

**Democratic Services****Location:** Phase II**Ext:** 0636**DDI:** 01895 250636**CMD No:** 1606

**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. Aileen Campbell – Residents Services Directorate

c.c. Ward Councillors for Northwood

Date: 16 January 2026

Non-Key Decision request***Form D*****RICKMANSWORTH ROAD AND COPSE WOOD WAY,
NORTHWOOD - OUTCOME OF FORMAL CONSULTATION ON
PROPOSALS FOR 'AT ANY TIME' AND LIMITED TIME WAITING
RESTRICTIONS**

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 Monday 26 January 2026** 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:

RICKMANSWORTH ROAD AND COPSE WOOD WAY, NORTHWOOD - OUTCOME OF FORMAL CONSULTATION ON PROPOSALS FOR 'AT ANY TIME' AND LIMITED TIME WAITING RESTRICTIONS

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

RICKMANSWORTH ROAD AND COPSE WOOD WAY, NORTHWOOD - OUTCOME OF FORMAL CONSULTATION ON PROPOSALS FOR 'AT ANY TIME' AND LIMITED TIME WAITING RESTRICTIONS

Cabinet Member & Portfolio	Clr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Dan Kennedy - Corporate Director, Residents Services
Report Author & Directorate	Aileen Campbell – Residents Services Directorate
Papers with report	<ul style="list-style-type: none">• Appendix A – Plan of the proposed 'at any time' and limited time waiting restrictions in Rickmansworth Road and Copse Wood Way, Northwood.• Appendix B – Table containing the responses received during the formal consultation period and officer's comments.• Appendix C – Plan of the waiting restrictions for implementation between Kewferry Road and The Grange.• Appendix D - Plan of the waiting restrictions for implementation between The Avenue and Green Lane.• Appendix E – Plan of the revised proposals for 'at any time' waiting restrictions in Copse Wood Way, Northwood.• Appendix F – Plan of the revised proposals for a limited time waiting restrictions in Rickmansworth Road, Northwood between the junction with Copse Wood Way and the disabled bay outside Northwood Golf Club.

HEADLINES

Summary	To inform the Cabinet Member of the responses to the formal consultation on proposals for 'at any time' and limited time waiting restrictions in Rickmansworth Road and Copse Wood Way, Northwood
Putting our Residents First	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities
Delivering on the Council Strategy 2022-2026	This report supports our commitments to residents of: Safe and Strong Communities
Financial Cost	The estimated cost associated with the recommendations to this report is £2,850, to be managed within existing Transportation Services revenue budget.
Select Committee	Corporate Resources & Infrastructure Select Committee

Ward(s)	Northwood
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RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

1. **Notes the responses received during the statutory consultation on proposed 'at any time' and limited time waiting restrictions in Rickmansworth Road and Copse Wood Way, Northwood.**
2. **Following discussions with local Ward Councillors, asks that officers organise for the implementation of the waiting restrictions on Rickmansworth Road between Kewferry Road and the bus stop outside The Grange, as seen in Appendix C.**
3. **Asks officers to organise for the implementation of the 'at any time' waiting restriction in Rickmansworth Road between The Avenue and Green Lane, as seen in Appendix D.**
4. **Asks that officers organise for formal consultation to take place on revised proposals in Copse Wood Way to amend the length of the waiting restrictions, as seen in Appendix E.**
5. **Asks that officers organise for formal consultation to take place on revised proposals in Rickmansworth Road between Copse Wood Way and Northwood Golf Club, to amend the 'at any time' waiting restrictions to limited time waiting restrictions operational 'Monday to Friday 8am to 10am and 2:30pm and 4:30pm', as seen in Appendix F.**
6. **Notes the requests for amendments or additional waiting restrictions and asks officers to keep these requests under review.**

Reasons for recommendations

These recommendations are in line with the views expressed by the local Ward Councillors who have considered the responses to the 21-day statutory consultation.

Alternative options considered / risk management

The Council could decide to make no changes to the parking arrangements in Rickmansworth Road and Copse Wood Way, Northwood.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. As the Cabinet Member will be aware, officers recently organised statutory consultation to be carried out on proposals for waiting restrictions in Rickmansworth Road and Copse Wood Way, Northwood. This was following a petition submitted to the Council signed by residents of various roads within Northwood, which requested a '*comprehensive review of the length of Rickmansworth Road, in conjunction with the Northwood Residents' Association, to identify what improvements can be made to make the road safer*'.
2. Rickmansworth Road is located in the north of the borough linking Rickmansworth in Three Rivers District Council, to towns such as Northwood and Northwood Hills in the London Borough of Hillingdon. Rickmansworth Road contains residential properties, businesses and also provides access to popular venues such as The Grange and vital services such as Mount Vernon Hospital. There are green spaces located on Rickmansworth Road, with schools and nurseries also in close proximity as the road shares its junctions with Green Lane and Maxwell Road.
3. Following receipt of the petition, a site meeting took place with members of the Northwood Resident Association, a local Ward Councillor and the Traffic, Parking and Road Safety Manager to discuss what issues residents have been experiencing and possible solutions. During this meeting, it was suggested that 'at any time' waiting restrictions be introduced or extended, as well as single yellow lines to help prevent all-day parking and issues around school drop-off and pick-up times. There were also a number of items raised that are outside the remit of this report such as overgrown trees, faded signs and drainage, which have been shared with the relevant teams directly to action where possible.
4. Based on the feedback received during this on-site meeting, officers prepared a detailed plan indicating where the proposed waiting restrictions would be. As seen on the plan attached to this report as Appendix A, the proposals included double yellow lines at the junction with Dene Road, an extension to the double yellow lines in Rickmansworth Road at the junctions with The Avenue and Green Lane, and an extension to the double yellow lines between Copse Wood Way and Northwood Golf Club. An extension to the double yellow lines was also proposed in Copse Wood Way. There were also proposals for a single yellow line between Kewferry Road and the bus stop outside The Grange which would be operational 'Monday to Friday 8am to 10am and 2:30pm to 4:30pm'.
5. It should be noted that in the advertised proposals, the operational hours for the single yellow line on the northeastern kerbline of Rickmansworth Road between Kewferry Road and The Grange stated, 'Monday to Friday 8am to 10pm and 2:30pm to 4:30pm'; this should state 'Monday to Friday 8am to 10am and 2:30pm to 4:30pm'. This should not impact the formal consultation however officers apologise for any confusion this may have caused, and the Cabinet Member and local Ward Councillors are aware of the error.
6. The proposed plans were shared with local Ward Councillors and the Cabinet Member for Planning, Housing and Growth who approved for the proposals to be progressed to statutory consultation. The consultation took place between 17th October and 8th November 2025. As per usual practice, formal consultation letters were sent to properties which would be directly affected by any changes to the parking restrictions. This informed residents of how to write into the Council with any comments they wish to be considered. The proposals were also advertised in the local newspaper as well as on public notices which were displayed on site.

7. During this 21-day statutory consultation period, eight responses were received. These comments provided fairly mixed feedback with some residents supporting the proposals, some supporting the proposals but with changes, and others objecting. In depth analysis of the responses showed it is evident that there are elements of the proposals which are controversial with residents having opposing views on what they would like to see introduced in the road, balancing road safety with on-street parking availability. Officers have tabulated all the responses with officer's comments which can be seen in the table attached to this report as Appendix B.
8. As mentioned, one section of the plan proposed a single yellow line between the junction of Kewferry Road and the bus stop in front of The Grange. Residents in support advised the proposed waiting restrictions on the northeastern kerbline of Rickmansworth Road would help improve traffic flow and forward vision when existing properties long this stretch of road. However, a resident advised that restrictions should also be extended to the opposite side to ensure that drivers do push closer to the kerbline when driving towards Green Lane.
9. A resident who did not support this single yellow line advised that the timings of the proposed waiting restriction did not align with the issues that residents have been experiencing and are therefore unnecessary during '8am to 10am and 2:30pm and 4:30pm'. The resident advised that the single yellow line should instead operate in the evenings and on weekends when most problems with parking along this stretch of Rickmansworth Road occur, such as '5:30pm to 8pm Monday to Saturday'. Following discussions with local Ward Councillors it is recommended that these proposed single yellow lines are implemented as proposed but asks that officers keep the request under review.
10. There were no objections to the proposed double yellow lines on Rickmansworth Road at the junction with Dene Road. It is therefore recommended that these are implemented.
11. In regard to the proposed double yellow lines on Rickmansworth Road at the junction of The Avenue on the southwestern kerbline, and Green Lane on the northeastern kerbline, one of the residents who took the opportunity to respond advised they would support these proposals.
12. However, one resident advised that although they support tighter controls to help alleviate the parking and road safety issues, they object to the proposed double yellow lines on the northeastern side between the bus stop outside The Grange and Green Lane due to the impact this would have on residents. The resident advised that this would stop residents or their visitors being allowed to park directly outside their property, as well as tradespeople and delivery drivers. The resident advised that the extent of the double yellow lines is disproportionate to the problems residents experience, and that a white bar marking would be preferred across their dropped kerb. Following discussions with local Ward Councillors, it is felt that, especially with the central reservation and close proximity to the traffic lights and bus stop, double yellow lines would make this kerbline safer and it therefore seems sensible to recommend that these double yellow lines are implemented. It should also be noted that vehicles can load and unload on parking restrictions as well as Blue Badge holders, as long as no loading restrictions are in place.
13. As seen in Appendix B, an extension to the double yellow lines was also proposed along the southwestern kerbline of Rickmansworth Road. This would mean double yellow lines

would be operational from the junction of The Avenue, past Copse Wood Way and up to the disabled bay outside of Northwood Golf Club. There was a mixture of responses for these restrictions with some residents concerned about the parking that could be removed, and others advising that it would promote road safety. Residents who supported the proposals advised that one of the main problems for residents on this stretch of road is vehicles parking along the kerbline and obstructing forward vision for residents exiting their driveway or access. Residents also advised that parking on this kerbline disrupts traffic flow especially if larger vehicles such as buses are travelling toward one another, and double yellow lines would therefore help mitigate these issues. One resident also suggested a single yellow line operational for an hour in the middle of the day on the northeastern side of the road, to ensure that all day non-residential parking is not displaced onto the opposite side and therefore help congestion.

14. On the other hand, a resident of Myrtleside Close who objected to the proposed double yellow line advised that a double yellow line between True Lovers Court and the existing double yellow lines would take away valuable on-street parking for residents and their visitors which is already at a premium. They also advised that drivers could be encouraged to park on the opposite side of the road where no restrictions are currently existing or proposed and raised concerns for residents crossing the busy road or seeking alternative parking in Copse Wood Way. Following discussions with local Ward Councillors, it is recommended that officers conduct a formal consultation on a revised design as seen in the plan attached to this report as Appendix F, proposing a single yellow line operational 'Monday to Friday 8am to 10am and 2:30pm to 4:30pm' instead of double yellow lines, to help prevent all day non-residential parking but preserving parking where it is safe to do so outside of the operational hours. Residents will have the opportunity to comment on these proposals during the 21-day statutory consultation.
15. There were concerns mentioned in the comments in response to the formal consultation regarding the speed in which vehicles travel in Rickmansworth Road. Some residents advised that they support waiting restrictions on Rickmansworth Road as they currently have concerns when exiting their access due to the speed in which vehicles travel on the busy road. It should be noted that without on-street parking, the speed of vehicles could potentially increase if drivers feel they have a clear route, which is another reason single yellow lines could be considered as a sensible compromise.
16. In Copse Wood Way, there are currently 20 metres of double yellow lines from the junction with Rickmansworth Road which helps prevent dangerous parking. However, feedback from the Metropolitan Police suggested that the double yellow lines be extended further. The Police advised that some drivers do not slow their vehicles appropriately when turning into Copse Wood Way from Rickmansworth Road, which, combined with vehicles parking just beyond the double yellow lines on the southeastern kerbline and drivers therefore having to drive on the opposite side due to parked cars, creates a risk of head-on collisions. There were also concerns around this road being regularly used by buses which serve the local area and being able to safely manoeuvre around the junction. Following the on-site meeting, the proposals therefore included an extension to the double yellow lines so they would measure a total of 40 metres, which, although may seem excessive, would ensure the road close to the junction of Rickmansworth Road is clear of parking for a reasonable distance. It is noted that the geometry of the junction is quite sharp with narrow footways on Copse Wood Way, however the opportunities to change the geometry of the existing layout of the

junction of Copse Wood Way and Rickmansworth Road is very limited and therefore an extension to the parking controls seems a sensible suggestion.

17. A resident in support of the proposed extension to the double yellow lines advised that they have witnessed buses having difficulty manoeuvring the junction due to cars parked close to the junction, especially when there is a bus coming from both directions.
18. However, residents who objected to the proposed extension to the double yellow lines in Copse Wood Way advised that there are already extensive double yellow lines, and any further restrictions are unnecessary. Another resident also shared concerns that residents would be encouraged to park further into Copse Wood Way with extended restrictions in Copse Wood Way and on Rickmansworth Road, highlighting concerns for safety and an increased competition for parking. One resident also advised they objected to the extent of the double yellow lines due to the restrictions it would put on residents' ability to park in front of their driveway, stressing the need for on-street parking availability. Following discussions with local Ward Councillors and with the concerns for a loss of parking for residents in mind, it is recommended that officers conduct statutory consultation on a revised proposal for 30 metres of double yellow lines as seen in the plan attached to this report as Appendix E.
19. The comments were shared with local Ward Councillors who supported the proposed waiting restrictions to improve road safety and traffic flow but acknowledged the concerns of preserving on-street parking availability where possible and safe to do so. The recommendations have therefore been made in liaison with Ward Councillors who have considered the responses received to the formal consultation.
20. In conclusion, the responses received to the formal consultation for proposed 'at any time' and limited time waiting restrictions in Rickmansworth Road and Copse Wood Way, Northwood have been considered by local Ward Councillors, who support the recommendations made within this report.

Financial Implications

The estimated cost associated with the recommendations to this report is £2,850 and will be managed within existing revenue budgets for the Transportation Service.

RESIDENT BENEFIT & CONSULTATION

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

The proposals help prevent obstructive and dangerous parking following site visits with a local Ward Councillor and members of the Northwood Residents' Association.

Consultation & engagement carried out (or required)

Statutory consultation was carried out on proposals for double yellow lines and single yellow lines on Rickmansworth Road and Copse Wood Way, Northwood. If the recommendations to this report are approved, then officers will prepare for further formal consultation to be conducted on the proposed amendments.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Council's power to implement the proposed waiting restrictions at various locations in Rickmansworth Road and Copse Wood Way, Northwood is set out in section 6 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.

Where an order for waiting restrictions is introduced, Part 5 of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage requirements, which 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, which are relevant when deciding on road traffic measures. To this end, the report highlights some relevant road safety issues and considerations.

Pursuant to established public law principles on consultation, the decision maker, when deciding whether to approve the various recommendations to introduce the proposed waiting restrictions for some locations and proceed to formal consultation of reviewed proposals for other locations,

must be satisfied that all consultation responses, which are set out within this report and its appendices, including those that do not accord with the officer's recommendation, were conscientiously taken into account. With regards to the recommendations to progress to formal consultation on revised proposals, the report highlights that the consultation responses have informed the revised proposals. The recommended consultation on the revised proposals must meet the legal consultation standard referred to in these legal comments.

The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

Comments from other relevant service areas

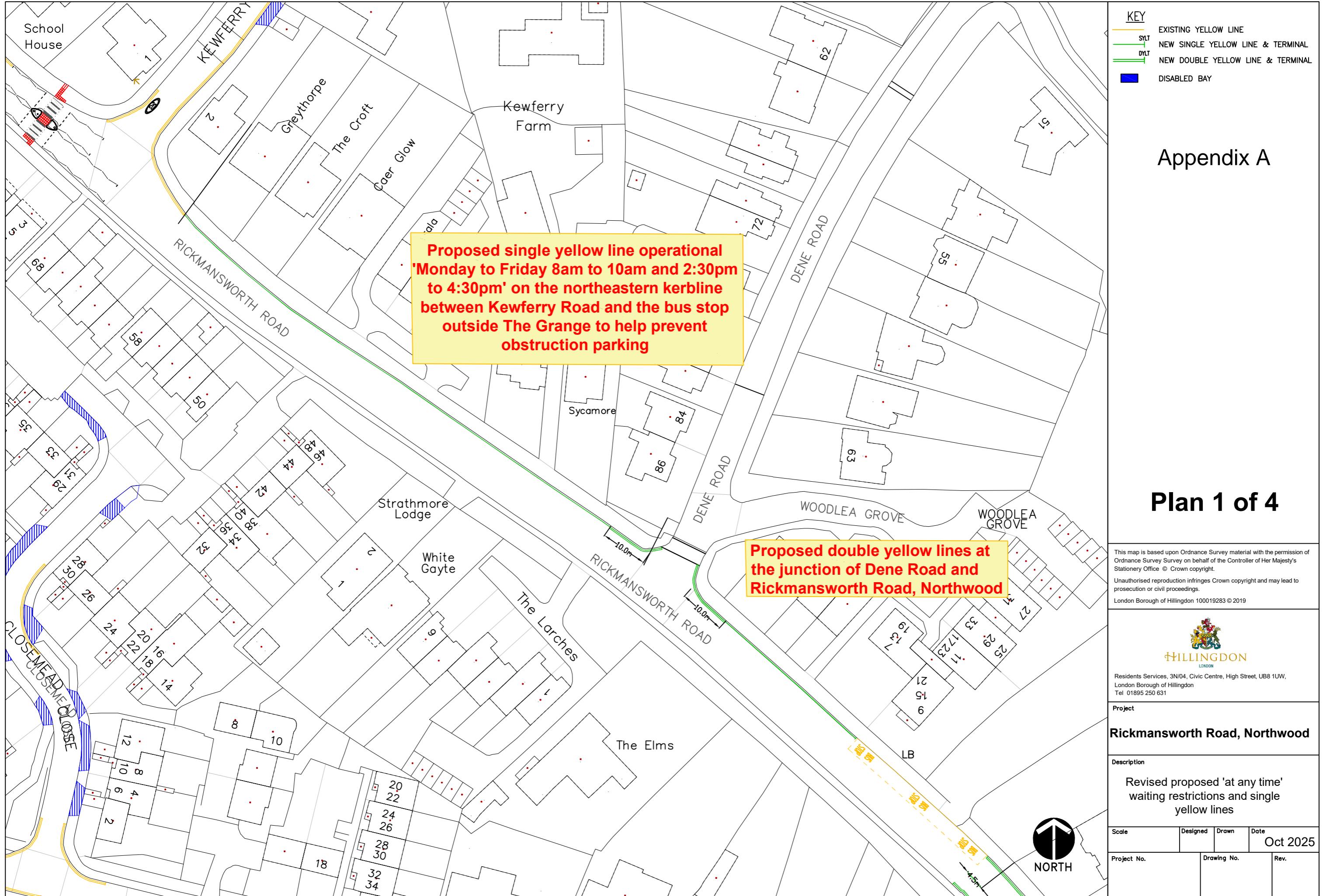
None at this stage.

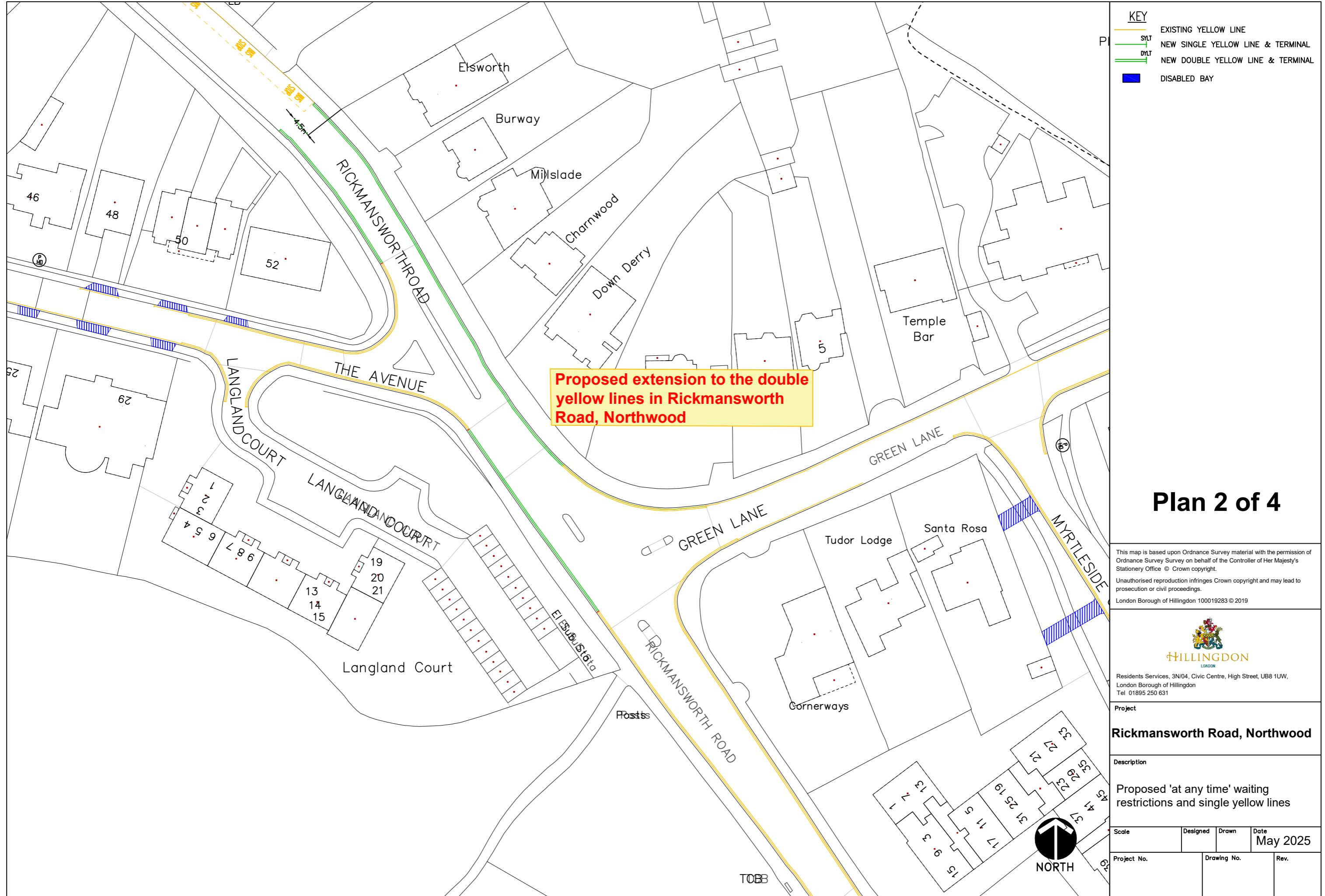
BACKGROUND PAPERS

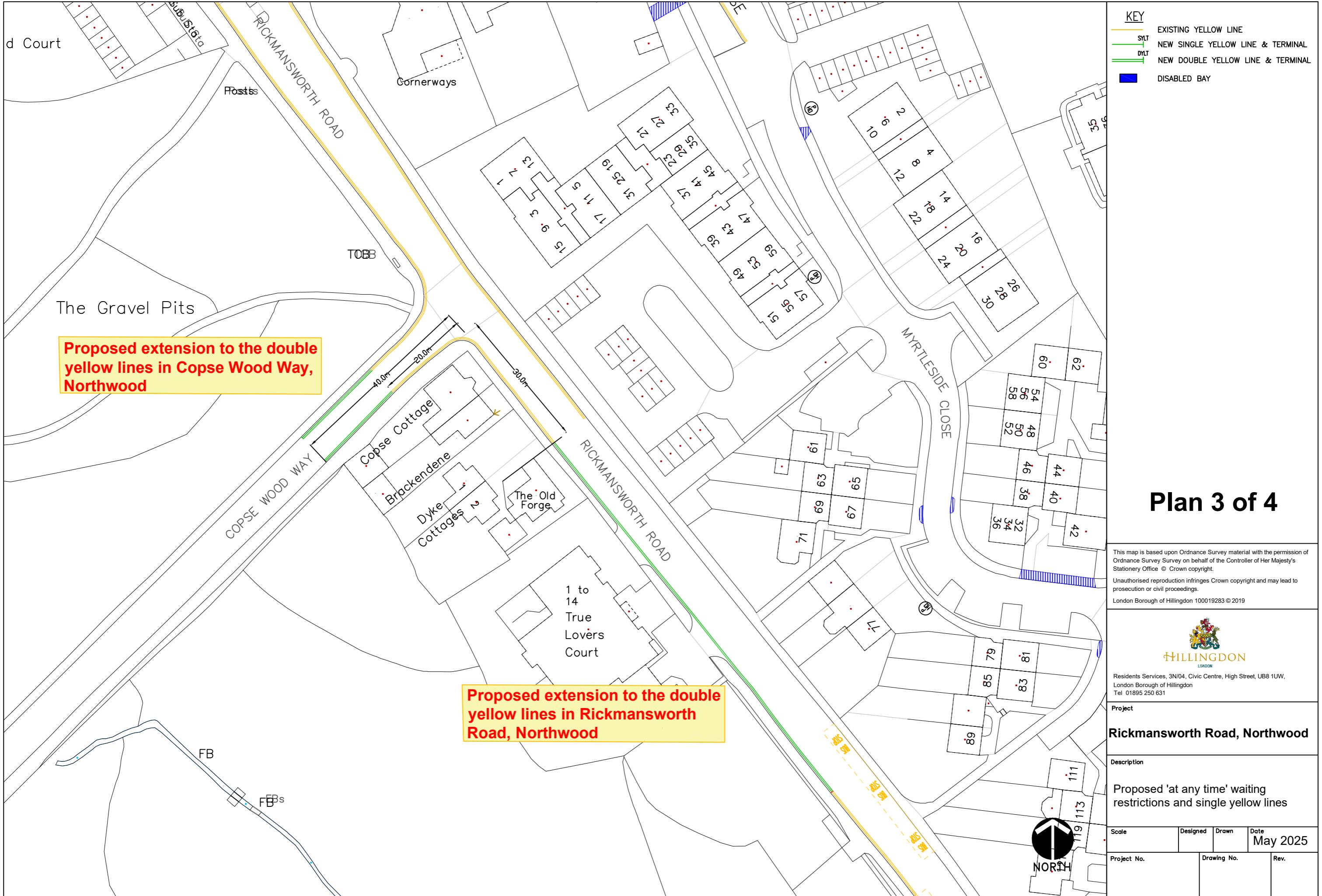
None at this stage.

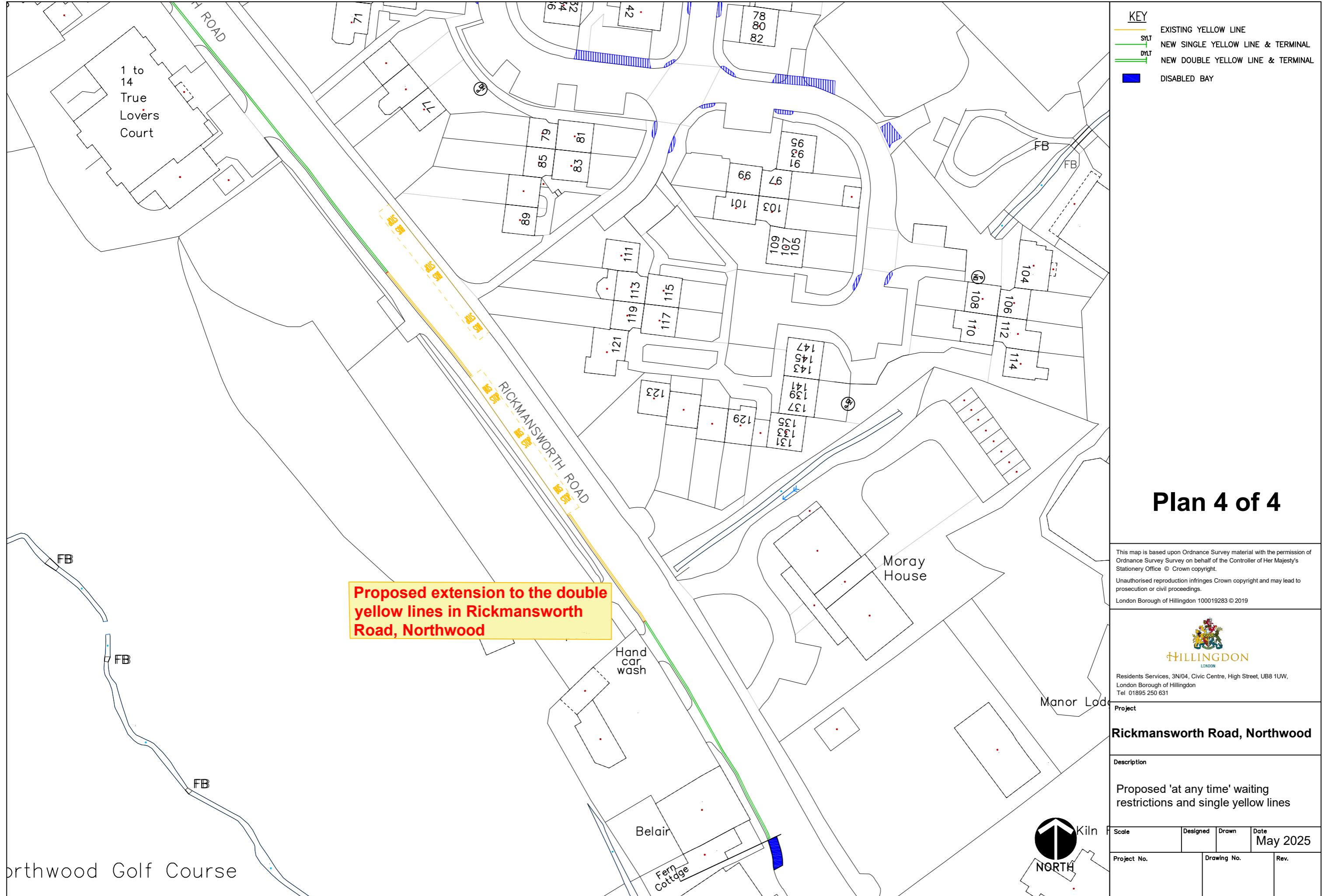
TITLE OF ANY APPENDICES

- Appendix A – Plan of the proposed ‘at any time’ and limited time waiting restrictions in Rickmansworth Road and Copse Wood Way, Northwood.
- Appendix B – Table containing the responses received during the formal consultation period and officer’s comments.
- Appendix C – Plan of the waiting restrictions for implementation between Kewferry Road and The Grange.
- Appendix D - Plan of the waiting restrictions for implementation between The Avenue and Green Lane.
- Appendix E – Plan of the revised proposals for ‘at any time’ waiting restrictions in Copse Wood Way, Northwood.
- Appendix F– Plan of the revised proposals for a limited time waiting restrictions in Rickmansworth Road, Northwood between the junction with Copse Wood Way and the disabled bay outside Northwood Golf Club.









Rickmansworth Road and Copse Wood Way, Northwood - Responses received during the formal consultation on proposed waiting restrictions

Address	Comment	Officer Comments
Rickmansworth Road	<p>Support</p> <p>I would like to add my support to the proposed waiting restrictions along Rickmansworth Road, Northwood, especially regarding "True Lovers Court".</p> <p>For some years, I, and the residents have been concerned about the parked traffic outside this building. Sometimes a vehicle can be parked unused for several weeks at a time immediately adjacent to our low kerb white line limits; hence restricting exit views either way from our forecourt to the point of 'dangerous blocked view' from oncoming vehicles.</p> <p>Also and without prejudice, occasionally for weeks at a time, it is believed some cars left parked outside our premises, and especially low loaders, belong to the nearby business'. Occasionally, some of the vehicles we check (probably taken in part-exchange/ or to be moved on) are left on the road neither untaxed nor MOT'd, (and possibly uninsured.)</p> <p>It maybe good advice and an income earner to the Council for parking wardens/or Metropolitan Police to regularly monitor this area and issue fines and summonses, as necessary.</p> <p>Finally, consideration for limited parking from say 1300-14.30hrs Monday to Friday to restrict city users parking all day on the North-Eastern side of Rickmansworth Road from opp. Copsewood Way to the Northwood '331' Bus Stop opposite the Northwood Golf Club' should further help congestion.</p>	<p>Comments considered as part of this report. See paragraphs 13 .</p> <p>Hillingdon Council does not have the powers to deal with untaxed vehicles (DVLA), SORN vehicles on the highway (DVLA), vehicles without a current MOT (DVLA/Police), vehicles with no insurance (Police) or stolen vehicles (Police). Classification of an abandoned vehicle can be found on the Council's website and reported to the Anti Social Behaviour Team online.</p>
Rickmansworth Road	<p>Support</p> <p>I speak on behalf of all our residents that we have had to ensure constant issues with the parking, on the highway to the right and left of our forecourt entrance, causing limited sight of vision to exit onto the main road.</p> <p>This is compounded by parking of vehicles on the North Eastern side and at times, it limits the flow of traffic both ways due to width restrictions.</p> <p>I enclose attachment pictures for further evidence which has been on-going for many years.</p>	<p>Comments considered as part of this report. See paragraph 13.</p>

Rickmansworth Road	<p><u>Support</u></p> <p>As residents of XX for the past sixteen years, we have difficulty when exiting the property on to Rickmansworth Road. Our sightlines are obscured by parked vehicles on the south side of Rickmansworth Road. Cars often park on the single white line at the entrance to the property. Cars can often be travelling at considerable speed which makes exiting from the property very dangerous.</p> <p>For these reasons, we would welcome the proposed extension to the double yellow lines in Rickmansworth Road, running in front of the property.</p> <p>We await hearing from you once you have considered the comments received. We would urge you to make the decision on whether to proceed as soon as possible.</p>	<p>Comments considered as part of this report. See paragraph 13.</p> <p>The white bar marking is not itself enforceable, but is there to highlight the presence of a dropped kerb. If a vehicle is parked over a dropped kerb, residents can contact the Parking Enforcement Hotline who will organise a CEO visit the location where possible.</p>
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Myrtleside Close	<p><u>Support with changes</u></p> <p>There is much in which I am in agreement as it will help traffic flow and the sight lines from junctions, but I have one major objection.</p> <p>However, in the legend for Map 1 it states 'Proposed single yellow line operational from Monday to Friday 8am to 10pm and 2.30pm to 4.30pm.' If it is to be operational from 8am to 10pm then the second part is either superfluous or there is a mistake and it should read '8am to 10am' or we are missing weekend dates for the '2.30pm to 4.30pm' time period. Whatever the case, I would suggest that this mistake makes the consultation void as it is impossible to ascertain what is being requested in this area. This is a matter for yourselves.</p> <p>To the proposals:</p> <p>On Map 1 and Map 2, I would support these proposals (comment above notwithstanding)</p> <p>On Map 3, I would support the extension of the double yellow lines along Copse Wood way as I have seen for myself that cars parked close to the junction at that point obstruct the buses entering and exiting the junction with the Rickmansworth Road, especially when two busses meet at the junction, which is surprisingly common due to the timetabling of the 331.</p> <p>I DO NOT support, and would object, to the double yellow line outside True Lovers Court and extending along the south side of Rickmansworth Road. This area is used for parking for residents from True Lovers Court and the cottages between The Old Forge and Copse Wood Way. If this area became a double yellow line then either those vehicles would be parked on the North side of Rickmansworth Road, which would lead to the drivers and passengers having to cross the busy road, or they would seek spaces in Copse Wood Way which, at night and during the winter months, is poorly lit and would leave those persons, especially female and vulnerable people, to fear of crime and possible victims of criminal activity. I would pray in aid to this conjecture the amount of fly tipping that takes place in this area to evidence the poor lighting and criminal activity. I think the proposed double yellow line on the South side of Rickmansworth Road is a poor choice of restriction, and I see it has no useful purpose, as the parking in this area is neither obstructive, nor dangerous.</p> <p>On Map 4, aside from the double yellow line discussed above, I would support the proposed extended double yellow lines.</p>	<p>Comments considered as part of this report. See paragraphs 5, 8, 14 and 17.</p> <p>In regard to traffic lights, these are managed by Transport for London however this has been highlighted to the Transport Strategy Team.</p> <p>In response to a petition from residents the Council has commissioned Transport for London to investigate the feasibility of providing a pedestrian crossing facility at the junction of Green Lane j/w Rickmansworth Road. Transport for London have investigated this matter in detail and undertook traffic surveys and signal modelling. The results of this work showed that there would be overall benefit if pedestrian crossing facilities were introduced. The Council is now working with Transport for London to identify how this project could</p>
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Whilst you are considering traffic flow in this area, could I bring to your attention the dangerous circumstances with the traffic signals at the junction of Green Lane and Rickmansworth Road, please? These traffic lights have the facility for pedestrians to cross, but not to cross safely. There is no 'Green Man' for pedestrians and the 'all red' phase of the lights is too short (less than a second) to allow pedestrians, especially those with pushchairs heading for the school in Cornerways to get across the road in one movement, or with mobility differences. This is exacerbated by the poor sight lines from Green Lane into Rickmansworth Road and has already led to accidents at this junction. Could consideration be given to either installing a pelican or a puffin crossing at this point or, at the very least, increasing the 'all red' phase of the lights to give a longer time for crossing.

Thank you for giving me the opportunity to comment. I do own a vehicle, but walk extensively in the local area

be funded; it is a scheme that the Council fully supports.

Rickmansworth Road	<p>Object</p> <p>There is a real and significant problem with traffic and parking on Rickmansworth Road. The Grange regularly runs large-scale events which result in their on-site parking becoming full, with guests then using on-street parking on Rickmansworth Road. This is a main road which currently has uncontrolled parking on both sides. These events are primarily held during the day at weekends and in the evenings during the week and at weekends. We support the introduction of tighter parking controls on Rickmansworth Road to alleviate this problem, maintain traffic flow, and improve road safety.</p> <p>However, we do not believe the current proposal will achieve its intended objectives for several reasons, as outlined below.</p> <p>1. Proposed Single Yellow Line - Location and Hours</p> <p>The proposal is to allow parking on one side of the road and introduce a single yellow line on the opposite side (the Grange side), operating Monday to Friday 8:00-10:00 and 14:30-16:30 on the north-eastern kerb line between Kewferry Road and the bus stop outside The Grange.</p> <p>We question whether these timings are correct, as they do not align with the periods when parking problems are at their worst.</p> <p>Most events at The Grange take place at weekends and weekday evenings, meaning that parking congestion will still occur exactly when the proposed restrictions are not in force.</p> <p>2. Proposed Double Yellow Lines - XX to XX</p> <p>We have lived XX for 31 years and regularly use the road space directly outside our property. This space is used daily by ourselves, our visitors, tradespeople, and delivery drivers.</p> <p>The proposed double yellow lines would completely remove this long-standing amenity and flexibility.</p> <p>We understand the need to prevent obstructive parking close to the junction at The Avenue, and double yellow lines around the island there would improve safety and traffic flow.</p> <p>However, extending the double yellow lines from the junction all the way to the bus stop outside The Grange is disproportionate. In 31 years, I have never seen any vehicle parked on the carriageway in front of Down Derry, Charnwood or up to Millslade for any purpose apart from loading since to do so would be difficult due to the traffic lights and traffic island.</p>	<p>Comments considered as part of this report. See paragraphs 9 and 12.</p> <p>Vehicles are permitted to load and unload on single and double yellow lines. Loading is only not allowed to take place where loading restrictions are operational.</p> <p>There are no disabled bays proposed in The Avenue. The blue markings in The Avenue indicate a dropped kerb; there are no proposals included in this report for changes in The Avenue.</p>
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In practice, only the stretch from Millslade up to the bus stop is used for parking - and then only by the houses directly fronting this section, by delivery vehicles, and occasionally by guests attending events at The Grange.

3 Access to Our Property - Burway/Elsworth

We must retain the ability for:

- Elderly visitors (one is 94 years old) to park safely directly outside.
- Large delivery vehicles (including pallet lorries) and tradespeople to stop outside.
- Visitors to park on-street where reversing into out driveway is not practical or safe.

We therefore request the following:

- No double yellow lines across our dropped kerb.
- Instead, a white access protection marking (H-bar) across the full width of the double driveway.
- Alternative consideration of double yellow lines per 4 below.

Suggested Alternative Restriction

We propose that if restrictions are introduced between our property and the bus stop outside The Grange, they should be single yellow lines only, operating 5:30pm to 8:00pm Monday to Sunday.

This would prevent use of this section for parking during the majority of Grange events while still allowing us, our visitors, and delivery drivers to use it at other times.

5. Loading Restrictions

We ask for confirmation that no loading restriction are proposed or will be introduced in either of the affected areas. Regular pallet deliveries and trades vehicles must be able to stop outside the property for loading/unloading.

6. Disabled Bays in The Avenue

We note the proposal to introduce disabled bays in The Avenue.

This is a poor location for disabled parking because there are no amenities or destinations nearby for disabled users. It is likely these bays will remain unused.

If these bays are intended for visitors to The Grange, it would be more appropriate for this to be addressed by a condition on The Grange's licence, requiring them to provide marked disabled bays within their existing on-site car park close to the house.

7. Policy Considerations and Legal Duties

... **Local Considerations and Legal Duties**

- Under the Traffic Management Act 2004, the Council must balance "expeditious movement of traffic" with local access. Double yellow lines are the most restrictive measure available and should only be applied where less restrictive measures (such as H-bar markings, targeted dropped-kerb enforcement or limited-hour single yellows) would be inefficient.
- The frontage outside our property has been safely used by residents and visitors for over 30 years with no recorded safety incidents or obstruction logs. Removing this long-established amenity should be supported by clear evidence, which to our knowledge does not exist.
- The proposed restriction periods do not align with the actual parking pressures caused by events at The Grange, which occur primarily at weekends and weekday evenings. The current proposal risks penalising residents while leaving the core problem untouched.
- The Equality Act 2010 requires the Council to avoid indirectly discriminating against older or disabled people. Removing the ability for our elderly and mobility-impaired visitors (including one aged 94) to park directly outside would conflict this duty.
- Regular pallet and trades deliveries require the ability to stop directly outside the property for loading. Preventing this could compromise safe servicing and reasonable access to our home.

Rickmansworth Road	<p><u>Object</u></p> <p>We are writing to formally object to the proposed extension of double yellow lines across our dropped kerb at XX.</p> <p>When we applied for and paid for our dropped kerb, it was on the understanding that it would provide safe and practical access and parking for our household. Due to the position of our property on a busy 30mph road, it is already extremely hazardous to park directly on our driveway. Vehicles often assume we are turning into the side road rather than our property, and fast-moving traffic provides little time or space to manoeuvre safely—a particular concern when we have our ^{Redacted} young children in the car.</p> <p>Extending double yellow lines across our dropped kerb would remove the only safe and practical option available: parking immediately outside our home. This would unfairly penalise us as residents while doing nothing to address the real problem on our street—commuter vehicles parked long-term during the week. We do not understand the justification for extending the double yellow lines a further 20m beyond the corner, along the side of our garden and property. The corner already has a full 20m of double yellow markings, which provides more than sufficient visibility for safety at the junction. Extending the restriction further will serve no road safety purpose but will unnecessarily remove our ability to park outside our own home.</p> <p>If the council's aim is to improve traffic flow, it would make far more sense to apply double yellow lines to one complete side of Copse Wood Way, rather than extending them unnecessarily across both sides. At present, when commuters park on both sides of the road, it causes significant traffic issues and blocks access for buses and emergency vehicles. A more effective and fair alternative would be to introduce residents' permit parking on our side of the road. This would deter commuters who cause congestion while still ensuring residents can park safely near their homes.</p> <p>There are also serious safety and security issues. ^{Redacted} for privacy</p>	<p>Comments considered as part of this report. See paragraph 18.</p> <p>If residents would like to request a Parking Management Scheme for their road, the best way to request this is via a petition to the Council.</p> <p>If residents have any safety concerns it is important that these are reported to the Police.</p>
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Redacted for privacy

Redacted for privacy

If forced to park further away,

leave our vehicles more vulnerable to theft and damage. Redacted for privacy
on-street parking near the property essential.

I have also been verbally abused by commuters parking inconsiderately, including instances of drivers attempting to park fully or partially across our dropped kerb. This behaviour is distressing, unsafe, and adds further risk on such a busy road.

In addition, Redacted for privacy

We also have ^{Redacted} young children, and it is not safe for them if we are forced to park further away or attempt complex manoeuvres on a busy road. Furthermore, if we cannot park outside our home, We will be required to carry shopping and other items from much further down the road while also managing our children, which would be extremely difficult and unsafe. Redacted for privacy

the council has a duty under the Equality Act 2010 Redacted for privacy

Removing our ability to park safely outside our home would place us at a significant disadvantage and create further risks to both health and family safety.

This proposal would also have a negative impact on the long-term value of our home. Properties with restricted or unsafe parking are significantly less attractive to buyers, and the loss of the ability to park outside our home would directly reduce its resale value. This would unfairly penalise us financially as well as practically, despite the fact that we have already paid for and maintained a lawful dropped kerb.

We also understand that the council plans to extend double yellow lines along the main road nearby, which is currently used by commuters. This will inevitably displace even more vehicles into Copsewood Way, effectively doubling the parking pressure and worsening congestion for residents.

Under the Traffic Regulation Order (TRO) process, the council has a legal duty to ensure that restrictions are both necessary and proportionate for reasons of:

Road safety, or

The expeditious movement of traffic.

In this case, there is no identifiable safety or traffic management risk outside our property that justifies

removing residents' parking rights. The proposed restriction therefore fails to meet the TRO requirement of

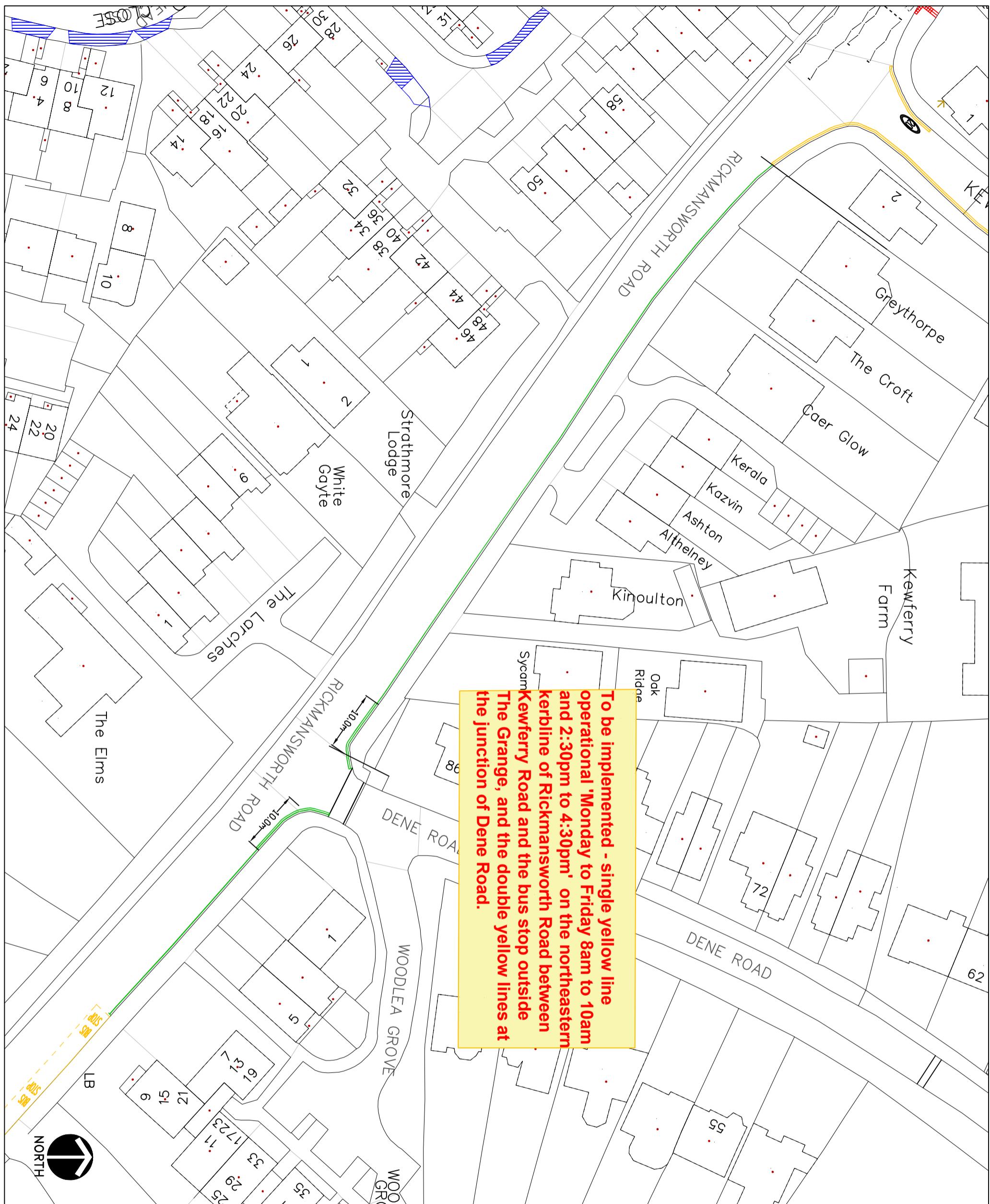
removing residents' parking rights, the proposed restriction therefore fails to meet the two requirements of necessity and proportionality.

A more effective and balanced solution would be the introduction of a residents' permit scheme. This would prevent long-term commuter parking, improve traffic flow, and protect access for local households without disadvantaging residents.

For the reasons outlined above, we respectfully request that the proposed double yellow line extension is withdrawn and that alternative measures, such as residents' permits, are properly considered. Please confirm receipt of this objection and keep us informed of the outcome of the consultation process.

Rickmansworth Road	<p><u>Support with changes</u></p> <p>I am resident at XX Rickmansworth Road. XX is situated on the northeastern side of Rickmansworth Road where, under the proposals, restrictions will apply.</p> <p>Visibility in turning onto the Rickmansworth Road from our house has long been a problem and I therefore welcome the proposal to introduce parking restrictions. However, it is noted that the proposals only include the introduction of restrictions along the northeastern kerbline between Kewferry Road and The Grange. It is my view that restrictions should be introduced on both sides of the Rickmansworth Road along this stretch. Current visibility issues are exacerbated by hedgerows in situ along the frontages of a number of properties on the Rickmansworth Road. In pulling out of our house, the front of the vehicle needs to be virtually on the road to achieve full visibility. When cars are parked on the southwestern side of the road only, the result is that cars heading down the Rickmansworth Road (in the direction of the Green Lane Junction) need to drive very close to the northeastern kerbline when there is oncoming traffic, thus making it more dangerous to pull out of our driveway. By introducing parking restrictions on the northeastern kerbline only, this will no doubt only serve to increase parking congestion on the south eastern kerbline which will compound this issue. I have attached a photograph which demonstrates the lack of visibility in pulling out of our driveway onto the Rickmansworth Road.</p>	<p>Comments considered as part of this report. See paragraph 8.</p> <p>Overgrown vegetation/ hedgerows on private property should be reported to the Anti Social behaviour Team on the Council's website or by contacting the Public Protection Team.</p> <p>There are currently no waiting restrictions proposed on the southwestern kerbline opposite Dene Road and Kewferry Road.</p>
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Rickmansworth Road	<p><u>Object</u></p> <p>We are particularly concerned by plan 3 of 4.</p> <p>First, I would dispute the reference to "dangerous and obstructive parking" in relation to Rickmansworth Road. The road itself is busy but is sufficiently wide to accommodate cars parked on both sides of the road with room for the traffic to flow both ways. However, it is, in fact, rare for cars to be parked on both sides of the road. Cars tend to park on the Northwood Golf Course/True Lovers Court side of the road. The presence of parked vehicles has, in our view, a positive impact on the flow of traffic. The traffic is much more likely to comply with the speed limit of 30mph if there are parked cars than if there were a completely clear road. So the parking that currently takes place is neither dangerous nor obstructive as it tends to slow down traffic flow but does not prevent it.</p> <p>We are aware that there have been accidents involving vehicles emerging from Copse Wood Way. These are the result of the traffic entering a busy road with greater risk when turning right. The visibility of traffic is not, however, impacted by parked vehicles. The problems that have occurred tend to be the result of traffic travelling too fast and emerging drivers failing to appreciate the collision risk.</p> <p>We own a vehicle that is too big for our very small driveway so we usually park on Rickmansworth Road in front of True Lovers Court. The extensive parking restrictions that are proposed in all 4 plans would significantly reduce the parking options and thus there would be more vehicles in fewer places. For us, this might mean having to park much further down Copse Wood Way. This raises safety issues for women including my wife. Copse Wood Way is adjacent to the Gravel Pits and can be dark, quiet and sparsely used at night (including from as early as 4pm in winter). There have been incidents of criminal behaviour in Copse Wood Way and the Gravel Pits. In particular, fly tipping takes place, the apparatus of drug use has been observed (nitrous oxide cartridges) on the street and the smell of cannabis from the Gravel Pits. Thus, forcing residents to park further away from their house and on quieter roads such as Copse Wood Way is bound to enhance the personal risk to women.</p>	<p>Comments considered as part of this report. See paragraph 14, 15 and 18.</p> <p>If residents have any safety concerns it is important that these are reported to the Police.</p>
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Appendix C

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Residents Services, 31/04, Civic Centre, High Street, UB8 1UW.

London Borough of Hillingdon

Te 01895 250 631

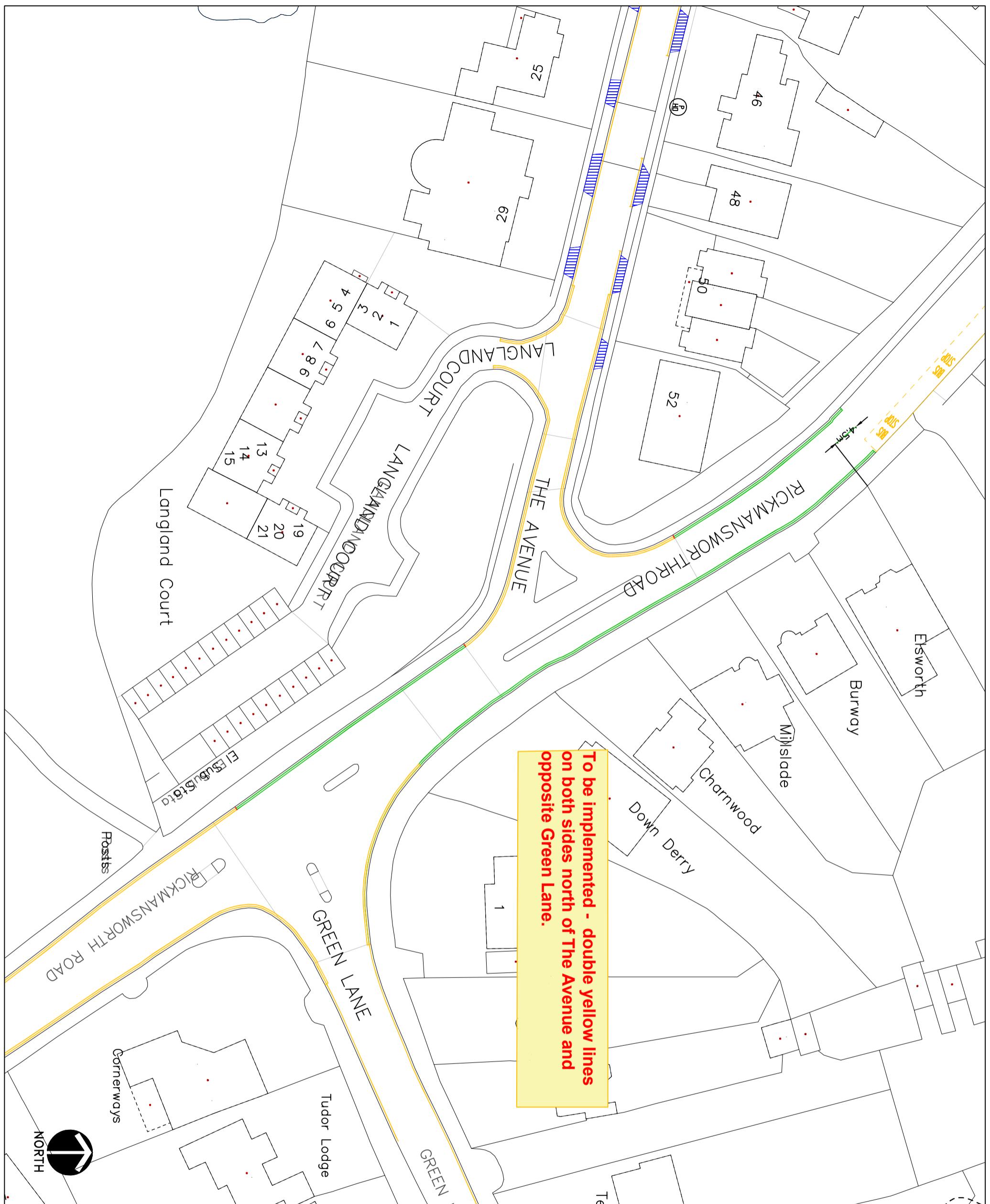
Project

Rickmansworth Road, Northwood

Description

Revised proposed 'at any time' waiting restrictions and single yellow lines in Rickmansworth Road and Copse Wood Way

Scale	Designed	Drawn	Date
Project No.		Drawing No.	Rev. Dec 2025



Appendix D

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RESIDENTS SERVICES, 31/04, CIVIC CENTRE, HIGH STREET, UB8 1UW.
London Borough of Hillingdon 01895 250 631

Project

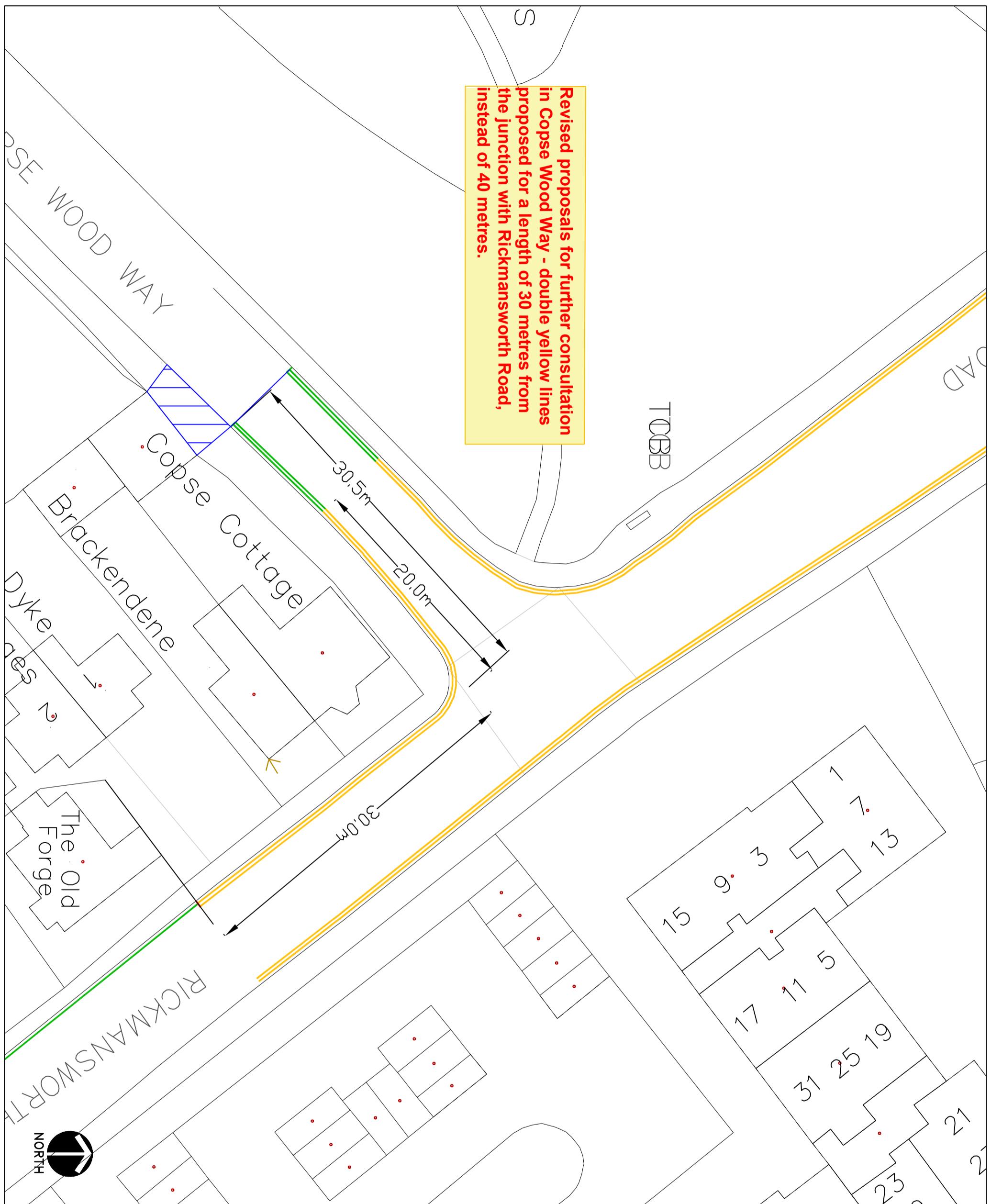
Rickmansworth Road, Northwood

Description

Revised proposed 'at any time' waiting restrictions and single yellow lines in Rickmansworth Road and Copse Wood Way

KEY	EXISTING YELLOW LINE
	SOLID
	NEW DOUBLE YELLOW LINE & TERMINAL
	DISABLED BAY
	CROSSOVER

Scale	Designed	Drawn	Date
Project No.		Drawing No.	Dec 2025 Rev.



Appendix E

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Residents Services, 31/04, Civic Centre, High Street, UB8 1UW.
Tel 01895 250 631

Project

Rickmansworth Road, Northwood

Description
Revised proposed 'at any time' waiting restrictions and single yellow lines in Rickmansworth Road and Copse Wood Way

Scale

Project No.

Designed

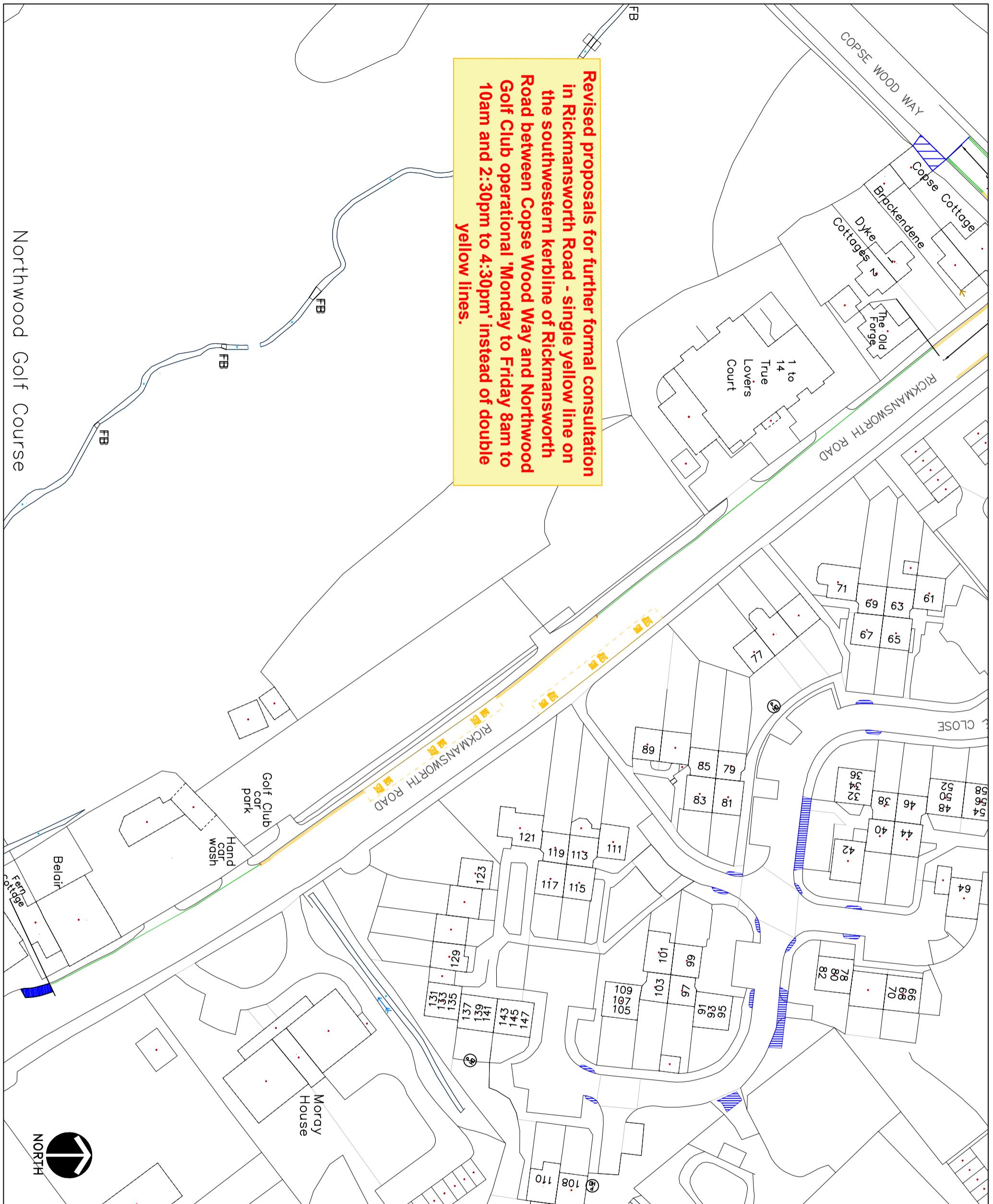
Drawing No.

Drawn

Date

Rev.

Dec 2025



Appendix F

Project				Description			
Scope	Designed	Drawn	Date	Scope	Designed	Drawn	Date
Project No.		Drawing No.	Rev.	Revised proposed 'at any time' waiting restrictions and single yellow lines in Rickmansworth Road and Copse Wood Way			Dec 2025

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