



Democratic Services

Location: Phase II

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

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

c.c. Ward Councillors for Ruislip

c.c. Kevin Urquhart – Residents Services

Date: 23 January 2026

Non-Key Decision request

Form D

Outcome of formal consultation for the proposed Zone RM4 Parking Management Scheme in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

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 02 February 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: Outcome of formal consultation for the proposed Zone RM4 Parking Management Scheme in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

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 formal consultation for the proposed Zone RM4 Parking Management Scheme in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

Cabinet Member & Portfolio	Councillor Steve Tuckwell, Cabinet Member for Planning, Housing & Economic Growth
Responsible Officer	Dan Kennedy - Corporate Director of Residents Services
Report Author & Directorate	Kevin Urquhart – Residents Services
Papers with report	Appendices A to D

HEADLINES

Summary	To inform the Cabinet Member of the responses received to the formal consultation for the proposed introduction of the Zone RM4 Parking Management Scheme in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p>
Financial Cost	The estimated cost associated with the recommendations to this report is £10,000, to be managed within existing Transportation Service revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee.
Ward(s)	Ruislip Ward

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) **Notes the responses received to the formal consultation for the proposed introduction of the Zone RM4 Ruislip Manor Parking Management Scheme in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens.**
- 2) **Approves the installation of the Zone RM4 Ruislip Manor Parking Management Scheme in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens, as shown on Appendix D.**

- 3) Approves for formal consultation to be carried out on an amendment to the scheme layout outside Nos. 75 and 77 The Ridgeway, Ruislip, as shown on Appendix C of this report.
- 4) Approves for an operational review of the Zone RM4 Parking Management Scheme to be carried out after a period of 12 months to ensure the scheme is working as intended.

Reasons for recommendation(s)

The recommendation reflects the majority of responses received to the formal consultation and following extensive discussion with the local Ward Councillors.

Alternative options considered / risk management

The Council could have decided to leave the current parking arrangements unchanged at this present time or proposed further amendments to the scheme.

Democratic compliance / previous authority

The formal consultation was carried out as result of a decision by the Cabinet Member for Property, Highways and Transport on 24th September 2024 on the report titled 'Outcome of informal consultation for possible parking restrictions in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens'.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Council has previously considered a petition that was submitted by the residents of part of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens, asking for consideration of the introduction of a Parking Management Scheme to prevent non-residential parking. Following consideration of this petition, the request was added to the Council's Parking Scheme Programme for further investigation and consultation.
2. The Ridgeway links Eastcote Road with Westholme Gardens and consists entirely of residential properties. It can form a through route for traffic trying to avoid traffic on Windmill Hill heading southwards towards the A40. There are also several nearby schools, and the road is used as a walking route to and from these. All properties in the road benefit to various degrees from off-street parking; in some cases, residents have more than one vehicle crossover at the front of their property.
3. The Cabinet Member will recall that as recently as 2021 an area-wide informal consultation was carried out across the broader area for possible limited time waiting restrictions. However, at the time, the majority of residents who responded did not support parking

restrictions and therefore no changes were ever progressed within this series of roads, which included The Ridgeway.

4. As this latest petition relates to the southern section of The Ridgeway between Hawtrey Drive and Westholme Gardens, local Ward Councillors asked officers to concentrate the consultation to this section of the road only. In liaison with the Ward Councillors, officers developed several options for residents to consider which are intended to help manage the parking on this section of The Ridgeway. These options included a Parking Management Scheme, limited time waiting restrictions, and 'at any time' waiting restrictions limited to the corners only. Residents were also offered a fourth option of no changes to the current parking arrangements.
5. The resulting informal consultation with residents revealed that the majority supported the option of a Parking Management Scheme in this section of The Ridgeway. In addition, residents were given the choice of three different operating time periods that a scheme could operate. Of those who did indicate a preference, the majority supported operating times between 'Monday to Friday Midday to 1pm'. Therefore, it was recommended that a scheme be formally proposed in this section of The Ridgeway with these operating times.
6. There are several existing Parking Management Scheme Zones that operate in the vicinity of Ruislip Manor, which collectively form the Ruislip Manor Parking Management Scheme. It is therefore logical to continue the established scheme prefix of RM with the next available number being RM4 in this case.
7. Following the above, statutory consultation for an extension to the Ruislip Parking Management Scheme Zone RM4 in the section of The Ridgeway between Hawtrey Drive and Westholme Gardens was undertaken between 30th October and 20th November 2024, as shown on Appendix A.
8. All of the comments submitted by residents during the consultation have been summarised in the table attached as Appendix B to this report. These comments have been shared with the local Ward Councillors for consideration.
9. During the formal consultation, several residents suggested that one of the scheme alternatives offered during the previous informal consultation should be progressed instead. Some residents are also expressly opposed to the introduction of a single yellow line across their driveway entrances. However, the proposed scheme in its current form represents the majority view expressed during the previous informal consultation. As the preferred option was a Parking Management Scheme, every part of the road must be restricted with either a parking place, single yellow line or double yellow line to conform with the relevant traffic signs legislation. In addition, every parking place must have an upright sign installed on the footway adjacent. Where possible, the Council will try to utilise existing lamp columns or posts, but unfortunately in this case most will require a new signpost.
10. Some residents have raised concerns during the consultation about vehicle speeds within the road. The Council has previously conducted investigations including independent speed and traffic volume surveys within The Ridgeway. However, these investigations revealed that vehicles were traveling at or below the speed limit. This survey showed that the majority of vehicles were traveling between 20 and 30mph with the 85% speeds between 23 and 31

mph. Although this data did not provide sufficient evidence to support installing physical measures along the entire length of The Ridgeway, the Council has since carried out formal consultation to install a raised road table near the junction with Old Hatch Manor. This proposal received objections and following consideration of the responses, the Cabinet Member decided that this proposal be deferred at this present time but should be kept under review.

11. During the consultation, a resident suggested that the parking place outside No. 77 The Ridgeway is reduced in length to help improve visibility and provide more room for passing traffic given that there is also a parking place proposed directly opposite. Following investigation, it is possible to recommend that the parking place outside No. 75 and 77 The Ridgeway is reduced to a length of 11 metres and positioned equally between the dropped kerbs leading to either property, as shown on Appendix C. This amendment should retain the same amount of parking and provide better clearances on this bend within this part of The Ridgeway.
12. In summary, the outcome of the formal consultation has been shared with the local Ward Councillors who, after careful consideration of all the responses received, asked that the scheme should be progressed as proposed for The Ridgeway. The proposed scheme will help restore the balance of parking in favour of residents and help improve both traffic flow and road safety by providing a clearer route through. Although some residents are clearly opposed to the idea of a Parking Management Scheme, the majority of responses to this formal consultation and the previous informal consultation indicate the scheme is overall supported. To ensure the scheme is working as intended, a further recommendation has been made for an operational review of the scheme to be carried out after a period of 12 months.

Financial Implications

The estimated cost associated with the recommendations to this report is £10,000, which will be funded from the approved budget allocation for Transport for London's 2025/26 Grant Parking Management Schemes Allocation Budget.

The cost will be subject to the relevant approval process with Transport for London and Capital Release protocols.

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member for Planning, Housing & Economic Growth to consider the responses received during the 21-day statutory consultation.

Consultation & Engagement carried out (or required)

Formal consultation was carried out between the 30th October and 20th November 2024 for the proposed introduction of a Parking Management Scheme in The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the report and concurs with the financial implications set out above.

Legal

The Road Traffic Regulation Act 1984 empowers the Council to introduce various road traffic measures. The Council's power to extend the Ruislip Manor Parking Management Scheme Zone RM4 to cover the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens is set out in Part I 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 make the proposed order, Part V 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 considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 requires the Council to balance the concerns of the objectors with the 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. This statutory duty must be exercised so far as practicable having regard to the following matters:

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

There are a set of well-established common law rules which set out the requirements of a lawful public consultation which are known as the *Gunning* principles. They were endorsed by the Supreme Court in the *Moseley* case. There are a very significant number of judicial review cases which involve successful challenges to the lawfulness of a consultation undertaken by a public authority, so it is imperative that the *Gunning* principles are closely followed. The principles can be summarised as follows:

- (a) Consultations must occur while proposals are still at a formative stage.
- (b) Sufficient information needs to be supplied for the public to give the consultation 'intelligent consideration'.

- (c) There needs to be adequate time for the consultees to consider the proposal and respond.
- (d) Conscientious consideration must be given to the consultation responses before decisions are made.

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

NIL.

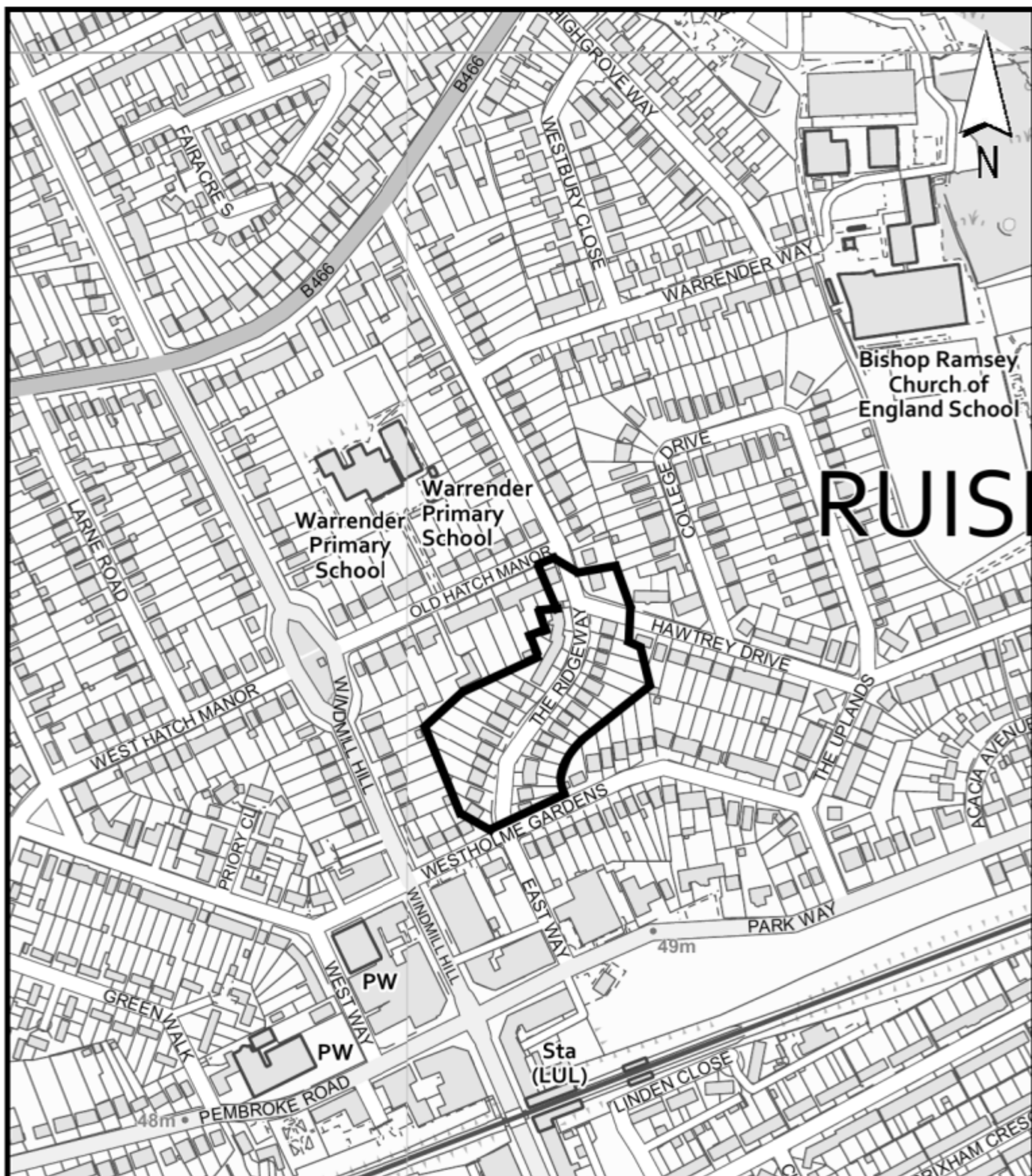
TITLE OF ANY APPENDICES

Appendix A – Plan – Formal consultation area for the proposed introduction of the Zone RM4 Ruislip Manor Parking Management Scheme in The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

Appendix B – Table – Responses received to the formal consultation for the proposed Zone RM4 Ruislip Manor Parking Management Scheme in The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

Appendix C – Plan – Recommended amendments to the proposed scheme outside No. 77 The Ridgeway, Ruislip

Appendix D – Plan – Recommended area for the installation of the Zone RM4 Ruislip Manor Parking Management Scheme in The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens



The Ridgeway, Ruislip - Proposed Parking Management Scheme Zone RM4

Appendix A

November 2024

Scale 1:4,000



HILLINGDON
LONDON



Formal consultation area for the proposed Zone RM4
Parking Management Scheme

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2024 Ordnance Survey 100019283

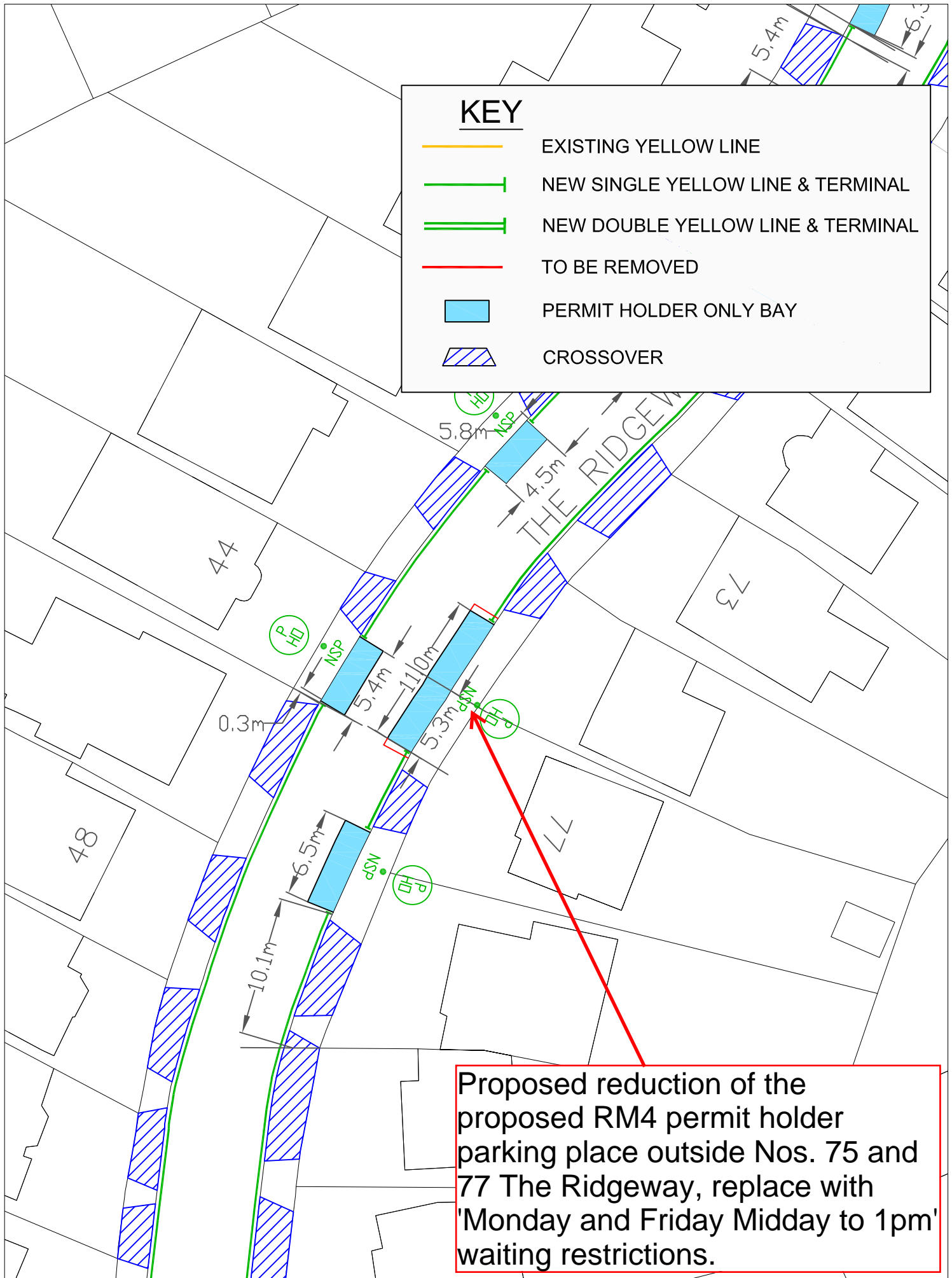
Approximate address	Comments	Officers response
The Ridgeway	<p>Thank you for your recent correspondence about the parking scheme consultation.</p> <p>Having noted the content I would like to inform you that I do not wish to have the parking bay but a single yellow line with the restricted parking time as suggested.</p> <p>Thank you for your kind attention.</p>	See paragraph 9 of this report.
The Ridgeway	I am writing to express our support for the Parking Management Scheme as described in your letter dated October 2024 and designated as Zone RM4	Noted as part of this report.
The Ridgeway	<p>I have reviewed the letter regarding parking arrangements on The Ridgeway (HA4 8QQ).</p> <p>I would like to request that no signpost be placed directly outside my property. There are already multiple signposts along the street based on plan, and the sign planned.</p>	Every parking place within the scheme has to have an individual sign and post to indicate the intended use and operating times of that parking place. Where possible existing sign posts and lamp columns will be used to try and reduce the number of new posts needed.
The Ridgeway	<p>I approve of the scheme as set out in your letter of October 2024.</p> <p>I look forward to having some relief from commuter/ holiday parking.</p>	Noted as part of this report.
The Ridgeway	<p>Regarding the proposal for parking management scheme in the section of the Ridgeway and Hawtrey Drive</p> <p>Both residents at our address, think this is an great idea.</p>	Noted as part of this report.
The Ridgeway	<p>We agree that a scheme needs to be put in place to help with the flow of traffic on The Ridgeway.</p> <p>Our comment would be that we feel we have no need of a new yellow line across our driveway in The Ridgeway. We do not have any problem with people parking their cars there. Please can you amend the proposal to start the yellow line start after our driveway.</p> <p>Also please can you look at the parking on the bend in Westholme Gardens - cars park on both sides narrowing the road so that it is hard for the refuse collectors to get through and could cause a problem if a fire engine needed to get through.</p>	See paragraph 9 of this report.
The Ridgeway	<p>We are writing in response to the above formal consultation on a PMS in The Ridgeway.</p> <p>We fully support the scheme. It is well overdue and we hope the council will implement it without delay.</p> <p>We would prefer the PMS to be introduced in conjunction with a 20 mph zone in this section of The Ridgeway to slow down traffic as the safe speed of traffic in this section of the Ridgeway is a maximum of 20 mph, with or without cars parked on the carriageway.</p>	Noted as part of this report.

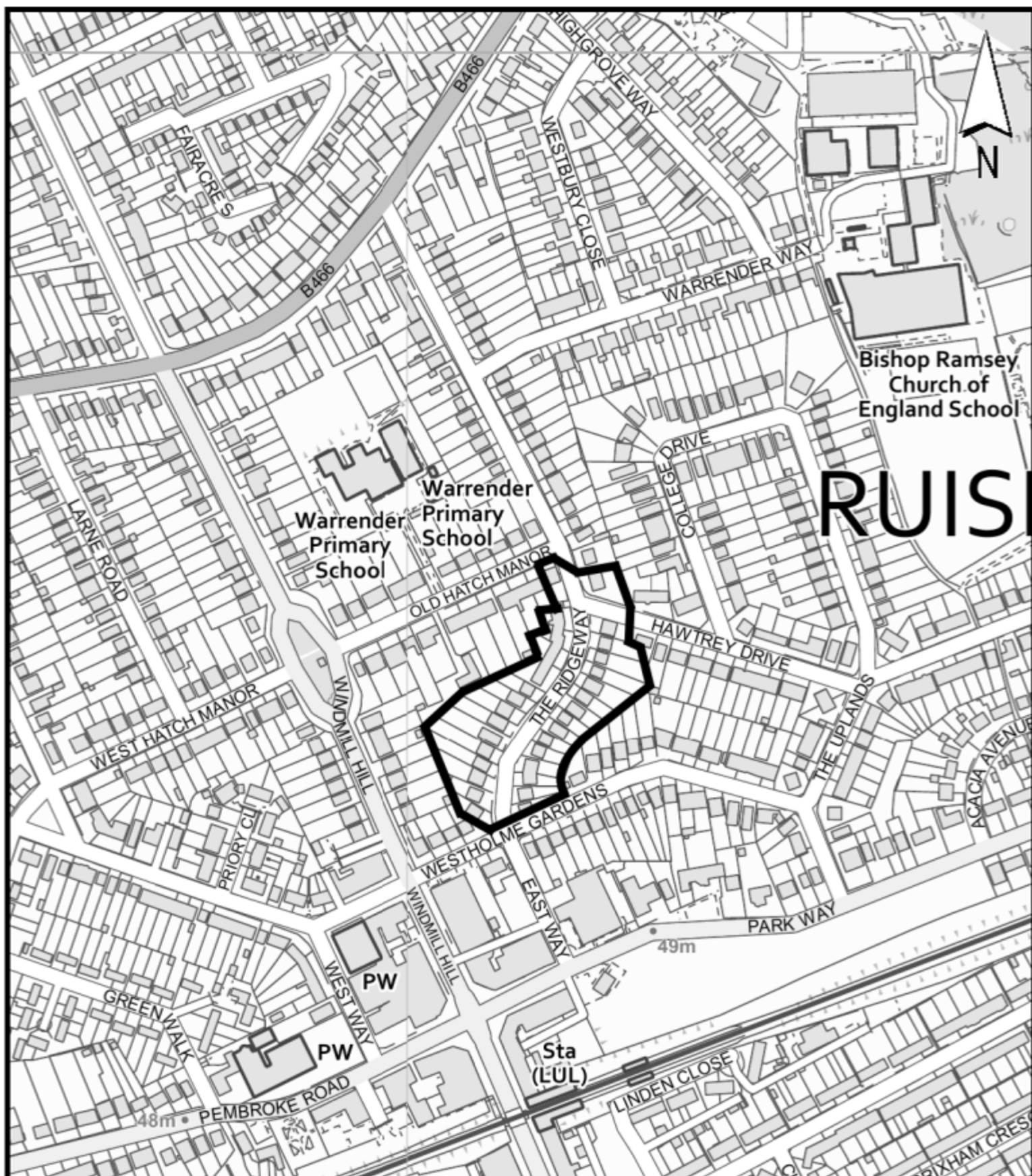
Approximate address	Comments	Officers response
The Ridgeway	<p>I am supportive.</p> <p>I would only raise that it maybe worth considering the times. There is a school nearby and this may result in school parents parking during the busier times which would put the situation back to it being a narrow street again. But nevertheless glad that we can prevent commuters parking.</p>	See paragraph 9 of this report.
The Ridgeway	<p>We strongly object to the scheme proposed for the following reason.</p> <ul style="list-style-type: none"> •Cars speed up and down our road and there have been many near accidents witnessed by us. If there are no cars, the cars will accelerate up to the brow of the road just where the proposed scheme begins and race down The Ridgeway. There could be a fatal collision either with another car or pedestrians crossing the road particularly as increasingly more cars become electric and therefore are nearly silent. •The speeding cars could also lose control as the road has a slight camber and bend and crash into our frontage or 46 or 50 The Ridgeway again with the potential to cause damage to property or pedestrians. •There are several schools nearby and a vast number of school children both Primary and Secondary, use this road throughout the day. These speeding cars could injure or kill a child. •Every house on this part of our street has a large parking area. We cannot see the need for parking restrictions apart from people "not wanting lots of cars parked outside their house". Why? There is a tube station nearby serving Piccadilly Line and Metropolitan Line, probably one of the reasons these people purchased these houses in the first place, the close proximity to transport. Obviously commuters travelling into London to work need to park somewhere, so live and let live. The parking will just move down the Ridgeway or Hawtrey Drive which is also busy. •The yellow lines will reduce our house prices by a percentage, some have suggested 10%. That is a significant reduction. Does each homeowner really want to lose potentially 100K just for the pleasure of cars not being parked for 1 hour per day. There will still be parking the rest of the day therefore more movement of cars along the road, again increasing the potential for an accident involving pedestrians. Younger people have moved into the road with young children, so speeding cars up and down the road are a distinct danger to them as well. •As it stands, the cars that are parked slow down the traffic. Yes the road can get clogged up at school drop off time but that is just school traffic and some drivers just have no awareness or road sense navigating the road at this time. That has been the case for the 30+ years we have been living here. <p>I hope you consider these concerns, particularly the potential for speeding traffic and a fatality which is our prime concern.</p>	See paragraphs 9 and 10 of this report.

Approximate address	Comments	Officers response
The Ridgeway	<p>I am writing to express my views on the proposed parking management scheme in the section of The Ridgeway, Ruislip between the junctions with Hawtrey Drive and Westholme Gardens.</p> <p>Whilst I agree that we need a form of parking restrictions down the road, I believe that strategically placed double yellow lines, as per option 3 in the original proposal, would be a better option. This approach would impose fewer restrictions on residents and alleviate the potential financial ongoing burden that would arise from residents having to obtain parking permits.</p> <p>Thank you for considering this alternative suggestion. I hope it can be taken into account during the decision-making process.</p>	See paragraph 9 of this report.
The Ridgeway	Having studied the proposal issued to us in October 2024, we would confirm our support for the scheme.	Noted as part of this report.
The Ridgeway	<p>I have noticed an increase in residential parking, particularly from Tube users who are commuting and parking here to travel to Heathrow. They can park for free, and an Uber ride to the airport costs only £35.</p> <p>Implementing a one-hour parking restriction will help alleviate the semi-permanent parking situation and create a more fluid parking environment. This change will still allow residents to easily visit shops or go out in the evening, while reducing the long-term parking that has become a problem in our area.</p> <p>I strongly support this scheme, as it will benefit an already congested road.</p>	Noted as part of this report.
The Ridgeway	<p>I have received the letter outlining the formal consultation on the above project, and would like to provide my views on the matter.</p> <p>Whilst I agree that traffic is a problem in my road, I do not feel that the proposed changes will resolve the issue in its entirety. All the cars that will no longer be able to park in The Ridgeway will now be forced to clog up the surrounding roads and this is just moving the problem to another location. On that basis there is no justification to spend the time and money to create the proposed scheme and also for residents to be charged to park cars on the road where their house is located.</p> <p>On this basis I am opposed to the proposed parking management scheme.</p>	Noted as part of this report.
The Ridgeway	<p>I am in favour of your proposed scheme. Any scheme will be better than what the street has become.</p> <p>[REDACTED] When reversing into the drive cars arrive too quickly as parked cars block other cars seeing what is happening. It's unsafe.</p> <p>I also see children crossing the road. It's unsafe.</p>	Noted as part of this report.

Approximate address	Comments	Officers response
The Ridgeway	<p>Thank you for your time over the phone and your letter consulting for a possible Parking Management Scheme in the section of The Ridgeway, Ruislip, between the junctions with Hawtrey Drive and Westholme Gardens.</p> <p>Following a review of the proposal, I am pleased to say that overall, I am satisfied with the spirit of the proposed scheme & support it but would like a comment (in relation to a safety concern) to be taken into consideration.</p> <p>The bay outside No. 77 is on the bend part of this road, in addition, this house is positioned on a downward slope, this results in cars driving down the road (towards Westholme Gardens) at faster speeds than expected (it is common for these speeds to be in excess of 30mph). I must also highlight that there have been numerous accidents & scrapes of cars parked outside No.77 over the years.</p> <p>The current (dangerous) issue experienced is that if a car is parked on the right-hand side of the house (No. 77) next to the driveway & a car is parked outside No.44, this results in a blind spot being created, making it unable to see oncoming cars (at high speeds). This results in lack of visibility for the car to be pulled out safely from No.77 (to take a right turn).</p> <p>I feel the proposal of the new Parking Management Scheme does not address this blind spot danger sufficiently that is currently being experienced. I would propose that the yellow line outside No. 77 driveway is further extended to the right (towards No. 75) in order to increase visibility of oncoming cars down the slope and bend (at high speeds). If this is amended, it will increase visibility & significantly reduce the risk of accidents and create a safer driving environment for all compared to the existing danger/issue being experienced.</p>	See paragraph 11 of this report.

The Ridgeway, Ruislip - Proposed Parking Management Scheme - Amendments outside Nos. 75 & 77





The Ridgeway, Ruislip - Ruislip Manor Parking Management Scheme Zone RM4

Appendix D

March 2025
Scale 1:4,000



HILLINGDON
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Extent of the Zone RM4 Parking Management Scheme

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