</b>	<b>32</b>	<b>-1</b>	<b>32</b>	<b>0</b>	<b>1</b>

Day	Average 85th%tile 2018	Average 85th%tile 2020	Difference 2018-2020	Average 85th%tile 2021	Difference 2020-2021	Difference 2018-2021
Mon	31	31	-1	31	0	1
Tues	31	31	0	32	0	1
Wed	30	31	-1	31	0	1
Thurs	31	31	0	31	0	0
Fri	30	31	-1	31	0	1
Sat	30	31	-1	31	0	1
Sun	31	31	0	32	0	1
<b>Average</b>	<b>31</b>	<b>31</b>	<b>-1</b>	<b>31</b>	<b>0</b>	<b>1</b>



## AYLES ROAD, HAYES – PETITIONS REQUESTING ONE-WAY WORKING

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Dan Kennedy – Corporate Director of Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Services Directorate
<b>Papers with report</b>	Appendix A – Location Plan

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting a one-way system on both sides of Ayles Road, Hayes.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	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: Safe and Strong Communities  The request can be considered as part of the Council's annual programme for road safety measures.
<b>Financial Cost</b>	There are no costs associated with the recommendations in this report.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Ward</b>	Yeading

### RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth :

- 1) Meets with petitioners and listens to their request for a one-way system for Ayles Drive, Hayes; and
- 2) Subject to the outcome of the above, decides if officers should undertake an informal consultation on a possible one-way working in an area agreed with ward councillors.

#### Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding 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 52 signatures has been received by the Council, two of which are from residents of Ayles Road, signed under the following heading:

*“To make Ayles Road, Hayes – currently two sides – into one way each side. That is north to south up to The Greenway, past Barnhill Community Centre, and south to north towards Kingshill Avenue past St Raphaels Church. This would make access and travel along the road much easier, currently if two vehicles are on the same side there becomes a “stand-off” as to who is going to back up. There are 2 intersections on Ayles Road which would make going to any property on either side very easy.*

*This would involve minimal work from the Council”*

2. Officers have interrogated the most recently available official police recorded collision data for the last five years and there have been no recorded incidents on Ayles Road. However, this data may not include any recent collisions or crashes that the emergency services do not attend and so do not form part of the Police database records. As a largely academic exercise, to look at trends in Ayles Road over a period of a quarter of a century, the police data records just half a dozen incidents of any kind in that time period.
3. Ayles Road is a mainly residential road with a mixture of terrace houses and flats, the road also forms part of E9 bus route. Some properties benefit from off-street parking provision but from officers’ observations, there is a heavy dependence on the on-street parking provision. St Raphaels Church and Barnhill Community Centre are also located on Ayles Road.
4. The southern section of Ayles Road is effectively divided by a wide grass area with attractive mature street trees. The width of the carriage way on both sides of the grassed area is approximately 5 metres wide and bounded by a footway. The northern part of Ayles Road is of more a traditional road layout with a carriageway measuring approximately 5.3 metres wide, bounded on both side by a wide footway.
5. Petitioners have suggested implementing a one-way system and whilst the introduction of one-way working is feasible and can prove to be a useful traffic management tool in certain circumstances, there are nevertheless some important factors which also need to be borne in mind.
6. Firstly, whilst the introduction of a one-way working would undoubtedly remove the attractiveness of the route through Ayles Road for some drivers at certain times of day, this could also impact directly on residents in adjacent roads and possibly over a wider area although, as pointed out in the petition, there are opportunities to avoid driving the length of the road in order to reach a desired destination.

7. It is appreciated that many of the residents who signed the petition do not live on Ayles Road themselves, and whilst it is helpful that the lead petitioner has sought the views of nearby roads, it would be important to establish, through consultation on detailed proposals, that there is widespread support for such a change from the wider community, which would, in turn, determine the success of any scheme.
8. The second factor which should be borne in mind is that a possible unintended side effect of the introduction of a one-way working is usually the increase in average traffic speeds. With one-way working, drivers will often inevitably travel more quickly in the certain knowledge that they will not meet oncoming traffic. This is an important consideration for residents to appreciate and consider.
9. The above points are set out in order to ensure that some possible consequences of the introduction of a one-way working are understood from the outset of any investigations and deliberations with petitioners.
10. Subject to the outcome of the discussions with residents and ward councillors, the Cabinet Member may be minded to ask officers to undertake an informal consultation on a possible one-way working, within an area agreed at the meeting with the benefit of advice from Ward Councillors.

### **Financial Implications**

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

## **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 & engagement carried out (or required)**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance have 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 to following the recommendations within this report in relation to the petition received for a one-way system on Ayles Road, Hayes. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon, which may include introducing the proposed one-way system after following due consultation and order-making processes.

A meeting with the petitioners is in line with the Council's constitution and is a perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and

engineering issues are still at a formative stage. Public law principles provide that there must be no predetermination of a decision in advance of completion of any wider planned consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that the one-way system proposal is to be considered further, then the relevant statutory provisions and processes for this will have to be considered and followed. To this end, more specific legal comments will be provided in subsequent reports as the proposal progresses.

#### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

Petitions

## **TITLE OF ANY APPENDICES**

Appendix A – Location plan



## Ayles Road, Hayes Location plan

## Appendix A

August 2025  
Scale 1:4,000

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## CROWLAND AVENUE, HAYES – PETITION REQUESTING THE INSTALLATION OF ‘SPEED HUMPS’ TO PREVENT THE SPEEDING ISSUE.

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Dan Kennedy – Corporate Director of Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Services Directorate
<b>Papers with report</b>	Appendix A – Location Plan

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting the installation of ‘speed humps’ to prevent the speeding issue.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	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: Safe and Strong Communities  The request can be considered as part of the Council’s annual programme for road safety measures.
<b>Financial Cost</b>	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Ward</b>	Pinkwell

### RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Meets with petitioners and listens to their request for traffic calming measures on Crowland Avenue;
- 2) Subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Crowland Avenue, Hayes, at locations agreed with petitioners and Ward Councillors.

## Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding 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, signed mainly by residents of Crowland Avenue, Hayes have been submitted to the Council under the following heading:

*“Residents request the installation of speed humps that will be effective to prevent the speeding issue that occurs frequently on Crowland Avenue in Hayes.”*

2. In addition, the following helpful information was submitted by the lead petitioner:

*“As was explained in our last correspondence regarding Service request 0870-0286-1645-6585 (which was a request for speed humps on Crowland Avenue to prevent speeding issue that continues and worsens on Crowland Avenue) please see attached a petition signed by over 50 residents of the road and adjoining roads.*

*I have stopped at 50 as we have more than 20 which is the minimum for such requests but we have many residents concerned and worries about this speeding issues who want to see speed humps and or effective measures to be installed on Crowland Avenue.*

*The petition is for speed humps but at this point it will be for any related effective speed enforcement action on this road with speed humps being the main prioritised request. Even when doing this petition we witnessed several cars driving with excessive speed on this road with no regulation or worry for safety of residents, elderly and children visiting schools.”*

3. Officers have interrogated the most recently available official police recorded collision data for the last five years and there have been six recorded incidents on Crowland Avenue all classified as slight in terms of their seriousness. However, this data may not include any recent collisions or crashes that the emergency services do not attend and so do not form part of the Police database records.
4. The petition mentions so-called ‘speed bumps’; if by these, as seems likely, petitioners are thinking of the older type of round-topped narrow transverse road humps – often known colloquially in the past as ‘sleeping policemen’ - then the Cabinet Member will be aware that the vast majority of councils, Hillingdon included, have not introduced these particular types of measure for many years.
5. Having said that, various forms of traffic calming features could be considered, where appropriate, if there is a case for them. However, petitioners may wish to consider 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.

6. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive and are less effective at actually reducing the speeds, of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations and it should be noted that any form of physical measures can prove to be 'popular' and 'unpopular' in equal measures.
7. However, it is appreciated that traffic patterns may evolve over time, and so subject to the above the Cabinet Member may be minded to commission further independent 24/7 speed and traffic surveys on Crowland Avenue at locations agreed with petitioners and Ward Councillors.
8. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. These surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated such that not only can it record traffic speeds at any given time, but also records the size and type of vehicles, from motorcycles to large multi-axel lorries.
9. It is also recommended that if they have not already done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general (if this is the case in Crowland Avenue) through enforcement. Physical traffic calming and traffic management can be effective tools, but, it can also have unwelcome side effects including an increase in noise caused by traffic passing through.

### **Financial Implications**

Subject to the outcome of discussion with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed through the existing Transportation revenue budgets.

## **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 & engagement carried out (or required)**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

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

## **Legal**

There are no legal impediments to the recommendations set out within this report.

## **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

Petition

## **TITLE OF ANY APPENDICES**

Appendix A – Location plan



## Crowland Avenue, Hayes Location plan

## Appendix A

August 2025

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## PARK AVENUE, RUISLIP – PETITION REQUESTING ‘SPEED BUMPS’

<b>Cabinet Member &amp; Portfolio</b>	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Dan Kennedy - Corporate Director of Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Service Directorate
<b>Papers with report</b>	Appendix A

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting ‘speed bumps’ for Park Avenue, Ruislip.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council’s annual programme for road safety measures.</p>
<b>Financial Cost</b>	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee.
<b>Ward(s)</b>	Ruislip

### RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Meets with petitioners and listens to their request for ‘speed bumps’ on Park Avenue, Ruislip; and
- 2) Also, subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Park Avenue, at locations agreed with petitioners and Ward Councillors.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding their concerns and suggestions.

### **Alternative options considered / risk management**

None at this stage.

### **Select Committee comments**

None at this stage.

## **SUPPORTING INFORMATION**

1. An e-petition with 21 signatures has been submitted to the Council, mainly by residents, all of whom live on Park Avenue, Ruislip signed under the following heading:

*“We the undersigned petition Hillingdon Council to introduce speed bumps on Park Avenue, HA4”*

The lead petitioner has helpfully provided the following additional information:

*“There are currently on the adjacent side of the road, however, we have a large volume of speeding cars all through the day posing a great danger to the young children as well as the older residents.”*

2. Park Avenue is a mainly residential road, but as the name would imply, provides access to Kings College Playing Fields. In the section of Park Road between Bury Street and Kings College Road, there is a width restriction at the western end of the road, raised tables and other traffic calming features.
3. Officers have interrogated the most recently available police recorded collision data for the last five years and whilst there have been three recorded incidents on Park Avenue, all of these were classified as ‘slight’ by the police. However, this data may not include any recent collisions, or crashes that the emergency services do not attend, and so any such detail may not form part of the Police database records.
4. The petition mentions so-called ‘speed humps’; if by these, as seems likely, petitioners are thinking of the older type of round-topped narrow transverse road humps – often known colloquially in the past as ‘sleeping policemen’ - then the Cabinet Member will be aware that the vast majority of councils, Hillingdon included, have not introduced these particular types of measure for many years.
5. Having said that, various forms of traffic calming features could be considered, where appropriate, if there is a case for them. However, petitioners may wish to consider 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 although Park Avenue already benefits from a 7-foot width restriction close to Bury Street, so larger

goods vehicles are prevented from using this section of the road but may not access the section of Park Avenue between Kings College Road and the junction with Elmbridge Drive.

6. The Cabinet Member will be aware that there are already a handful of flat-topped raised tables in Park Avenue; it may be that the petitioners are seeking more of the same, and if so, they may wish to elaborate on this at the petition hearing. The views of any residents living adjacent to these existing features may be illuminating.
7. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive and are less effective at actually reducing the speeds, of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations and it should be noted that any form of physical measures can prove to be 'popular' and 'unpopular' in equal measures.
8. Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Park Avenue at locations agreed with petitioners and Ward Councillors.
9. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. These surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated such that not only can it record traffic speeds at any given time, but also records the size and type of vehicles, from motorcycles to large multi-axle lorries.
10. It is also recommended that if they have not already done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general (if this is the case in Park Avenue) through enforcement. Physical traffic calming can be an effective tool, but as mentioned previously, it can also have unwelcome side effects including an increase in noise caused by traffic passing through.

## Financial Implications

Subject to the outcome of discussion with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed through the existing Transportation revenue budgets.



## 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 & Engagement carried out (or required)**

None at this stage.

## CORPORATE CONSIDERATIONS

### **Corporate Finance**

Corporate Finance have 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 to following the recommendations within this report in relation to the petition received for speed bumps on Park Avenue, Ruislip. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon. Further powers to introduce traffic-calming measures, including the 'road humps petitioned for, are contained within the Highways Act 1980.

A meeting with the petitioners is in line with the Council's constitution and is a perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Public law principles provide that there must be no predetermination of a decision in advance of completion of any wider planned consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that road measures for Park Avenue, Ruislip are to be considered further, then the relevant statutory provisions and processes for these will have to be considered and followed. To this end, more specific legal comments will be provided in subsequent reports as the proposal progresses.

### **Comments from other relevant service areas**

None at this stage.

## BACKGROUND PAPERS

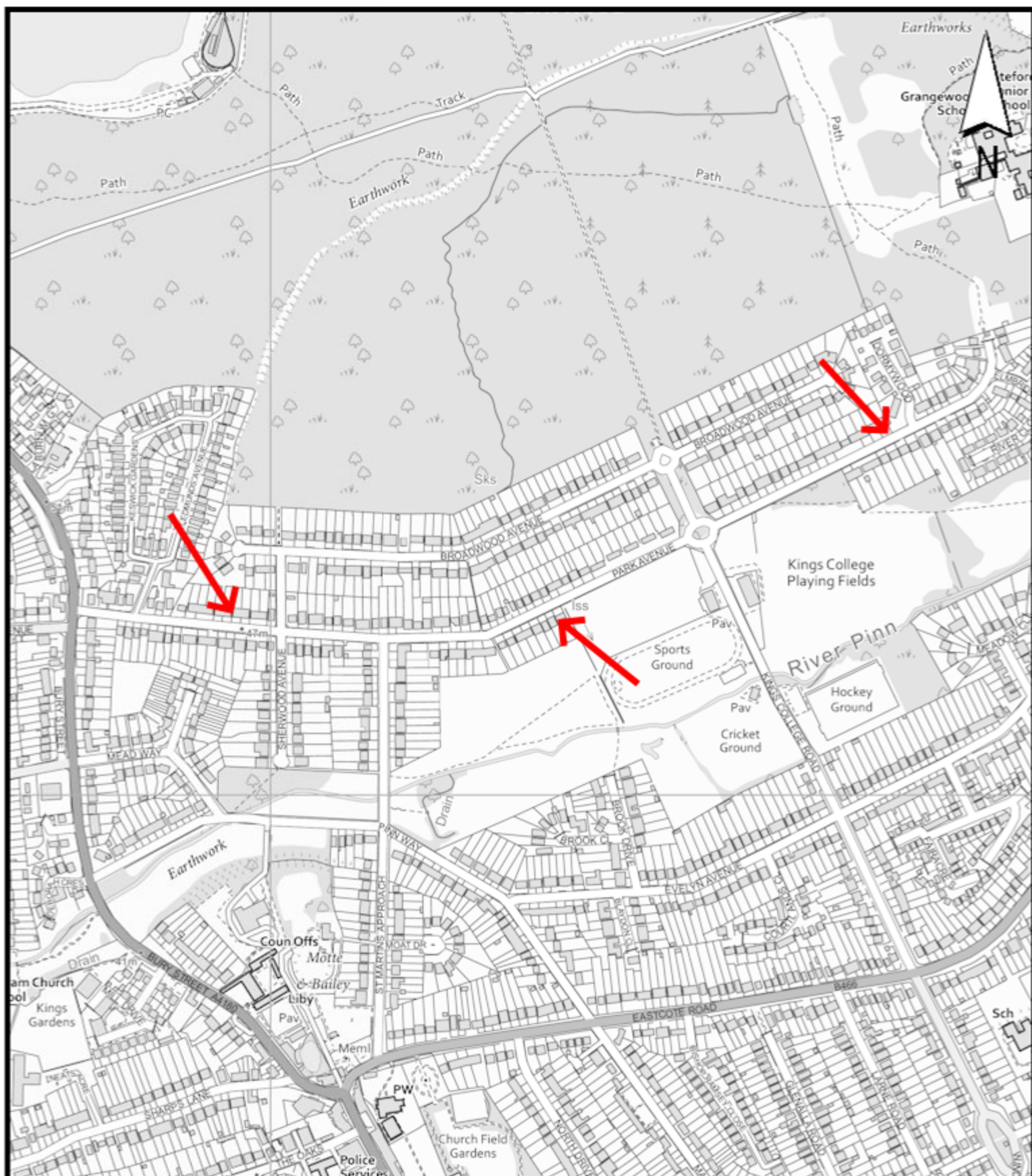
Petition

## TITLE OF ANY APPENDICES



## Appendix A - Location plan

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## Park Avenue, Ruislip Location plan

## Appendix A

August 2025  
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