

NEWNHAM AVENUE, RUISLIP - PETITION REQUESTING THE INTRODUCTION OF AN OFFICIAL, TIME LIMITED ONE-WAY SYSTEM OR SCHOOL STREET

Cabinet Member & Portfolio	Councillor Steve Tuckwell, Planning, Housing & Growth
Responsible Officer	Dan Kennedy, Corporate Director Residents Services
Report Author & Directorate	Sophie Wilmot, Residents Services
Papers with report	Appendix A – Location Report Appendix B – Postcode plots

HEADLINES

Summary	To inform the Cabinet Member of an e-petition received requesting a time limited one-way system or school street on Newnham Avenue, Ruislip.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: An efficient, well-run, digital-enabled council working with partners to deliver services to improve the lives of all our residents This report supports our commitments to residents of: Safe and Strong Communities
Financial Cost	There are no financial implications associated with the recommendations in this report.
Select Committee	Residents Services
Ward	Eastcote

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1. meets with petitioners and listens to their requests for a timed one-way restriction on Newnham Avenue, Ruislip;**
- 2. notes the national guidance for the implementation of one-way restrictions, as detailed within the body of the report;**
- 3. notes the postcode information for those who signed the petition, as detailed within the body of the report;**

4. considers work previously undertaken by the Council's School Travel and Road Safety Team and work on a potential school street restriction; and
5. based on the above, considers if further investigation may be warranted.

Reasons for recommendations

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

Alternative options considered / risk management

None at this stage.

Democratic compliance / previous authority

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. An e-petition with 239 signatures has been submitted to the Council signed under the following heading:

'We the undersigned petition Hillingdon Council to 1. Introduce a time-limited one-way system or School Street restriction on Newnham Avenue during school run hours (for example, 8:00-9:00 and 14:45-15:30, term-time only), alongside a 20mph speed limit. 2. Consult with residents and the Infant & Nursery and Junior schools to agree appropriate timings and any necessary exemptions. 3. Install clear signage and put in place appropriate enforcement. 4. Review the scheme after an initial trial period to assess safety, traffic flow and community feedback. This is a sensible, proportionate measure that would significantly improve safety for children, parents, and residents and help prevent serious accidents on this road.'

At the start and end of the school day, Newnham Avenue becomes heavily congested. The road is narrow, parking is permitted on both sides, and two-way traffic regularly cannot move safely through the space available. This often leads to vehicles mounting the pavement, cars becoming stuck nose-to-nose, and situations where children and parents are placed at unnecessary risk.

Although enforcement officers have visited, this does not address the underlying problem: the road is not wide enough to support two-way traffic at peak times. Other London boroughs (including Wandsworth and Islington) operate successful, time-limited restrictions around schools, which have improved safety, reduced congestion, and created calmer streets."

2. Newnham Avenue, Ruislip is a residential road with Newnham Infant and Junior School at one end. The schools have a combined capacity of approximately 650 pupils aged from 3 to 11 year olds. A plan of the area is attached as **Appendix A**.

3. Both Newnham Infant School and Newnham Junior School hold Gold Accreditation under TfL's Travel for Life programme, demonstrating their strong commitment to promoting sustainable and safe travel. Both schools actively participate in cycle training and pedestrian training, with the infant school also having completed scooter training and currently taking part in the Living Streets Walk Once a Week Challenge. In addition, Newnham Junior School is being put forward for a new Living Streets trial aimed at encouraging active travel among KS2 pupils.
4. The e-petition was signed by 239 respondents mostly within a short distance of Newnham Avenue and this is shown in the postcode plots in **Appendix B**. It should be noted that of the signatures only five were from residents of Newnham Avenue, itself as well as a signature from Newnham Infant and Junior School.
5. The petition is requesting the Council brings forward a timed one way restriction on Newnham Avenue, however national highways guidance does not permit timed one way restrictions on the public highway, therefore this could not be delivered by the Council. Should a one way be considered for Newnham Avenue, the restriction would need to operate 24 hours a day, 7 days a week, 365 days a year. Additionally, one way working can reduce conflicts between opposing traffic and reduce congestion but in return they can encourage people to increase their speed due to not having to worry about traffic coming in the opposite direction.
6. A timed restriction which could be considered is that of a 'School Street', as also outlined in the petition. This is where a road is closed to all but residential and disabled access for typically an hour at school drop off and an hour at school pick up. This means cars directly outside a school would reduce, reducing conflicts and making the environment cleaner and safer for those travelling to and from the schools. This kind of restriction would maintain two way operation for all vehicles. However, this time restriction can displace issues to other local streets and cause issue for access for residential visitors / deliveries so should be considered carefully.
7. Officers have interrogated the Police Road Traffic Collision data for Newnham Avenue and have established that there have fortunately been no reported road traffic collisions at all, as recorded by the Police, for the most recent five years for which data is available. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough.
8. Based on the above the Cabinet Member is asked to note that the request for a timed one way on Newnham Avenue cannot be met due to national guidelines. Consideration could be given to a one-way system which operates at all times or a timed school street restriction. The Cabinet Member should be minded that a low number of respondents to the petition were from Newnham Avenue residents. Following, consideration of the above, is the Cabinet Member minded instructing Officers to investigate measures further for Newnham Avenue and report back.

Financial Implications

There are no financial implications associated with the recommendations in this report. Should the outcome of the further investigation result in any measures being proposed a suitable funding source would need to be identified before any implementation could be undertaken.

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 time-limited one-way system or 'School Street' on Newnham Avenue, 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 the proposed time-limited one-way system or 'School Street' after following due consultation and order-making processes.

Moreover, the Council has various statutory duties in relation to road safety, such as under section 39 of the Road Traffic Act 1988 and section 16 of the Traffic Management Act 2004, which are relevant when deciding on road traffic measures.

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.

Also, should there be a decision that the time-limited one-way system or 'School Street' on Newnham Avenue, Ruislip is to be progressed 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.

BACKGROUND PAPERS

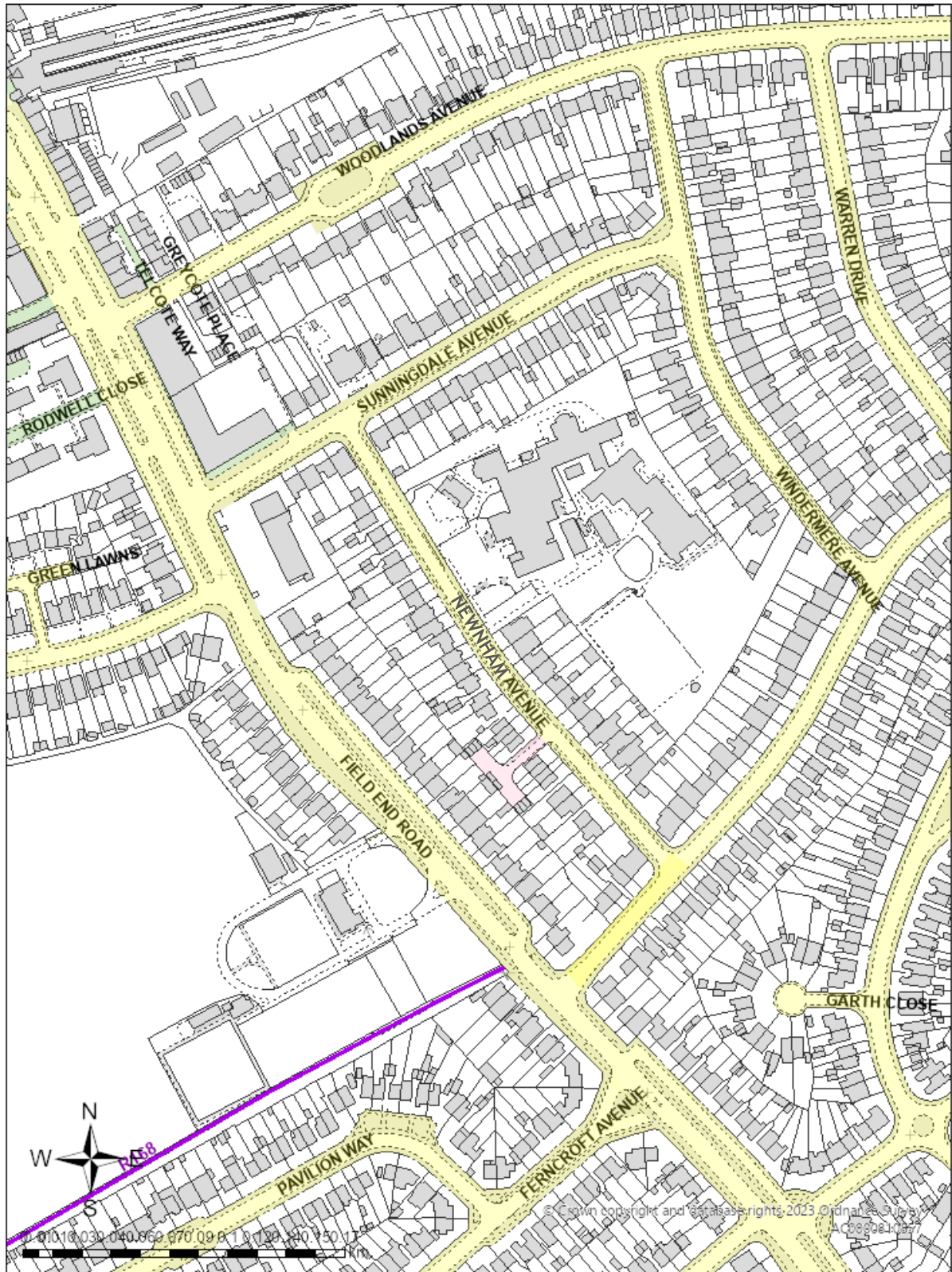
None.

APPENDICES

Appendix A – Location Report
Appendix B – Postcode plots

APPENDIX A - LOCATION REPORT

A4 Portrait



Map Notes

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APPENDIX B - POSTCODE PLOTS

