

Minutes

**Petition Hearing - Cabinet Member for Planning,
Housing & Growth
Wednesday, 15 April 2026
Meeting held at Committee Room 5 - Civic Centre**



	<p>Cabinet Member Present: Councillor Steve Tuckwell</p> <p>Ward Councillors Present: Councillor Wayne Bridges Councillor Kelly Martins Councillor Colleen Sullivan Councillor Nick Denys Councillor Philip Corthorne</p> <p>Officers Present: Sophie Wilmot, Senior Transport Planner Naveed Ali, Democratic Services</p>
	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING <i>(Agenda Item 1)</i></p> <p>Councillor Nick Denys declared a non-pecuniary interest in Item 6 as he had personal ties to the school</p>
	<p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC <i>(Agenda Item 2)</i></p> <p>It was confirmed that all items would be held in Part I.</p>
	<p>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITION RECEIVED <i>(Agenda Item 3)</i></p>
	<p>INTRODUCTION OF A RESIDENT'S PARKING SCHEME ON HALE END CLOSE, HUME WAY AND EASTCOTE ROAD, RUISLIP <i>(Item Agenda 4)</i></p> <p>The Cabinet Member considered a petition submitted by residents requesting the introduction of a Residents' Parking Permit Scheme.</p> <p>The lead petitioner was in attendance and addressed the Cabinet Member, highlighting the following points:</p> <p>Residents experienced significant and ongoing difficulty parking near their homes, particularly during evenings and weekends.</p> <p>Many residents were required to park considerable distances from their properties due to a lack of available spaces.</p> <p>Persistent congestion and blocked driveways had been an issue for a prolonged</p>

period.

Residents reported that access to their own driveways was frequently obstructed, causing frustration and inconvenience.

Vulnerable residents, including elderly individuals and families, were disproportionately affected.

Parking pressures were linked to nearby facilities, including a leisure centre and a secondary school, with visitors choosing to park on residential roads to avoid charges. Contractors were also reported to park in the area for extended periods during the day.

Residents expressed concern that there was currently no formal or effective system in place to manage parking demand.

It was reported that existing restricted parking arrangements had not resolved the issue.

Some residents had received parking fines despite the lack of a clear and fair system. A request was made for a structured and equitable Residents' Parking Permit Scheme to prioritise residents and reduce congestion.

In response to questions from the Cabinet Member, the petitioner confirmed that the issues occurred daily, particularly from around 8.30am and during weekends. It was suggested that a seven day parking scheme would be more appropriate due to the consistent level of demand.

The Ward Councillor attended the hearing and supported the petition, thanking the petitioner for engaging with local residents. It was noted that the area experienced significant parking pressures due to its proximity to local facilities and that a Parking Management Scheme would be beneficial. The Ward Councillor strongly supported further investigation and resident engagement.

The Transport Planning and Projects Team Leader advised that a Parking Management Scheme could have a significant impact but would need to consider surrounding roads, including potential displacement effects. It was suggested that nearby roads, including Campbell Close, should be included within any future assessment.

The Cabinet Member acknowledged the concerns raised.

In considering the matters, the Cabinet Member made the following decisions.

RESOLVED: That the Cabinet Member for Planning, Housing and Growth:

- 1.) Met with petitioners and listened to their request for a Residents' Parking Permit Scheme; and**
- 2.) Decided that, officers should add this request to the Council's Parking Scheme Programme for possible informal consultation.**

TRAFFIC CALMING MEASURES IN CLIFTON GARDENS *(Agenda Item 5)*

The Cabinet Member considered a petition requesting traffic calming measures for Clifton Gardens, Hillingdon.

The lead petitioner was in attendance and addressed the Cabinet Member, highlighting the following points:

The presence of two nearby secondary schools resulted in severe congestion during morning drop off and afternoon pick up periods.

Traffic conditions were described as chaotic, with significant delays experienced by residents attempting to enter and leave the road.

It was reported that it could take up to 30 minutes to access or exit the road during peak times.

Residents frequently experienced obstruction of driveways and were unable to leave their properties.

Drivers were reported to block driveways and behave in an inconsiderate or aggressive manner when challenged.

The road was used as a through route, increasing traffic volumes beyond what would be expected for a residential street.

Concerns were raised regarding speeding outside of peak times, with vehicles using the road as an alternative main route.

It was reported that accidents had occurred, including damage to fences and injuries to animals.

Residents stated that the situation had worsened over time, with increasing traffic volumes and frustration among road users.

Additional school activities during evenings and weekends contributed to ongoing congestion.

Instances of vehicles driving on the wrong side of the road and engines idling were reported.

Police had previously attended incidents involving disputes between drivers.

Residents requested timed parking or traffic restrictions during school peak hours to improve safety and reduce congestion.

Ward Councillors attended and supported the petition, highlighting that:

Similar concerns had been raised previously regarding speeding and congestion in the area.

There was a lack of consistent traffic enforcement compared to other school locations in the borough.

Speeding remained a key concern for residents.

While limited collisions were referenced in the report, additional unreported incidents had occurred locally.

The petition demonstrated strong community support for intervention.

The Cabinet Member asked whether engagement had taken place with the Police and Safer Neighbourhood Team.

The Transport Planning and Projects Team Leader advised that independent traffic surveys would provide detailed information on vehicle speeds, traffic volumes, and patterns throughout the day, including during school peak times. It was confirmed that data would also capture vehicle types and enable differentiation between peak and non peak periods. It was further advised that engagement with local schools and the Road Safety Team would support the identification of appropriate mitigation measures.

The Cabinet Member acknowledged the concerns raised.

In considering the matters, the Cabinet Member made the following decisions.

RESOLVED: That the Cabinet Member for Planning, Housing and Growth:

- 1.) Met with petitioners and listened to their request for traffic calming measures for Clifton Gardens, Hillingdon;**
- 2.) Decided that officers should commission independent 24/7 speed and traffic surveys on Clifton Gardens at locations agreed with petitioners and Ward Councillors; and**
- 3.) Asked the Council's Road Safety and School Travel Team to continue engagement with local schools to promote School Travel Plans, with the support of Ward Councillors.**

INTRODUCE AN OFFICIAL TIME-LIMITED ONE-WAY SYSTEM, NEWNHAM AVENUE, EASTCOTE (*Agenda Item 6*)

The Cabinet Member considered a petition requesting traffic management measures, including a timed one-way restriction, for Newnham Avenue, Ruislip.

The lead petitioner was in attendance and addressed the Cabinet Member, highlighting the following points:

Approximately 650 pupils, aged between 3 and 11, across the nursery, infant and junior schools, as well as their families, used the road daily, making it a consistently busy school route rather than an occasional issue.

The petitioner advised that they had a long term connection to the area, having

attended the school as a pupil and later returning as both a pedestrian and driver, and stated that conditions had steadily worsened over several decades.

Traffic congestion, parking pressures, and road safety concerns had significantly increased over time, particularly during school peak periods.

The road was narrow and two way traffic combined with parked vehicles created difficulties for vehicles passing and for pedestrians accessing the school safely.

It was reported that current conditions were no longer suitable for the level of demand experienced during school drop off and pick up times.

Although no recent police recorded collisions had been noted, the petitioner emphasised that this did not reflect the full extent of safety concerns, with near misses occurring regularly.

A specific incident was highlighted where a vehicle mounted the pavement in close proximity to the petitioner and their child, narrowly avoiding injury.

It was noted that such incidents were not captured in official data but formed part of the daily experience of residents and families.

Concerns were raised regarding driver behaviour, including rushing to secure parking spaces, mounting pavements, and causing conflict between road users.

Instances of aggressive behaviour, including shouting and use of horns, were reported during peak times.

The petitioner stated that children were placed at risk when crossing the road due to congestion and driver behaviour.

It was highlighted that the school council had recently used part of its own budget to install road safety banners, requesting drivers to slow down.

The petitioner expressed concern that children felt the need to take such action, stating that responsibility for road safety should not fall on pupils.

While acknowledging the positive work undertaken by the schools to promote safe and active travel, it was stated that the issue now extended beyond what schools could reasonably manage.

The petitioner emphasised that this was a highways and road safety matter requiring wider intervention.

Concerns were raised regarding potential displacement of traffic to surrounding roads, and it was stated that any measures should be considered as part of a wider area based approach.

A request was made for officers to investigate suitable options, including a timed school street style intervention, in consultation with residents and schools.

The petitioner expressed support for a proportionate and evidence led approach, with further consultation and monitoring to ensure that any measures improved safety overall.

The Transport Planning and Projects Team Leader advised that while a timed restriction may not be feasible, alternative measures such as a one-way system could be explored. It was noted that any changes could have wider impacts on surrounding roads and residents and would require careful assessment. Officers would continue to work with schools and the Road Safety Team to explore potential options and gather further evidence.

The Cabinet Member acknowledged the concerns raised and confirmed that the Council would seek to support appropriate improvements where possible.

In considering the matters, the Cabinet Member made the following decisions.

RESOLVED: That the Cabinet Member for Planning, Housing and Growth:

- 1.) Met with petitioners and listened to their request for a timed one way restriction on Newnham Avenue, Ruislip;**
- 2.) Noted the national guidance for the implementation of one way restrictions;**
- 3.) Noted the postcode information for petition signatories;**
- 4.) Considered work previously undertaken by the Council's School Travel and Road Safety Team; and**
- 5.) Decided that further investigation may be warranted.**

The meeting, which commenced at 18:00, closed at 19:02.