

## Minutes

**Petition Hearing - Cabinet Member for Planning,  
Housing & Growth  
Wednesday, 4 February 2026  
Meeting held at**



	<p><b>Committee Members Present:</b> Councillors Steve Tuckwell, Cabinet Member for Planning, Housing &amp; Growth</p> <p><b>LBH Officers Present:</b> Steve Austin, Traffic, Parking, Road Safety and School Travel Team Manager. Naveed Ali, Democratic Services</p>
1.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b></p> <p>None</p>
2.	<p><b>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC</b></p> <p>All items were considered in public</p>
3.	<p><b>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED:</b></p>
4.	<p><b>PETITION REQUESTING 'TRAFFIC CALMING MEASURES' BETWEEN BARRA HALL CIRCUS AND BOTWELL COMMON ROAD</b></p> <p>The lead petitioner was not in attendance but submitted a written representation, which was acknowledged by the Cabinet Member. In their submission, the petitioner highlighted the following points:</p> <ul style="list-style-type: none"><li>• Botwell Lane had become increasingly busy, noisy, and stressful over recent years.</li><li>• The road had a history of speeding, which had resulted in harm to animals and near misses.</li><li>• The area was surrounded by schools, parks, and conservation areas and had the potential to be a pleasant residential environment.</li><li>• Residents were frequently disturbed by early morning horn use, street racing, modified exhausts, and excessive speeds.</li><li>• Persistent parking pressures were worsened by through traffic using the road as a cut through.</li><li>• Noise pollution was impacting residents' sleep, wellbeing, and mental health.</li><li>• Traffic volumes discouraged walking, cycling, and children's independence.</li><li>• Concerns were raised regarding the safety of children and families.</li><li>• A request was made for a serious review of traffic calming measures, including consideration of a low traffic neighbourhood scheme.</li><li>• Reference was made to existing measures, including road narrowing and a 16 tonne weight limit, which indicated a historic need for intervention.</li></ul>

	<ul style="list-style-type: none"> <li>• It was suggested that additional measures such as street trees, width restrictions, enforced weight limits, and modal filters could contribute to a calmer environment.</li> <li>• The petitioner expressed willingness to work with the Council as part of any review or trial process.</li> </ul> <p>It was noted that the Ward Councillor for Wood End was not in attendance but had submitted written correspondence in support of the petition, which was acknowledged by the Cabinet Member.</p> <p>Ward Councillors for Hayes Town submitted written representations in support of the petition and highlighted the following points:</p> <ul style="list-style-type: none"> <li>• Full support was given to the residents' petition.</li> <li>• The length of Botwell Lane was in urgent need of measures to address antisocial driving behaviour.</li> <li>• The road was used as a racetrack by some drivers, particularly in the evenings.</li> <li>• The route formed part of a bus route, was located near a school, and was frequently used as a cut through.</li> <li>• A request was made for all possible action to address illegal and antisocial driving behaviour.</li> </ul> <p>The Traffic, Parking, Road Safety and School Travel Team Manager advised that any proposed interventions must be supported by robust evidence. It was recommended that independent traffic speed and volume surveys be undertaken in coordination with Ward Councillors and the lead petitioner.</p> <p>It was explained that pneumatic tubes would be installed across the carriageway to collect data on:</p> <ul style="list-style-type: none"> <li>• Vehicle speeds and volumes.</li> <li>• Direction of travel.</li> <li>• Timing of incidents.</li> <li>• Types of vehicles using the route.</li> </ul> <p>This data would provide a comprehensive evidence base to inform future assessments.</p> <p>The Cabinet Member acknowledged the concerns raised and approved the recommendations set out in the officer report.</p> <p><b>RESOLVED: The Cabinet Member for Planning, Housing and Economic Growth:</b></p> <p><b>1. Met with petitioners and listened to their request for traffic calming measures for Botwell Lane, Hayes; and</b></p> <p><b>2. Decided that officers should commission independent 24/7 speed and traffic surveys on Botwell Lane at locations agreed with petitioners and Ward Councillors.</b></p>
5.	<p><b>NORTHFIELD PARADE, HAYES - PETITION REQUESTING A 'ONE-WAY' SYSTEM</b></p> <p>The lead petitioner was in attendance and addressed the Cabinet Member,</p>

highlighting the following points:

- Northfield Parade was an important and well used local shopping area serving the community.
- The area had historically been supported by longstanding local businesses.
- The junction layout and lack of formal traffic management had led to increasing safety and congestion issues.
- Vehicles frequently entered the junction from Station Road and North Hyde Road and became trapped.
- This resulted in confrontation between drivers, vehicles mounting pavements, and general congestion.
- Pedestrian activity further increased the risk of conflict.
- Some drivers avoided the Parade due to congestion concerns.
- While no major recorded collisions had occurred, minor unreported incidents were common.
- Vehicles often scraped each other when attempting to exit the junction.
- A one-way entry system from North Hyde Road was suggested as a potential solution.
- Although concerns about rat running were acknowledged, the petitioner believed the proposal would improve current conditions.
- Vehicle speeds were generally low due to the road layout and parking arrangements.
- A “keep clear” marking was suggested to formalise responsible driving behaviour.

In response to questions from the Cabinet Member, the petitioner confirmed that most local shopkeepers supported the proposals and had signed the petition. It was stated that the current congestion already discouraged customers from visiting by car.

The petitioner further advised that rerouting arrangements under a one-way system would not significantly differ from existing travel patterns for many road users.

The Cabinet Member acknowledged the petitioner’s representations and emphasised the importance of ensuring that any measures introduced did not negatively impact local businesses.

It was noted that although no major incidents had been formally recorded, this did not preclude the existence of unreported incidents.

The Cabinet Member advised that further evidence was required to understand traffic movements, volumes, directions, and speeds at the location.

The Cabinet Member confirmed that an additional recommendation would be added to commission independent 24-hour traffic speed and volume surveys on Northfield Parade.

It was acknowledged that the junction was one of the busiest in Hayes and that any intervention must consider potential wider impacts.

The Cabinet Member thanked the petitioner for their contributions.

**RESOLVED: The Cabinet Member for Planning, Housing and Growth:**

	<p><b>1. Met with petitioners and listened to their request for a one way system for Northfield Parade, Hayes; and</b></p> <p><b>2. Decided that officers should add this request to the Council's programme for further investigation and possible future consultation; and</b></p> <p><b>3. Decided that officers should commission independent 24 hour traffic speed and volume surveys on Northfield Parade.</b></p>
	<b>THE MEETING, WHICH COMMENCED AT 6.00 PM, CLOSED AT 6:27 PM.</b>

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These are the minutes of the above meeting. For more information on any of the resolutions please contact on [Democratic@Hillingdon.gov.uk](mailto:Democratic@Hillingdon.gov.uk). Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.