



Democratic Services

Location: Phase II

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**To: COUNCILLOR STEVE TUCKWELL
CABINET MEMBER FOR PLANNING, HOUSING &
GROWTH**

c.c. All Members of the Residents' Services Select Committee

c.c. Sophie Wilmot – Place Directorate

c.c. Karrie Whelan – Corporate Director of Place

c.c. Ward Councillors for Ruislip

Date: 18 February 2025

Non-Key Decision request

Form D

Objections to proposed 20mph on Ladygate Lane and Whiteheath Avenue, Ruislip

Dear Cabinet Members,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 26 February 2025** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Liz Penny
Democratic Services

Title of Report: Objections to proposed 20mph on Ladygate Lane and Whiteheath Avenue, Ruislip

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

Signed Date.....

Cabinet Member for Planning, Housing & Growth

Objections to proposed 20mph on Ladygate Lane and Whiteheath Avenue, Ruislip

Cabinet Member & Portfolio	Cllr Steve Tuckwell Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan, Corporate Director of Place
Report Author & Directorate	Sophie Wilmot, Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	This report details the outcome of the formal consultation undertaken with residents on the proposed introduction of a 20mph speed limit on Ladygate Lane and Whiteheath Avenue, Ruislip. The report details the objections received and sets out recommendations for the Cabinet Member to consider.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Be / feel safe from harm</p> <p>This report supports our commitments to residents of: A Green and Sustainable Borough</p>
Financial Cost	The total cost of the recommendations set out in the report is £2,500. This can be funded from the monies awarded to the Council from Transport for London to implement improvements to safety outside schools.
Select Committee	Residents' Services Select Committee
Ward(s)	Ruislip

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing and Growth:

- 1) **Considers the five objections and nine letters of support to the proposed 20mph speed limit on Ladygate Lane and Whiteheath Avenue, Ruislip, as detailed within the body of the report.**
- 2) **Notes the good work being done already with the schools by the Council's School Travel and Road Safety team, as detailed in the body of the report.**

- 3) In consideration of the benefit to the road safety and active travel modes at Whiteheath Infant and Junior Schools, instructs officers to proceed with the introduction of the extended extent of the 20mph speed limit.
- 4) Following a review of the further issues raised by residents, considers instructing officers to undertake all, or some of, the further work proposed in the report and report back.

Reasons for recommendation(s)

The recommendations set out in this report allow for the scheme to be progressed to benefit road safety outside schools in the Borough in order to protect vulnerable road users.

Alternative options considered / risk management

None at this stage.

Democratic compliance / previous authority

None.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

Introduction

1. In order to support improving road safety close to schools within the London Borough of Hillingdon, work is being undertaken to reduce vehicle speeds outside schools. The programme is being undertaken in collaboration with the Council's School Travel and Road Safety team who work with local schools to encourage more people to consider travelling by more sustainable modes of transport and to do so safely. The combination of 'soft' and physical measures helps promote better opportunities to change travel habits.
2. Separate to the discrete exercise to review the extent of the 20mph speed limit in Ladygate Lane (the subject of this report), the Council received, and the previous Cabinet Member heard, a petition asking for the introduction of a new Zebra Crossing in the vicinity of the junction of Ladygate Lane and Whiteheath Avenue. This report focuses on the speed limit matter, in particular the consultation exercise, but the matter of the desire for a new pedestrian crossing will be dealt with separately due to the specific engineering technical requirements associated with such a feature.

Background

3. Whiteheath Infants School has worked with Hillingdon's School Travel & Road Safety (STaRS) team since 2023, holding a Transport for London (TfL) Travel for Life Bronze accreditation and aiming for Silver accreditation this year. Over the past two years, the school has actively participated in various initiatives to promote safer, more sustainable travel within the school community. These efforts include organising car-free days, providing pedestrian training, promoting the school's walk zone map to encourage park and stride, supporting Hillingdon's Cycle Skills training to inspire families to cycle, and hosting events such as Walk to School Week, Bike Week, and Air Quality Days. The school also recently received a grant to add more scooter storage and encourage sustainable travel. Through their continued efforts, including developing their school travel plan with the TfL Travel for Life programme, they have seen a 7% decrease in car use and an increase in active and sustainable travel.
4. Whiteheath Junior School has been collaborating with the officer team for over seven years and holds a TfL Travel for Life Gold accreditation, which was renewed in 2024. Every year, the school recruits a group of student travel ambassadors to discuss and plan projects and campaigns that promote key road safety messages and encourage active travel. The school has participated in numerous local events, national campaigns, and its own initiatives, such as school travel assemblies, October's Walk to School Month, Walk to School Week in May, Bikeability & Pedestrian training, introducing a cycle-to-school reward card scheme, promoting the walk zone map to encourage park and stride, and incorporating the health and wellbeing benefits of active travel into their curriculum. Additionally, they have organised bike maintenance events in collaboration with the Council and participated in Road Safety Week, among many other initiatives. Their ongoing commitment to sustainable travel has resulted in a 14% increase in active and sustainable travel over the years.

Formal Consultation

5. Formal consultation was undertaken, and the Council received five objections from local residents to the proposed 20mph speed limit on Ladygate Lane and Whiteheath Avenue, Ruislip.
6. A summary of the objections is provided below:
 - *'I think the speed limit is completely unnecessary on Whiteheath Avenue. As it is during schools, there is sufficient traffic on the road to slow down drivers to a snail's speed. It is not needed to have a formal speed limit.'*
 - *All this does is inconvenience residents for 24 hours a day, when the fact of the matter is that the school traffic is there moving on the road for less than an hour a day. There is a zig zag line outside the main school entrance and exit for children, so they are already visible to drivers and there are barriers on the road to stop children accidentally stepping out on the road. This proposal is a box ticking, safety rules gone mad exercise'.*
 - *'With regard to Ladygate Lane. There is already a 20mph speed limit outside the school. It is not necessary to extend it further along the whole road.'*
 - *'This is bureaucracy gone mad! Whiteheath Infant School has a large area in front of the school, and the children are young enough to be under the control of their parents when on the pavement. Again, as with the Junior School, the infant school traffic is there for*

an hour a day at most, and for this some bureaucrat thinks it is worthwhile inconveniencing every other road user 24 hours a day, 365 days a year. This is lunacy and there are better uses for the funds the Council would be spending on this unnecessary project.'

- 'I have seen comments that people have to wait a long time to cross the road during school times. Having to be patient when crossing the road is hardly justification to impose unnecessary speed limits on everyone else for the rest of time. Life doesn't revolve around parents who cannot take the time to leave home early enough to get their children to school on time.'*
- 'I do not feel that current limit already enforced on Ladygate Lane needs to be extended any further on the rest of the road. During school drop off/pick up times a limit of 5-10mph can barely be done on the road already.'*
- 'I would ask that you stop interfering with the road, which to my knowledge, there have been no accidents on at all, and certainly if there had been, they would have been minor not involving speed or pedestrians. I do caveat that statement knowing of one accident involving an infant a few years ago, who was being walked across the road by her father, who were walking hand in hand across a newly installed zebra crossing outside my house, which is located on an also newly installed raised table at the time. Neither of these so-called safety measures spared the little girl from being hit by a moped, whose driver blatantly ignored both the zebra crossing and raised table and proceeded to drive off; and is still unpunished to this day as far as I am aware. In my knowledge, there had never been an accident prior to these implementations, and I would go so far as saying the risk awareness of both the parent and the little girl was so severely reduced thinking the measures you had installed had provided them an untouchable safety net and therefore were a potential cause rather than a mitigation of an accident.'*
- 'You have interfered by installing raised tables (initially installed incorrectly or not to regulation with even more money wasted and thrown into replacing them), which was also done without full consideration to the consequences for residents living on Ladygate Lane. When first installed, until a few years after rectification to meet regulation, and the introduction of another measure set out below, any large vehicle going over them used to shake the house through ground bourn vibration (not air bourn as your so called engineer tried to lead me to believe in the single response I received when I wrote to express my concerns, and then whom duly ignored for any repeated contact that I tried to make to resolve).'*
- 'I believe the current 20mph zone could be extended to cover Whiteheath Avenue, in view of the school entrance, although it is difficult to speed on that road anyway. It is generally impossible to drive quicker on Ladygate Lane during the peak school drop-off and collection times each afternoon, due to the parking by many parents. At other times, I consider the current 30mph limit to be safe, with the possible exception of some motorcycle riders. I would prefer to see better enforcement of the current 20mph zone using technology (e.g. cameras), rather than the expansion of the zone. This may have a greater effect on the speed of all vehicles on the whole of Ladygate Lane.'*

7. During the consultation period, there was also a total of nine items of correspondence in support of the implementation of a 20mph speed limit. A summary of these is provided below:

- 'As a resident of Ladygate Lane and living opposite Whiteheath Primary School, I support the 20mph speed limit.'*

- *'I hope it will stop some of the large heavy lorries using our street as a cut through, also keeping our children safe.'*
- *'May I please put another suggestion forward for the safety of children and families especially. Could the speed bump approaching Whiteheath Road be changed to a zebra crossing? As we have one by the infant school and observing families crossing before and after from the junior school, I feel that there should be another one to enduring safe crossing as the speed bump is used as a zebra crossing!!'*
- *'We would support the 20mph on Ladygate Lane due to current excessive speeding on this road:*
 - *With a school, and demographics in this area of several vulnerable people living on this road including elderly, young and disabled.*
 - *With houses very close to the road not allowing for a break barrier / for wide paths or trees should cars deviate.*
 - *Within the last few years the same 2 x BT wooden posts outside 15 Ladygate Lane been toppled over due to speeding cars this should be considered serious incident, this could have been detrimental to pedestrian, and house/car owners.*
- *'....I agree to the proposed extension due to the proximity of the school. However, to increase safety there also needs to be an increase in the attendance of parking officers. I rarely see any parking officers and when they do attend they do not move cars on from parking on the double yellow lines. Parents from the school persistently park on the yellow lines and on the corner of Whiteheath making it dangerous for crossing the road.'*
- *'I fully support this proposal as cars currently travel very fast along Ladygate Lane, making it dangerous and challenging to cross the road, especially with young children.'*
- *'In addition to the 20mph speed limit, I strongly urge the council to consider additional measures, such as installing speed bumps or a speed camera, as vehicles and motorcycles frequently speed along this road, even at night.'*
- *'I strongly urge the council to consider additional measures, such as installing speed bumps or a speed camera, as vehicles and motorcycles frequently speed along this road, even at night.'*
- *'I can confirm that I have no objections to the proposed 20 mph speed limit on Whiteheath Avenue provided the intended scheme is for road markings and signage only and not for traffic calming measures.'*
- *'Thank you for sending the proposed plan for the speed restrictions on Ladygate Lane. The further speed restrictions for the whole of Ladygate Lane will be very welcome for residents as a stronger deterrent to speeding, which is a problem on our road. I would also like to suggest the inclusion of Marlborough Avenue in this scheme as it is often used as a "rat run" from Bury Street at high speeds.'*
- *'I think a reduction of the speed limit to 20mph on the full length of both Ladygate Lane and Whiteheath Avenue is an excellent idea. I live in Whiteheath Avenue and see how many children and parents need to cross both roads. Many come from the Bury Street direction or down Marlborough Avenue so a lower limit on that stretch of Ladygate Lane would provide safer crossing for them.'*
- *'In fact I would also ask you to consider installing another Zebra crossing in Ladygate Lane on the table between Whiteheath Ave and Marlborough Avenue. Many children and parents need to cross there and while a reduction in the speed limit would help, I think a Zebra crossing would also greatly improve safety. Children at the Junior School may be allowed in their last year to walk to and from school by themselves as preparation for the greater independence they will be given in journeying to secondary school.'*

Recommendation

8. After careful consideration of all the comments received during the consultation, and the road safety benefits a lower speed limit would bring to an area outside a school, it is recommended that the Cabinet Member approves the implementation of a 20mph speed limit on Whiteheath Avenue and Ladygate Lane.

Further work

9. During the consultation period, residents raised some further road safety concerns they had travelling around the area and in conjunction with the operation of the school. The details of these are provided below:

Road safety at junction of Ladygate Lane / Bury Street

10. A number of residents raised concerns about the operation of the crossroads at Ladygate Lane and Bury Street, feeling that the volume on traffic on Bury Street made getting out of Ladygate Lane, very dangerous. A summary of concerns received are below:

'I would appreciate some consideration and thought to the top end of Ladygate Lane, at the Bury Street junction opposite Mead Walk, again as resident and car driver I find this junction challenging, due to the heavy and fast moving traffic, going both ways along Bury Street and the bush surrounding the garden edge around flats on Bury Street, an obstruction. But my main concern is the safety of traffic pulling out onto Bury Street from both adjoining roads. Not sure what the answer is but traffic needs to slow down to allow cars safety pulling out onto Bury Street. Perhaps a small roundabout to encourage safe travelling and slow traffic speed?'

'Furthermore, I would like to draw attention to the area where Ladygate Lane meets Bury Street.'

'This junction is a blind spot and poses significant risks when trying to join Bury Street. Traffic often piles up here, causing both delays and increased pollution. To improve safety and traffic flow, I suggest requesting the addition of a roundabout or traffic lights at this junction.'

'Furthermore, I would like to draw attention to the area where Ladygate Lane meets Bury Street. This junction is a blind spot and poses significant risks when trying to join Bury Street. Traffic often piles up here, causing both delays and increased pollution. To improve safety and traffic flow, I suggest requesting the addition of a roundabout or traffic lights at this junction.'

11. A review of the TfL accident database shows that a total of two accidents involving slight personal injury were recorded for the most recent five years for which data is available. This does not, however, consider damage only collisions or near misses. Given the low accident record, it is recommended that the Cabinet Member considers advising local residents to consider raising a petition to the Council on this matter.

Inconsiderate Parking

12. Another concern highlighted was the inconsiderate parking by parents at school drop off and pick up times:

'I would however, welcome you to visit the school, particularly the junction of Whiteheath Avenue/ Ladygate Lane during pick up time, in particular (3:15-3:45) to perhaps turn your attention more to the parking restrictions which are not being adhered to by the "same parents/cars" on a daily basis. Bearing in mind, this is near the Junior school where Year 6 (10/11-year-olds) are trying to make their own way home independently, without the presence of a grown up and are unable to see the road to cross at this junction. The selfish parking of people, who - when approached regarding this by other parents - become very volatile telling them to mind their own business or stating they have a disabled badge and can park wherever they like is an absolute disgrace.... All of the parents should care about keeping all the children safe. There are parking wardens around the area (usually around once a week) who choose to walk away from these mentioned cars as parents are sitting in the cars and do absolutely nothing about it except walking in the opposite direction (another tick boxing exercise- no doubt)!'

13. Given the concerns raised and to support the installation of the 20mph, the Cabinet Member may be minded to instruct the Council's Parking Enforcement team to undertake some targeted enforcement at the school, to address vehicles blocking driveways and parking on areas with parking restrictions.
14. As noted in the Introduction to this report, a petition was heard asking for the introduction of a Zebra Crossing broadly at this location (i.e. near the junction of Ladygate Lane and Whiteheath Avenue); as also noted above, that request will be dealt with separately due to the technical aspects that need to be considered for such a feature.

One Way operation

15. A couple of the consultation responses highlighted that the school have been trying to get a voluntary one-way system working but this is very seldom adhered to:

'The school are advertising a "voluntary" one way scheme on Whiteheath Avenue coming in from Ladygate Lane and leaving via the other end... however most parents do not adhere to this.... Perhaps a "mandatory" one way scheme should be enforced with cameras to force people's hand in this?'

16. Residents have asked if the Council would consider making the one-way mandatory. At this time, one way working cannot be for a timed period only. Should a mandatory one-way be put in, this would apply to everyone in the area 24 hours a day, seven days a week, 365 days a year, which some residents may not support. As well as this, often this operation has a negative impact on speeds, with vehicles travelling faster as they know nothing will be travelling in the opposite direction.

17. Given the potential issues of introducing a one-way operation, it is recommended that the Cabinet Member considers advising local residents to consider raising a petition to the Council on this matter.

Further work recommendations

18. Following the Cabinet Member's review of the further concerns raised by residents within the consultation period, the Cabinet Member may be minded to ask officers to undertake further work on the following and report back:
- a. Advise residents to raise a petition in regard to road safety concerns at the junction of Ladygate Lane with Bury Street;
 - b. Instruct targeted parking enforcement to support the introduction of the 20mph scheme;
 - c. Advise residents to raise a petition in regard to the introduction of one way working in the area.

Financial Implications

The briefing note seeks approval from the Cabinet Member to the recommendations above. The total cost of the recommendations to implement 20mph speed limit on Ladygate Lane and Whiteheath Avenue, Ruislip is £2,500.

There are no direct financial implications to Council resources. This scheme will be fully funded from the Transport for London Local Implementation Plan 2024/25 grant allocation for improving safety outside schools, which has been released via the Council's capital release process, approved in June 2023.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities

To allow the Cabinet Member an opportunity to consider, in detail issues, raised by residents.

Consultation & Engagement carried out (or required)

No further consultation at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance concurs with the financial implications and comments above and reiterates that there will be no financial impact on Council resources if the recommendations by Officers are approved.

Legal

Section 39 of the Road Traffic Act 1984 requires the Council to prepare and carry out a programme of measures designed to promote road safety. Moreover, under section 16 of the Traffic Management Act 2004, the Council, as local traffic authority, has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic on its road network – “traffic” includes pedestrians (as stated in section 31 of the Traffic Management Act 2004).

Extending the 20mph speed limit on Ladygate Lane and Whiteheath Avenue, Ruislip would be in furtherance of these duties. Within this report, it is explained how the speed limit extension would promote road safety and active travel modes in the area with reference to there being high pedestrian use, including by children due to Whiteheath Infants and Junior Schools being located there.

The Road Traffic Regulation Act 1984 empowers the Council to introduce various road traffic measures. Under section 122, the Council has a duty to exercise those powers to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

It is section 84 of the Road Traffic Regulation Act 1984 that empowers the Council to introduce a speed limit on any of its roads apart from a restricted road (as defined in section 82) or special road (as defined in section 329 of the Highways Act 1980). This is by way of making an order, further process for which is set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Traffic signs must be erected in respect of any speed limit. The specific requirements for the signage are governed by Part V of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016.

Section 122 of the Road Traffic Regulation Act 1984 requires that any power derived from the 1984 Act must be exercised so far as practicable having regard to the following matters:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve amenities of the areas through the roads run;
- (c) the national air quality strategy;
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the Council to be relevant.

When making decisions, the Council should also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

Before introducing an order to impose a speed limit, the Council is required to give public notice of its intention to do so and carry out consultation compliant with Schedule 9 of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and established public law principles on consultation, namely fairness and adequacy. As part of these principles, all the consultation responses, which are pasted within

this report, must conscientiously be taken into account when deciding whether to extend the 20mph speed limit, as recommended in this report.

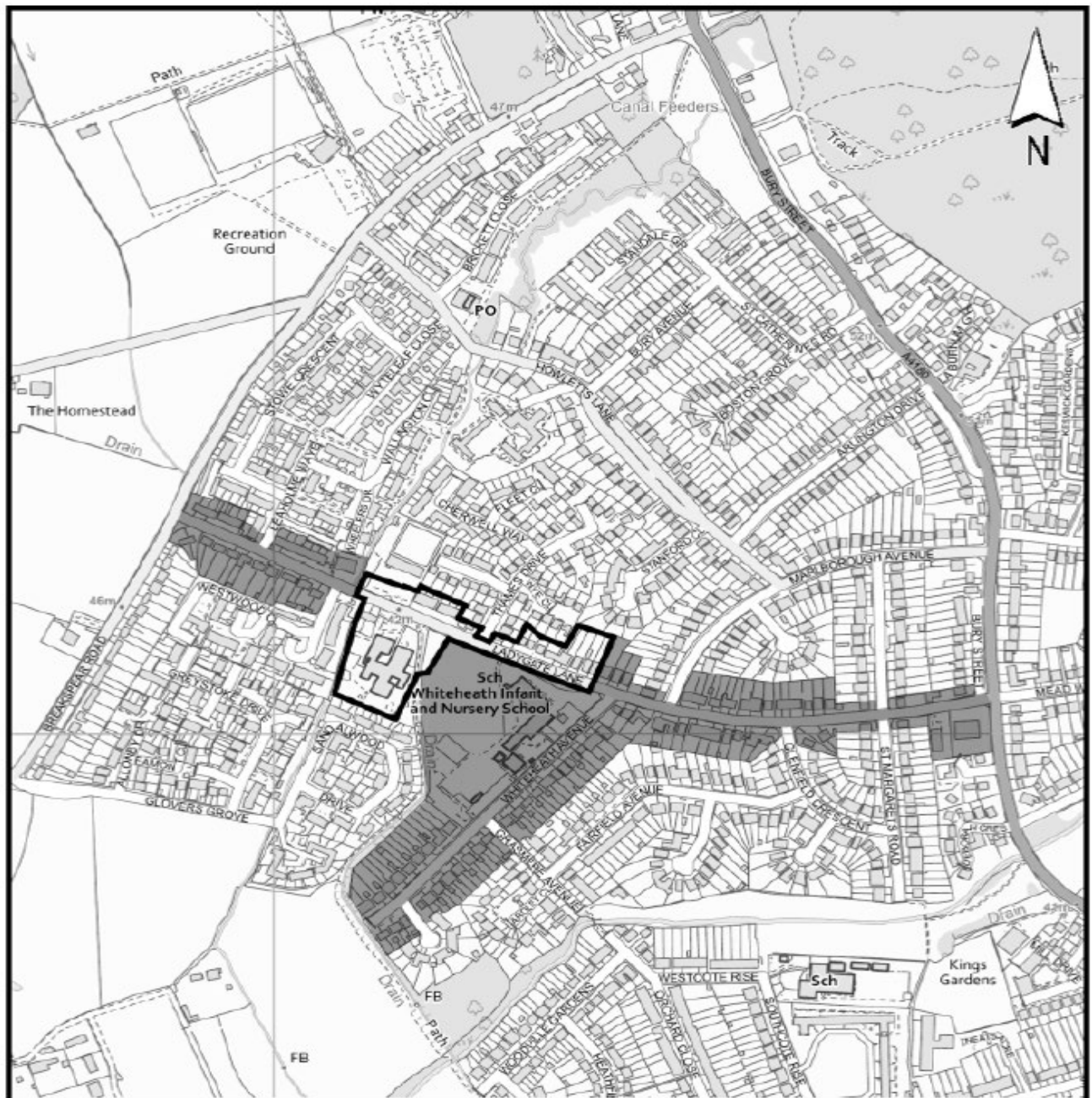
Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

None.

APPENDIX A - Location Plan



Proposed extension to the existing 20mph Zone on Ladygate Lane, Ruislip

November 2024
Scale 1:6,000



Proposed extension to the existing 20mph Zone throughout the rest of Ladygate Lane and Whiteheath Avenue, Ruislip

Extent of the existing 20mph Zone on Ladygate Lane, Ruislip

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