



## Democratic Services

**Location:** Phase II

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

**COUNCILLOR EDDIE LAVERY  
CABINET MEMBER FOR COMMUNITY &  
ENVIRONMENT**

c.c. All Members of the Corporate Resources &  
Infrastructure Select Committee

c.c. Dan Kennedy – Corporate Director of Residents  
Services

c.c. Steve Austin – Residents Services Directorate

c.c. Ward Councillors for Ruislip

**Date:** 28 October 2025

## Non-Key Decision request

## Form D

### RUISLIP HIGH STREET, RUISLIP – COMMENTS RECEIVED ON THE FORMAL CONSULTATION ON PROPOSED AMENDMENTS TO THE PAY AND DISPLAY PARKING PLACES

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 05 November 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.

Naveed Ali  
Democratic Services

**Title of Report:** RUISLIP HIGH STREET, RUISLIP – COMMENTS RECEIVED ON THE  
FORMAL CONSULTATION ON PROPOSED AMENDMENTS TO THE PAY AND  
DISPLAY PARKING PLACES

**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 and Cabinet Member for Community & Environment

# RUISLIP HIGH STREET, RUISLIP – COMMENTS RECEIVED ON THE FORMAL CONSULTATION ON PROPOSED AMENDMENTS TO THE PAY AND DISPLAY PARKING PLACES

<b>Cabinet Member &amp; Portfolio</b>	Cllr Steve Tuckwell, Cabinet Member for Planning Housing and Economic Growth Cllr Eddie Lavery, Cabinet Member for Community and Environment
<b>Responsible Officer</b>	Dan Kennedy, Corporate Director, Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location Plan Appendix B - Objections and comments

## HEADLINES

<b>Summary</b>	To advise the Cabinet Member of the comments received on the formal consultation on proposed amendments to the Pay and Display parking places.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: Live in a sustainable borough that is carbon neutral  This report supports our commitments to residents of: A Green and Sustainable Borough
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is estimated to be £7,000, which will be funded via the On-Street Parking budgets surplus.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Ward(s)</b>	Ruislip

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing and Growth, in consultation with the Cabinet Member for Community and Environment:

1. Notes the comments received to the proposed amendments to the Pay and Display parking places in and around Ruislip High Street that will prohibit motorcycles from using the bays; and
2. Approves the amendments as proposed and asks officers to review the situation after six months.

### **Reasons for recommendation(s)**

To ensure that pay and display parking places are available to visitors and customers to the High Street whilst maintaining dedicated motorcycle parking bays that can be legitimately used free of charge by motorcyclists.

### **Alternative options considered / risk management**

None at this stage.

### **Democratic compliance / previous authority**

The Cabinet Member is authorised to make decisions on such matters.

### **Select Committee comments**

None at this stage.

## **SUPPORTING INFORMATION**

1. Ruislip High Street is part of a vibrant town centre with extensive shopping opportunities, local businesses, Ruislip Underground Station, bus routes and other local facilities.
2. The High Street and some adjacent roads benefit from a mixture of Pay and Display parking places, Blue Badge bays, Solo Motorcycle Bays and dedicated loading bays. The current operational hours for the paid for parking bays are Monday to Saturday 8am to 6:30pm.
3. In addition to the many retail units in the High Street, Ruislip enjoys a wide variety of hospitality driven businesses ranging from popular restaurants to many fast-food outlets, many of which offer a delivery service.
4. As a result of the above, there has been a significant increase in the number of delivery drivers, mainly using motor scooters, parking in and around the High Street that has resulted in significant parking pressures around some of the popular food outlets.
5. The local ward councillors and the Council's Parking Enforcement Team have received many complaints from residents and visitors to the High Street concerned with anti-social behaviour and irresponsible parking as well as haphazard driving which have been associated with some of the delivery drivers.
6. Currently, motorcycles can park in either the dedicated motorcycle parking bays or Pay and Display bays without charge, which has resulted in some local tensions and many complaints that the delivery drivers are monopolising the Pay and Display bays making it harder for car drivers to visit the local businesses.
7. One area of the High Street in particular has been the subject of much local consternation is around the McDonalds restaurant. Many reports have been received complaining that the drivers of the scooters are blocking the Pay and Display bays when the adjacent Motorcycle Bay is parked to capacity. With the present traffic order arrangements, practical enforcement

by the Council's Civil Enforcement Officers (CEOs) is compromised. It is however clear to all that the original intended purpose of a full-sized four-wheel vehicle parking bay was never to support the parking of a much smaller motorcycle of any size or type.

8. A constructive meeting was held between officers and the franchise holder of the McDonalds Restaurant, who has ambitions to expand the business into the next-door premises. In addition to this, they advised that the new facility would provide a dedicated serving area for delivery drivers at the rear of the expanded restaurant that relieve some of the pressure on the on-street parking on High Street.
9. As a result of the many complaints and following the meeting mentioned above, the Council undertook a formal 21-day consultation on plans to prohibit power two wheelers from parking in the Pay and Display Bays.
10. During this period public notices were erected on-street and the proposals were published in the London Gazette, the Uxbridge Gazette and also posted on the Council's website. All of the comments received to the consultation are tabulated in Appendix B.
11. Overall, the majority of responses were in support of the proposals, although some of the genuine concerns raised are being considered and will be investigated as part of a future review.
12. After careful consideration of all the factors mentioned above, it is recommended that the Cabinet Member for Planning, Housing and Economic Growth, in consultation with the Cabinet Member for Community and Environment, considers the objections and comments made during the consultation and approves that the proposed changes are introduced at the earliest opportunity.

## **Financial Implications**

The cost associated with the recommendations to this report is estimated to be £7,000 and will be funded through the on-street parking budget.

## **RESIDENT BENEFIT & CONSULTATION**

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

To ensure that pay and display parking places are available to visitors and customers to the High Street whilst maintaining dedicated motorcycle parking bays that can be legitimately used free of charge by motorcyclists.

### **Consultation & engagement carried out (or required)**

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance have reviewed the recommendations to this report and concurs with the financial implications as set out above.

## **Legal**

The Council's power to introduce the proposed amendments to the Pay & Display parking spaces on Ruislip High Street, Ruislip is set out in Part 4 of the Road Traffic Regulation Act 1984. The consultation and order-making statutory procedures to be followed are set out in Schedule 9 of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

If the decision is taken to introduce the proposed amendments to the Pay & Display parking spaces on Ruislip High Street, Ruislip, any relevant provisions in Part 5 of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016, which set out signage requirements, must be observed.

In exercising any of the powers under the Road Traffic Regulation Act 1984, section 122 of the 1984 Act requires the Council to consider its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway. These powers 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 which 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.

Pursuant to established public law principles on consultation, namely fairness and adequacy, the decision maker, when deciding whether to approve the recommendation to introduce the proposed amendments to the Pay & Display parking spaces on Ruislip High Street, Ruislip must be satisfied that all consultation responses (contained in Appendix B), including those that do not accord with their own view, were conscientiously taken into account.

The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010 when coming to a decision on whether to approve introduction of the proposed amendments.

## **Property**

None at this stage.

## **Comments from other relevant service areas**

None at this stage.

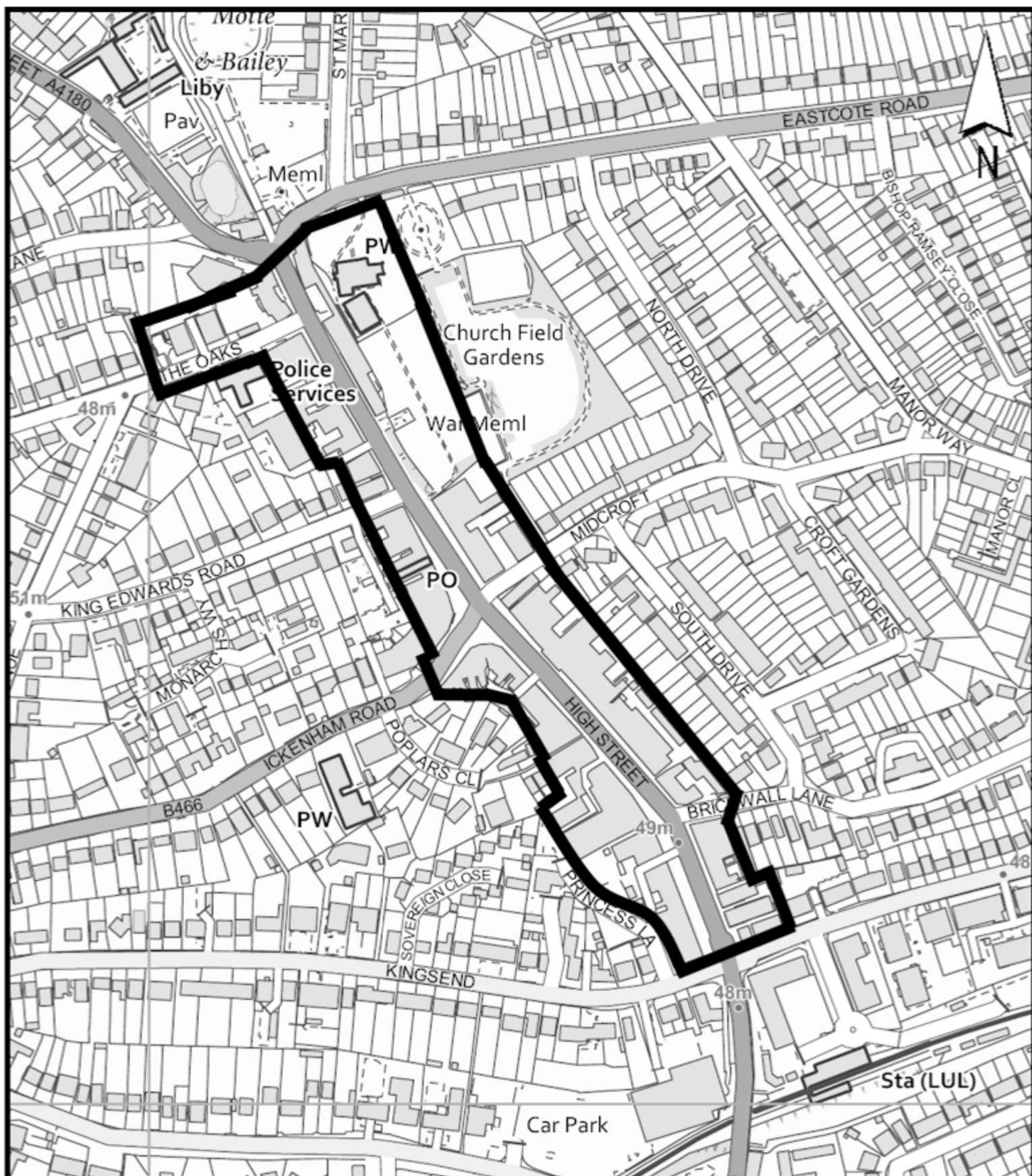
## BACKGROUND PAPERS

- Traffic order
- Objection emails

## TITLE OF ANY APPENDICES

Appendix A - Location Plan

Appendix B - Objections/comments received



## Ruislip High Street Location plan

## Appendix A

August 2025  
Scale 1:4,000



Extent of the Ruislip High Street Stop & Shop  
Parking Scheme



## Responses to the formal consultation to prohibit motorcycle parking within the pay & display bays in Ruislip Town Centre

Approximate address	Response	Officer's response
Ruislip Resident	<p>I just wanted to drop a note to say I wholly support the banning of motorcycles on Ruislip High Street.</p> <p>Their presence on the high street means that other users struggle to find parking and I don't believe they pay for their parking.</p>	Noted
Ruislip Resident	<p>We fully support the TOTAL ban on the parking of motor cycles in Ruislip High Street and nearby roads (INCLUDING Brickwall Lane).</p> <p>They are a menace, anti-social, and detract from the nature of our High Street. The same should happen in Eastcote town centre.</p> <p>We suspect that many are illegal immigrants and the authorities would be well advised to carry out regular checks on them. Also, their driving licence status as most have L plates on them for ever and a day!</p>	<p>1). Noted</p> <p>2). Should the scheme in Ruislip prove to be successful, the intention is to consider extending it to other town centres</p> <p>3). This topic is outside the scope of the consultation</p>
Ruislip Resident	<p>Definitely a vote in favour of banning them from the High St.</p> <p>Please clarify if you are banning motorcycles and mopeds from parking on Ruislip High St or just from parking in Car parking slots on the High St. Your information is self contradictory at present.</p> <p>I think it's a great idea to ban them from car parking slots. And get the parking wardens to fine them if they don't keep to the rules.</p> <p>Also, they should have to pay to park in any motorcycle parking area that gets retained, and have a max parking time imposed too. Some of them sit around dropping litter and spitting in the street/on bins &amp; walls. They should be fined for spitting and littering too. Parking wardens could perhaps be given authority to fine them since there are almost never any police around.</p> <p>For instance a whole parking slot was out of action for cars on Saturday due to one motorcycle occupying the whole of it.</p>	<p>1). Noted</p> <p>2). The information is considered clear but we apologise if the respondent does not understand the intention of the proposals; the intention is to prevent motorcycles and mopeds from parking in the general 'pay and display' bays which are intended for use by cars and light vans, but to retain the existing dedicated smaller bays intended for use by motorcycles and mopeds.</p> <p>3). It is hoped that the Civil Enforcement Officers (who undertake the enforcement that was formerly undertaken by 'traffic wardens') will find the 'rules of engagement' much clearer, as indeed should the riders of motorcycles and mopeds</p> <p>4). There are currently no plans to introduce charges for motorcycles and mopeds to park.</p> <p>5). The problem of one moped 'monopolising' a large car-sized bay is a common occurrence at present; it is intended that the proposals will help to redress the balance</p>



## Responses to the formal consultation to prohibit motorcycle parking within the pay & display bays in Ruislip Town Centre

Approximate address	Response	Officer's response
Ruislip Resident	<p>Hi, I believe that there is a consultation taking place to possibly ban motorcycles parking in Ruislip High Street.</p> <p>I would like to add my concerns over the number of motorcycles taking up car parking spaces outside McDonald's in the high st. One day I counted 22 motorcycles parked up over 4 bays. It's not just the number of motorcycles that is concerning, it is also the disregard shown by the motorcyclist to other road users. Several times I had driven along the high st, only to be applying the brakes of my car when drivers have just pulled out in front of me Every and I mean every motorcycle has an L plate attached, so none of them have ever past a test to show that they are competent riders.</p> <p>I full support the proposal to restrict motorcycles parking in the high st.</p>	Noted
Ruislip Resident	<p>I write this as a formal complaint to LBH regarding the absurd proposals relating to the banning of motorcycle parking in Ruislip Hight Street and surrounding areas.</p> <p>Have LBH actually undertaken a full and proper survey of who these 'motorcycles' actually belong to and who is actually riding/parking them? These are scooters ridden (mostly illegally) by food delivery riders they are NOT motorcycles. I have checked three of these scooters and none of them were taxed or MOT'd, do something about that instead of penalising me as a motorcycleist for over 40 years, why should I be banned from parking when I pay road tax, council tax to LBH and I'm insured. Go and do the job you are paid to do and catch the illegal riders using your over zealous but obviously too lazy parking wardens, don't pick on the rank and file law abiding motorcycle user. And why don't you go after all the Uber drivers who are also using their cars for food deliveries and also park illegally?</p>	<p>In law, in terms of parking enforcement, motorcycles and mopeds are generally considered within the same category. The matter of key concern is not the generally more considerate riders of larger motorcycles, but those using the mopeds most associated with fast-food delivery.</p> <p>Dedicated parking for all so-called 'powered two wheelers' - a technical term that embraces both motorcycles and mopeds, already exists within the High Street and the intention is that these bays will be retained, and also will remain under present proposals free of charge. If in time it is established that there is greater demand for motorcycle parking, the Council will consider this; presently however 'powered two wheeler' parking demand in Ruislip High Street, other than for mopeds, is not large.</p> <p>Enforcement of these vehicles and their riders, in terms of such matters as driving licences and the roadworthiness and suitability of the machines themselves, are outside the scope of this consultation, but it is accepted that these are also important issues worthy of attention.</p>

## Responses to the formal consultation to prohibit motorcycle parking within the pay & display bays in Ruislip Town Centre

Approximate address	Response	Officer's response
Potters Bar EN6	<p>I am writing regarding your proposals to restrict/van motorcycles parking etc within the Ruislip area, without recourse to carry out due diligence as regards the impact upon the folk of Ruislip, the people who live work and reside/run businesses in the area. Motorcycles are not the problem, they are one of a number of proper solutions to whatever you perceive to be a problem. As a worker in the area and constant visitor to the area besides working in the area I fail to visualise what the problem is from a motorcycle rider/user actually is?</p> <p>The motorcycle is a device for travelling without causing traffic jams or excess traffic. Motorcycle bays for parking in or even better secure areas to so do are not by any stretch of the imagination a costly thing to present or run. The damage to the infrastructure is virtually non existent as they take up minimal space, are light, consume less fuel, are environmentally sound and are an economic way to travel especially in and around London. The reality is you should be promoting the use of them not trying to stop it. It may have escaped your notice but cars have grown exponentially in size and weight and are far more environmentally unsuitable due to the damage caused by being on the roads by way of being so much larger they take up valuable space, are heavier so the roads decay faster and even more potholes are caused with councils like Ruislip not able to keep on top of it which ironically is far more dangerous to bikes than ever. The state of mind with bikes / motorcycle users is well known to be in a better state than car drivers as they tend to have a better mindset/ and calmer and less stressed in the bargain. I'm not talking delivery drivers of pizzas et all who generally are rather scary and abuse the L licence brigade get away without redress, I. E after cbt and should take/pass the main test within two years / non of them do. They just retake /do the cbt thing again and off they go for another two years of mayhem. As a member of the IAM for many years I see the problems this sub section of Scooter riders cause by so doing. But nevertheless less why do you not promote the use of motorcycles in your borough/ every borough fails to me to appear a very poor thing to ignore. The benefits are many without the problems that you really have.</p>	<p>Dedicated parking for all so-called 'powered two wheelers' - a technical term that embraces both motorcycles and mopeds, already exists within the High Street and the intention is that these bays will be retained, and also will remain under present proposals free of charge. If in time it is established that there is greater demand for motorcycle parking, the Council will consider this; presently however 'powered two wheeler' parking demand in Ruislip High Street, other than for mopeds, is not large.</p> <p>In addition, the parking provision for motorcycles within the adjacent Council owned off-street car parks where motorcycles can park free of charge will remain unchanged.</p>
Manor Ward Councillors	<p>Ruislip Manor cllrs agree with the principle of amending the parking regulations in Ruislip High St, in order to remove motorbikes from parking places other than designated for motorbikes.</p> <p>We are however, aware of the risk of displacement into Ruislip Manor, where it has recently been noted that motorbikes have been occupying an increased number of the parking bays along Victoria Rd. We would therefore request that following any introduction of a new scheme, monitoring takes place in Victoria Rd and if necessary, the same change in regulation is enacted for that shopping parade.</p>	Noted

## Responses to the formal consultation to prohibit motorcycle parking within the pay & display bays in Ruislip Town Centre

Approximate address	Response	Officer's response
Ruislip Resident	<p>Specifically, I am objecting to the proposal to amend all existing pay &amp; display parking bays to prohibit motorcycle parking within Ruislip town centre, including all pay and display parking bays on High Street, Ruislip and adjacent in The Oaks and Ickenham Road, Ruislip.</p> <p>The consultation states that the changes are being introduced to address specific concerns related to motorcycle parking, however the changes are an overreach and will impact upon users of motorcycles who are not causing any concerns, and whose numbers do not cause a problem for other motorists. This is an example of a 'sledgehammer to crack a nut' approach.</p> <p>I am a resident of Ruislip and use a motorcycle regularly to travel to Ruislip High Street for shopping. When possible, I will park in the designated motorcycle parking bay outside 51 High Street. However, this space is quite small and often full with delivery riders. On these occasions, or when it is more convenient for me, I will park elsewhere, for example near Wenzels on Ickenham Road, or near Tesco Express. To do this I park in pay and display bays under the current rules that motorcycle parking is free in these bays across the borough. My motorcycle takes up no more space than a car, I am rarely parked for more than 30 minutes, and I am very unlikely to return within a short space of time (although there would be no restriction for me to park up to the maximum term or return quickly under the current rules).</p> <p>Implementing these changes will directly affect my ability to continue my shopping along my local high street. I do not own a car and walking and bus travel are impractical when carrying heavy shopping, particularly on summer weekends when it is sometimes impossible to catch a local bus along the High Street because of the number of visitors using buses to get to Ruislip Lido. Restricting all motorcycle users to using only the designated bays on the High Street is likely to mean there will be no available parking anywhere for non-delivery riders.</p> <p>The provision mentioned in the statement of reasons about the 'owner of the food establishment' converting a space for collections does not provide additional parking for other motorcyclists, and the owner is unlikely to allow delivery riders to park there if they are collecting from other food establishments.</p> <p>The order is not specific on the timings of the prohibition. It only says that it will 'Amend all existing pay &amp; display parking bays to prohibit motorcycle parking within Ruislip town centre' without specifying if this is limited to the time of the operation of the parking bays, or a 24 hour prohibition. A 24 hour prohibition may then mean that local residents are unable to park their motorcycles overnight, and may choose instead to leave them in the designated motorcycle bays, causing more congestion.</p> <p>The problem of delivery-rider parking in the High Street does need to be addressed, but this proposal is not a fair way of doing so as it only punishes other motorcyclists. Delivery riders who are unable to park along the high street will simply choose to wait outside a food establishment in a different area.</p> <p>There are several different proposals that should be considered before this change is implemented, that would be fairer to motorcyclists parking in the High Street for reasons other than to collect and deliver food.</p> <p>1. Enforcement of waiting limit and no return limit on parking bay outside 144A High Street. This parking pay seems to have been created with a waiting limit specifically to address the problems of delivery riders taking up spaces when collecting food from McDonalds. However, motorcycles are frequently parked in this bay for longer than 20 minutes and may return in under one hour once their delivery is complete. I have never seen any enforcement of these restrictions take place, even though Parking Enforcement Officers can be regularly seen patrolling the High Street.</p>	<p>Dedicated parking for all so-called 'powered two wheelers' - a technical term that embraces both motorcycles and mopeds, already exists within the High Street and the intention is that these bays will be retained, and also will remain under present proposals free of charge. If in time it is established that there is greater demand for motorcycle parking, the Council will consider this; presently however 'powered two wheeler' parking demand in Ruislip High Street, other than for mopeds, is not large.</p> <p>In addition, the parking provision for motorcycles within the adjacent Council owned off-street car parks where motorcycles can park free of charge will remain unchanged.</p>

## Responses to the formal consultation to prohibit motorcycle parking within the pay & display bays in Ruislip Town Centre

Approximate address	Response	Officer's response
	<p>2. Prohibition only of motorcycles displaying Learner ('L') plates. The significant majority of delivery riders ride motorcycles displaying 'L' plates, suggesting they are riding on a provisional driving licence. If the prohibition were only enforced on motorcycles displaying these plates, it would not prejudice against motorcyclists riding on a full licence who are much less likely to be delivery riders, and having passed their test, more likely to be considerate of other road users. Any motorcyclists who are not delivery riders but displaying an 'L' plate may be encouraged to take their test to benefit from full parking access along the High Street.</p> <p>3. Prohibition of parking in pay and display bays only for motorcycles engaged in commercial activity. This is normally obvious as most delivery riders have a large square box on the back of their motorcycles (often sponsored). However these riders should also have insurance which covers them for riding for commercial use, whereas other riders (including myself) do not have either.</p> <p>4. Introduction of Residents' access to parking in pay and display bays. Allow Hillingdon residents to register their motorcycles for full access to pay and display bays. This would operate in the same way that residents register their vehicles for local 'resident parking' schemes.</p> <p>5. Introduction of charging for motorcycle parking in pay and display bays (including free 30 minutes for HillingdonFirst cardholders). This would require parking to be based on the vehicle's registration, rather than a ticket.</p> <p>6. Limit motorcycle parking in pay and display bays to 30 minutes with no return to the Parking Zone for 2 hours.</p> <p>7. Create more designated parking bays for motorcyclists away from popular food establishments. These would then be more likely to be available for non-delivery riders.</p> <p>Under the statement of reasons, you say that 'These changes are part of the ongoing efforts to balance the needs of all road users while maintaining an accessible town centre'. This proposal does nothing of the sort. It heavily weights access to the town centre in favour of car drivers and entirely discriminates against motorcyclists, particularly those who are not part of the problem.</p> <p>By all means implement measures to restrict delivery riders causing concerns, but do not do this at the expense of other motorcyclists. I object entirely to this proposal and urge the council to consider the other options I have suggested.</p>	