



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.

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Date: **WEDNESDAY, 4
FEBRUARY 2026**

Time: **6.00 PM** (*see agenda for
specific petition start times*)

Venue: **COMMITTEE ROOM 5
Civic Centre, High Street,
Uxbridge, UB8 1UW**

**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 YouTube channel. You can also view this agenda online at www.hillingdon.gov.uk

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

Travel and parking

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Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.



Accessibility

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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. Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

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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 locations.

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:

	Start Time	Title of Report	Ward	Page
4	18:00	PETITION REQUESTING 'TRAFFIC CALMING MEASURES' BETWEEN BARRA HALL CIRCUS AND BOTWELL COMMON ROAD	Wood End	1 - 6
5	18:15	NORTHFIELD PARADE, HAYES - PETITION REQUESTING A 'ONE-WAY' SYSTEM	Pinkwell	7 - 14

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BOTWELL LANE, HAYES – PETITION REQUESTING ‘TRAFFIC CALMING MEASURES’ BETWEEN BARRA HALL CIRCUS AND BOTWELL COMMON ROAD

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting traffic calming measures for Botwell Lane, Hayes.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<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>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets, subject to the Council's required spend control approvals.
Select Committee	Corporate Resources & Infrastructure Select Committee
Ward	Wood End

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Economic Growth:

- 1) Meets with petitioners and listens to their request for traffic calming measures for Botwell Lane, Hayes; and**
- 2) Subject to the outcome of the above, decides if officers should commission independent 24/7 speed and traffic surveys on Botwell Lane, 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 valid petition, with 20 signatures has been submitted to the Council signed under the following heading:

We the undersigned petition Hillingdon Council to introduce traffic calming measures on the stretch of Botwell Lane, between Barra Hall Circus and Botwell Common Road.

Of the 20 signatures, two are from one household of Botwell Lane.

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

“Given the increase in population and therefore vehicular traffic over the last few years, the lane has become prone to excessive speeding, loud music from vehicles and general vehicle-related ASB. It is increasingly busy and this causes an escalated risk to pedestrians and animals, as well as an increased burden on residents. The road surface is also degrading rapidly.”

3. The section of Botwell Lane referred to in the petition, is a mainly residential road with a mixture of apartments, detached and semi-detached properties. Although many of the properties appear to benefit from off-street parking, from officers' observations, the demand for the on-street parking provision is high. This section of Botwell Lane also forms part of the 'U4' bus route.
4. There are some existing traffic calming measures in this section of Botwell Lane, including a 20mph zone, which starts at around No.169 Botwell Lane, a raised junction at Compton Road and a further raised junction with Botwell Common Road.
5. Officers have interrogated the most recently available official police recorded collision data for the last three years and there have been two recorded collisions on this section of Botwell Lane both classified as 'slight'. However, this data may not include any recent collisions or crashes that the emergency services did 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. Subject to the above the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Botwell Lane 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. In addition to the petition a further concern has been raised over the condition of the road surface. In view of this concern, this matter is being investigated further by the Highways Team.
11. 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 Botwell Lane) 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, which subject to the Council's spend control measures, and would be funded 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 has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

Legal Services confirm that there are no specific legal implications to following the recommendations within this report in relation to the petition received for traffic-calming measures between Barra Hall Circus and Botwell Common Road. 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 between Barra Hall Circus and Botwell Common Road 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



Botwell Lane, Hayes - Between Barra Hall Circus and Botwell Common Road - Location plan

Appendix A

January 2026

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NORTHFIELD PARADE, HAYES – PETITION REQUESTING A ‘ONE-WAY’ SYSTEM

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Economic Growth
Responsible Officer	Dan Kennedy – Corporate Director of Residents Services
Report Author & Directorate	Steven Austin – Residents Services
Papers with report	Appendix A – Location plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting a one-way system for Northfield Parade, Hayes.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<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>
Financial Cost	There are no financial implications associated with the recommendations to this report.
Select Committee	Corporate Resources & Infrastructure Select Committee.
Ward(s)	Pinkwell

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Meets with petitioners and listens to their request for a one-way system for Northfield Parade, Hayes; and
- 2) Also, subject to the outcome of discussions with petitioners and Ward Councillors, decides if officers should add this request to the Council’s extensive programme for further investigation and possible future consultation.

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 87 signatures has been submitted to the Council under the following heading:

“This petition is to make Northfield Parade Road (outside the shops on the corner of Station Road which connects North Hyde Road with Station Road a one-way road).

We petition to allow traffic to enter from North Hyde Road and exit onto Station Road as it the nearest entry point and aligned with the natural flow of traffic (see diagram and arrow portray the direction we request this one-way traffic to enter).

Currently this road is a two-way road and because it acts as a shortcut and a space for parking for the shops a lot of congestion (incidents and traffic is caused when cars enter from both ways. We believe the one-way traffic rule in this manner stated above will be the most sensible way to resolve this matter of safety and concerns for residents and shopkeepers alike.”

2. Northfield Parade is a busy and vibrant local shopping parade offering a variety of food outlets, a pharmacy, barbers, convenience stores to name but a few. Around 10 years ago, the parade was subject to some improvements which included better crossing facilities, improved paving, the introduction of traffic calming features as well as a ‘Stop and Shop’ parking scheme operational Monday to Saturday 8am to 6:30pm with a maximum stay of 2 hours.
3. Officers have interrogated the most recently available official police recorded collision data for the last three years and there have been no recorded incidents on Northfield Parade. However, this data may not include any recent collisions or crashes that the emergency services did not attend and so do not form part of the Police database records.
4. 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 important factors which also need to be borne in mind.
5. When implementing a one-way working within a service road that runs behind a busy signalised junction, the Council needs to consider the potential implications of vehicles using the service road to bypass the signals. Whilst the introduction of a one-way working would undoubtedly remove the attractiveness of the route through Northfield Parade for some drivers, especially those travelling towards The Parkway, there is little doubt that the parade

will see a significant increase in rat-running between North Hyde Road and Station Road to avoid the signalised junction, safe in the knowledge they will not meet any oncoming vehicles.

6. 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. Increased vehicles speeds could also prove to be a safety hazard for pedestrians crossing the service road at the dedicated crossing point leading to the signals.
7. Another effect of a one-way working is the possible impact on traffic congestion at the junction. Currently anyone wishing to use the shops can currently enter or exit the parade onto either North Hyde Road or Station Road. If the entrance on North Hyde Road becomes the only entrance, then potential shoppers travelling from Station Road will have to negotiate the traffic signals, exit back onto Station Road, and then negotiate the traffic signals again, to head east on North Hyde Road. This could potentially act as a deterrent for some customers to use the shops.
8. There could also be potential conflict for vehicles trying to access the service whilst traveling eastbound on North Hyde Road. To complete this manoeuvre, vehicles will be required to turn right into the parade, negotiating two lanes of possible queuing traffic at a point when the two eastbound lanes merge. This could lead to possible delays for vehicles exiting the junction and could have a detrimental effect on the capacity of the junction. The same could be argued for vehicles exiting the parade onto Station Road. Any vehicles that turn right out of the parade onto Station Road will need to try to join the two lanes of northbound traffic. If vehicles pull out without clear exit, then again, this could lead to increased congestion at the junction.
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. Given the above, it is recommended that the Cabinet Member meets with residents and shopkeepers and, subject to their testimony and the input from Ward Councillors, asks officers to consider all the points made in their investigation into the petitioners' request and to report back to him. In addition, and as part of these investigations, it is suggested that officers seek valuable input from partners in the emergency services, TfL and the bus operating companies who could be affected by any possible changes.
11. If a one-way working is deemed viable, then the Cabinet Member may be minded to instruct officers to consult with residents and shopkeepers to determine whether this will be supported given some of the possible challenges that have been identified.

Financial Implications

There are no financial implications 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 has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

Legal Services confirm that there are no specific legal implications to following the recommendations within this report in relation to the petition received for a one-way system for Northfield Parade, 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 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.

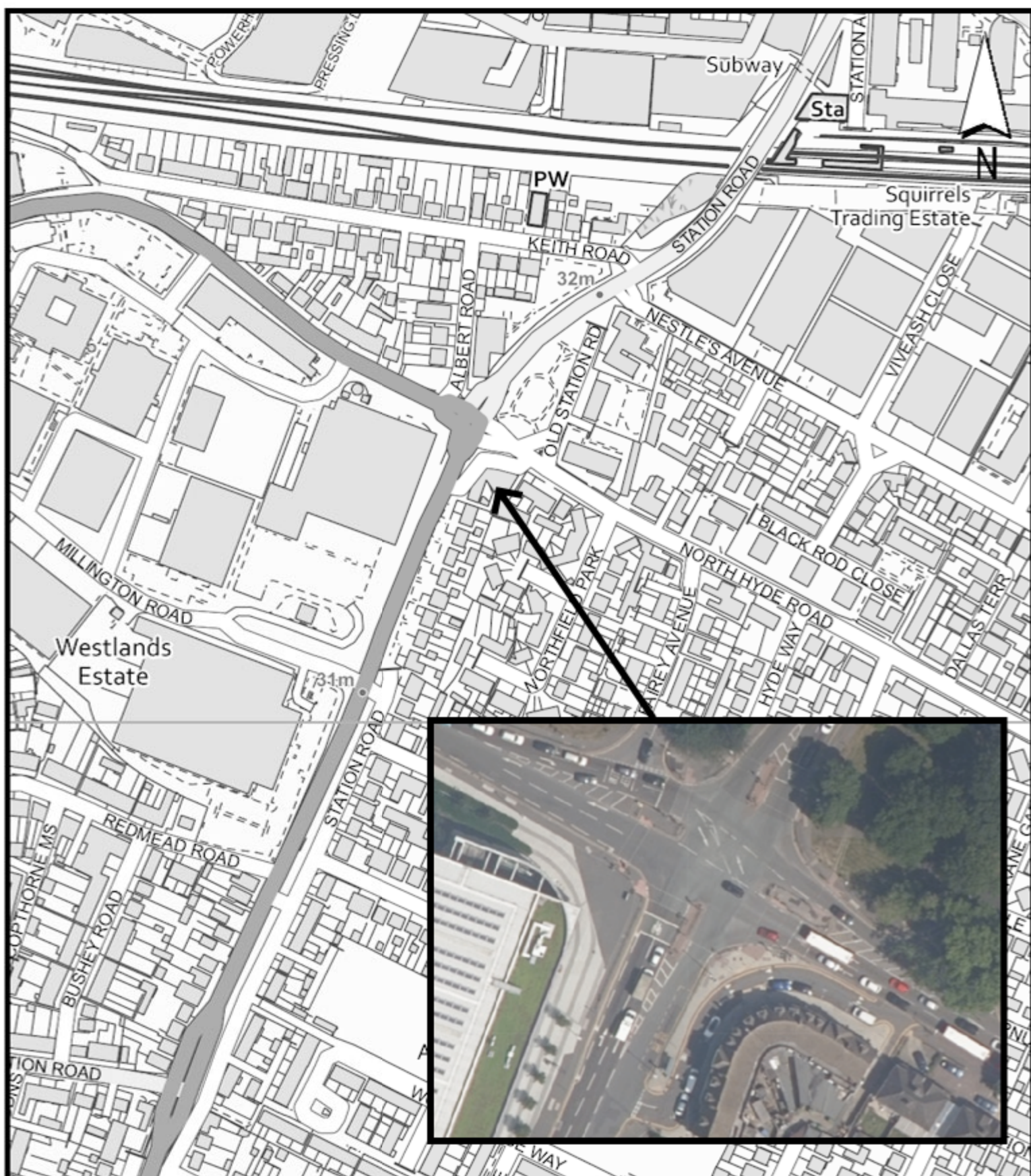
BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A – Location plan

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Northfield Parade, Hayes Location plan

Appendix A

January 2026

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