



## Democratic Services

**Location:** Phase II

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**CMD No:** 1584

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

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

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

c.c. Sophie Wilmot – Residents Services Directorate

c.c. Ward Councillors for Ruislip

**Date:** 1 December 2025

## Non-Key Decision request

## Form D

### OUTCOME OF CONSULTATION ON A POTENTIAL 7.5T WEIGHT RESTRICTION ON HOWLETT'S LANE AND SURROUNDING ROADS

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 Tuesday 9 December 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 Officer

**Title of Report:** Outcome of Consultation on a Potential 7.5t Weight Restriction On Howlett's Lane And Surrounding Roads

**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

# OUTCOME OF CONSULTATION ON A POTENTIAL 7.5T WEIGHT RESTRICTION ON HOWLETT'S LANE AND SURROUNDING ROADS

<b>Cabinet Member &amp; Portfolio</b>	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Economic Growth
<b>Responsible Officer</b>	Daniel Kennedy, Corporate Director, Residents Services
<b>Report Author &amp; Directorate</b>	Sophie Wilmot, Residents Services
<b>Papers with report</b>	None

## HEADLINES

<b>Summary</b>	This report details the outcome of the formal consultation undertaken with residents on the proposed introduction of a 7.5T weight restriction except for access on Howletts Lane and surrounding roads. The report details the feedback received and sets out recommendations for the Cabinet Member to consider.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<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>
<b>Financial Cost</b>	The total cost of the recommendations set out in the report is £50,000. It is proposed to apply to use HS2 Road Safety funding to cover the full cost of the scheme's implementation.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Ward(s)</b>	Ruislip

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) **Notes the low response rate to the consultation of just 2.3%;**
- 2) **Considers that all responses reported were for the introduction of the proposed 7.5T weight limit in the area, and generally positive feedback was received as detailed in the report below; and**

- 3) **Due to the road safety and residential benefit of introducing the restriction, instructs Officers to proceed with seeking HS2 funding for the implementation of the scheme.**

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

The recommendations set out in this report allow for the scheme to be progressed to benefit road safety and to improve environmental conditions for the residents.

### **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**

### **Introduction**

1. Howletts Lane and surrounding roads make up a large residential area in Ruislip. The area includes a large infant and junior school which sees a significant number of young people travelling around the area on a daily basis. Residents of the area have raised concerns about the number of large HGVs navigating the small residential roads, to avoid delays on the main route of Bury Street and Breakspear Road. Recent traffic surveys undertaken by the Council demonstrate a higher level of large HGV movements than would be expected on small residential roads.
2. A previous 7.5T weight restriction was implemented on a small section of Ladygate Lane due to the number of larger vehicles travelling between Breakspear Road and Bury Street, directly outside the schools. It was felt this restriction would be sufficient to deter people as the other routes were much smaller roads which are difficult to negotiate in large vehicles. However, it appears that these roads are being used.
3. Based on the traffic data, Ward Member and local residents' concerns, a proposal was put together to make a 7.5T HGV restricted zone on Howletts Lane and surrounding roads to ensure that vehicles travel on the main roads which are more suitable for larger vehicles. A plan of the proposals is provided in Appendix A.

### **Formal consultation**

4. Formal consultation was undertaken with 862 properties, across the following roads: Arlington Drive, Boston Grove, Brickett Close, Bury Avenue, Cherwell Way, Coppice Close,

Fleet Close, Howletts Lane, Isis Close, Ladygate Lane (extending the existing restriction to the entire road), Leaholme Way, Marlborough Avenue, St Catherines Road, St Margarets Road (between Ladygate Lane & Marlborough Avenue), Standale Grove, Stanford Close, Stowe Crescent, Thames Drive, Wallington Close, Wheelers Drive, Wye Close, and Wyteleaf Close, Ruislip.

5. During the 21-day consultation period, a total of 20 responses were received, which equates to a 2.3% response rate. All of the responses were supportive of the introduction of the 7.5T weight restriction. A majority of respondents also provided some additional information; this is summarised for consideration in the table below:

Feedback Received	Council Response
How will the restriction be policed? It needs to be policed, or it won't work.	It is proposed to use ANPR cameras to enforce the restriction.
Why are there two different restrictions signs on Ladygate Lane?	There should not be two signs. The proposed changes outlined will update all the signage and these will be removed, reducing confusion.
There must be no financial cost to residents?	There should be no financial cost to residents, only vehicles over 7.5T will be restricted, with most work vehicles residents may have being smaller than this.
The amount of large vehicles has caused considerable amount of damage to the carriageway and drainage.	The Highways Inspection team will be asked to review the area and schedule any maintenance in line with Council policies.
How will the local businesses operate if large vehicles cannot access the area?	The restriction will be except for access so any large vehicles with a legitimate reason for being in the area such as servicing a shop would not be fined for doing so.
The small restriction in Ladygate Lane has reduced numbers but there is still a large number of skips which cause noise when they go over the traffic calming measures, can these be removed?	The extension of the restriction should remove the number of skip lorries and therefore, hopefully reduce the noise these cause. Due to the benefit to road safety in the area and particularly those accessing the schools, there are no plans to remove the existing traffic calming measures at this time.
In Arlington Drive, there is an ongoing daily problem of larger vehicles parking for drivers to have rest breaks even with the depot just around the corner.	The introduction of the restriction should remove the level of HGVs being able to do this. However, the Council will also write to Huw Gray on this matter when the 7.5T restriction is introduced.
Please make sure the signage is not too big to increase clutter and make the area an eyesore.	All signs will be designed based on the national signs and lines regulations. We will ensure only essential signs are installed and any signs no longer needed are removed.
What about large vehicles which need to access our homes?	The restriction will be except for access so any large vehicles with a legitimate reason for

	being in the area such as servicing a home would not be fined for doing so.
There has also been an increase in smaller vehicles speeding and using the area as a racetrack.	The recent traffic surveys didn't raise significant concerns in regard to speeds in the area. However, further surveys will be done following the scheme implementation and Officers will review speeds and consider any further action which may be required.

6. Feedback was also received from Ward Members, in support of the proposals, as follows:

*I fully support the proposal to introduce a 7.5-tonne vehicle weight limit, except for access, in the Howletts Lane, Ruislip area and the surrounding roads.*

*Residents have consistently raised concerns about large and heavy vehicles using these residential streets as cut-throughs, causing noise, damaging road surfaces and pavements, and creating safety risks — particularly for children and older people. These roads were never designed for this type of traffic.*

*This measure is a sensible and proportionate response that will help protect the character of our neighbourhood, improve safety, and ensure that only vehicles with a genuine need to access properties in the area are permitted through.*

## Recommendation

7. Even though the response rate to the consultation was low, it was very positive with the proposals also being supported by local Ward Members. Given concerns raised are supported by traffic data and the introduction will improve the road safety and environment in the area for Hillingdon residents, it is recommended that the Cabinet Member approve the scheme for implementation, subject to the full costs being covered by the HS2 Road Safety fund.

## Financial Implications

The briefing note recommends the implementation of the proposal, based on the positive feedback from respondents and the road safety benefit to residents. The associated implementation costs will be funded by HS2, and therefore, there are no financial implications for the Council.

The previous scheme on Ladygate Lane was fully funded by the HS2 Road Safety Fund. It is proposed that a bid be submitted to the same fund to support the installation of the new proposals outlined in the report. Consequently, at this stage, there are no direct financial implications for Council resources.

## 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 carried out or required**

This report outlines the consultation undertaken. No further consultation at this stage.

## CORPORATE CONSIDERATIONS

### **Corporate Finance**

Corporate Finance has reviewed this report and agrees with the financial implications outlined above. It is noted that the recommendation to approve the proposal is contingent on full funding from HS2, with no direct financial impact on Hillingdon Council's resources.

### **Legal**

The Council's powers to introduce the proposed 7.5-ton weight limit in the area encompassing Howletts Lane and surrounding roads in Ruislip are set out in Part 1 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. Consultation must also meet the standard set by established common law principles in public law, namely fairness and adequacy.

If a decision is taken to introduce the proposed 7.5-ton weight limit in the area encompassing Howletts Lane and surrounding roads in Ruislip after seeking funding, 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.

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. This report states that the proposed weight restriction will help to improve road safety.

Pursuant to established public law principles on consultation, the decision maker, when deciding whether to approve the recommendation relating to introduction of the proposed 7.5-ton weight limit in the area encompassing Howletts Lane and surrounding roads in Ruislip, must be satisfied that all consultation responses (contained within this report), including those that do not accord with the recommendation, were conscientiously taken into account. Regulation 13 of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 also requires the Council to consider all objections made.

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 follow the recommendations. Whenever necessary, legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

### **Infrastructure / Asset Management**

None at this stage.

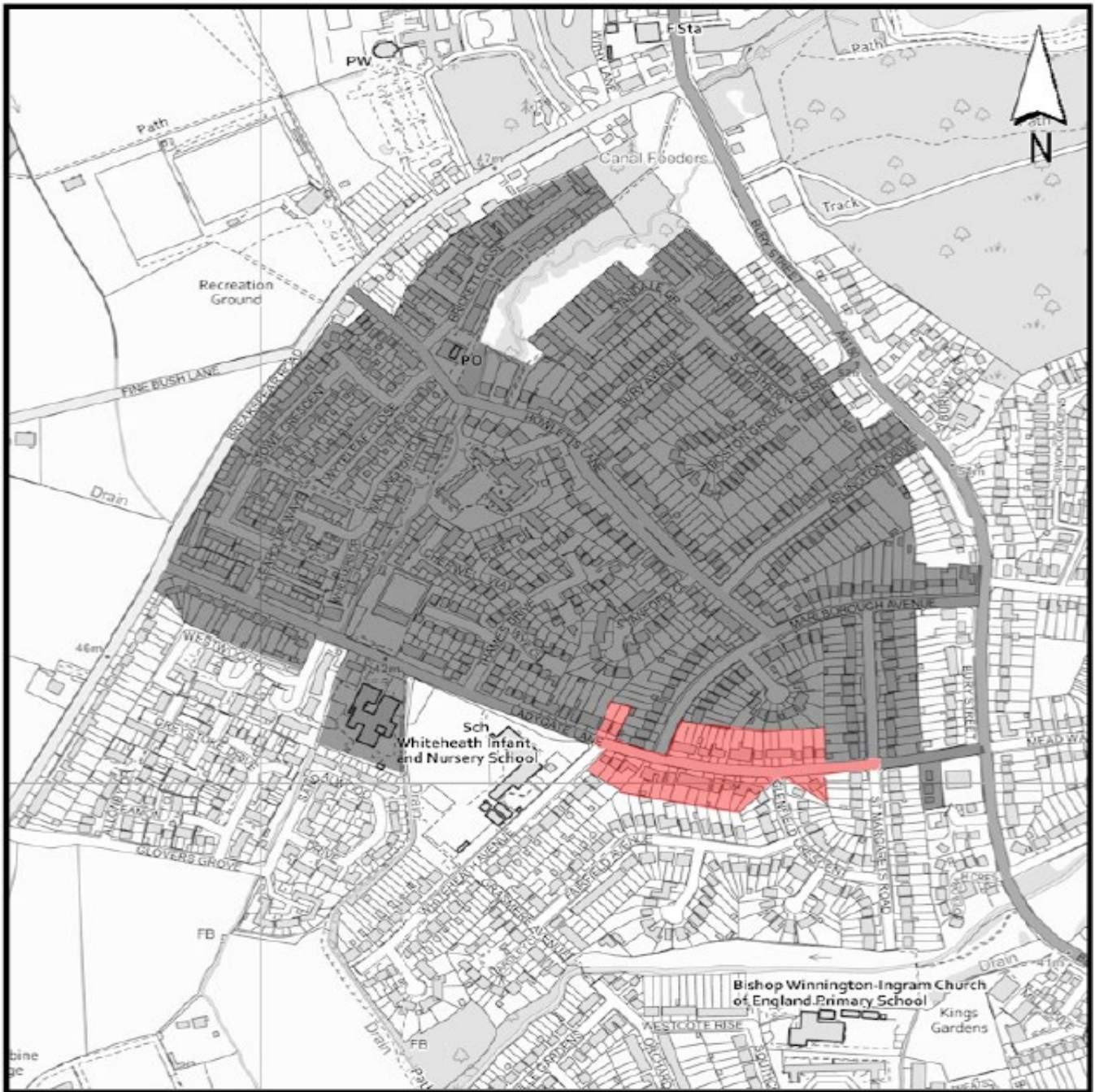
### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

NIL.

## APPENDIX A - PLAN OF PROPOSAL



Proposed 7.5t weight limit within Howletts Lane, Ruislip and the surrounding area

July 2025

Scale 1:6,000



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