



Democratic Services

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**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
c.c. Ward Councillors for Hillingdon West

Date: 16 February 2026

Non-Key Decision request

Form D

OUTCOME OF CONSULTATION ON A PROPOSED SCHOOL STREET ON NURSERY WAYE, UXBRIDGE

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 24 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 CONSULTATION ON A PROPOSED SCHOOL STREET ON NURSERY WAYE, UXBRIDGE

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 PROPOSED SCHOOL STREET ON NURSERY WAYE, UXBRIDGE

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

HEADLINES

Summary	This report details the outcome of the formal consultation undertaken with residents and the school community on the proposed introduction of school street restrictions on Nursey Waye, Uxbridge. The report details the feedback received and sets out recommendations for the Cabinet Member to consider.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Be / feel safe from harm This report supports our commitments to residents of: A Green and Sustainable Borough
Financial Cost	The total cost of the recommendations set out in the report is nil.
Select Committee	Corporate Resources & Infrastructure Select Committee
Ward(s)	Hillingdon West

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Considers all the responses for and against the proposed school street outside St Andrew's Primary School, as summarised in the report; and**
- 2) Notes the concerns from local residents and Ward Members and, due to not having a clear mandate, does not progress with the school street restriction, at this time.**

Reasons for recommendation(s)

The recommendations set out in this report allow for the Cabinet Member to understand the results of the consultation and make an informed decision on the next steps.

Alternative options considered / risk management

The Cabinet Member may wish to install the scheme as consulted upon.

Democratic compliance / previous authority

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

Introduction

1. Following on from work undertaken by the Council's School Travel and Road Safety Team with St Andrew's Primary School, consideration was taken on the potential for the introduction of a school street restriction on Nursery Way.
2. The aim of the 'School Street' is to reduce traffic on Nursery Way and encourage more people to travel to and from the school by sustainable modes of travel. Encouraging fewer car journeys to school should lead to:
 - reduced danger from traffic
 - less anti-social behaviour from inconsiderate and dangerous driving
 - an increase in walking and cycling and more active lifestyles for pupils and their parents/carers
 - reduced congestion and pollution from vehicles waiting with their engines running

Background

3. The proposals consulted upon were to make Nursery Way a pedestrian and cycle only zone between 7.30am and 9am and 2pm and 4pm on school days. During these times, only vehicles registered to houses within the zone would be able to access Nursery Way. Some exemptions may be granted for those with disability needs. Any vehicles within the zone during the restricted times would be able to leave.
4. Signage would be erected at the entrance to the zone on Nursery Way. The zone would be enforced by camera and non-registered vehicles entering the zone during operating hours would be automatically issued with a penalty charge notice.
5. In order to support the school street proposals, a number of supporting measures were put forward, including but not limited to: identification of alternative parking for those who need

to travel to and from school by car and more importantly working on measures to support more people walking and cycling to the school.

Informal consultation

6. In November 2025, informal consultation was undertaken with residents on Nursery Way and Manor Way as well as the school community. During the consultation, a total of 12 responses were received, six supporting the scheme and six against the scheme, resulting in a 50/50 split. A number of arguments were put forward both for and against the scheme which are summarised in the table below.

FOR
<p><i>We feel that this is a great thing to implement for the residents within the street, this is something that has been needed for a very long time. The safety aspects of needing this are.- people reversing on driveways.- parking unsafely all the way up the roads.- the speed of the he cars going up and down the road.- people blocking driveways.- safety of the children within these times due to the way that the parents drive up and down the road. We also feel that the morning times seem right but the afternoon time would need to be extended to the time of 16-30pm due to the amount of after school clubs that happen at the school, which also means that so many cars are still going up and down the road between that time. Also there is a major problem with the way that cars just block residents driveways so that you can't access your own driveway.</i></p>
<p><i>Parking restrictions have always been neglected by parents and carers of children of StAndrews CoE on Nursery Way. It is difficult to get into our driveway at school run times and sometimes it is dangerous to walk because of careless driving or parking. Despite being allowed to park in the next road, Manor Way, the majority of parents use Nursery Way just to come closer to the school gate, regardless of the residents' needs and complaints. Making this road into school street would create a safer environment for the residents as well as children walking to school. I support this proposal and believe</i></p>
<p><i>I would like to suggest different timings due to those using breakfast club as it would effect those dropping off last minute for early morning breakfast club where there is very little pedestrian traffic. Or would we be exempt if we are using breakfast club? Appropriate timings would be 8am-9am. And then again in the afternoon 3pm-4pm Drop off is 8:40 Pick up is 3:15 Therefore the above times would eliminate the issues of irresponsible drivers driving down nursery way. As above I think it's a really good idea. It's a shame it had to get to those as the majority of parents 'follow the rules' and keep the children safe.</i></p>
<p><i>The idea seems fine, don't know the experiences down the road and in favour of more people walking. The issue I've seen is on the entrance/exit of Manor Waye from Hillingdon Road. Often all the car parking spaces on the side of the road are full which makes the road narrow. This is worsened around school time when parents are parking between the parking space and I've witnessed a few people also trying to turn around in this narrow road. All of this leads to the road being blocked. People driving across the pavements with little schoolchildren about. So my concern is that putting school street in place is it will worsen the situation on Manor Waye entrance/exit to Hillingdon Road making it dangerous. Could something be done for the Manor Waye entrance? Expand the school street to cover this, or remove some designated parking spaces to widen the road.</i></p>

I think it is a great idea! I would like to suggest different timings due to those using breakfast club as it would effect those dropping off last minute for early morning breakfast club where there is very little pedestrian traffic. Or would we be exempt if we are using breakfast club? Appropriate timings would be 8am-9am. And then again in the afternoon 3pm-4pm Drop off is 8:40 Pick up is 3:15 Therefore the above times would eliminate the issues of irresponsible drivers driving down nursery way.

This is a great idea as people park in and across driveways all the time. Parents have no respoce and speed. The existing parking restrictions are ignored.

AGAINST

- worries on how this will effect my day to day duties as a working mother. I leave my home at 8am daily and return a number of times throughout the day until evening time so how easy will it be for me to access and leave my home in my car?*
- Also if I were to have visitors or deliveries which I do regularly come to my property during the hours the road is closed how easy will it be for them to access or the leave the road?*
- At the end of the day I pay a lot of money in service charge, council tax, and mortgage to live here and don't need the stress of inconvenience of not being able to access or leave my home as I please. I won't be changing any of my routine for this change.*

I understand that the aim of the project is to improve children's safety and reduce car traffic; however, in my opinion, this measure does not address the real issues.

- Firstly, pedestrian safety mainly depends on drivers being careful and following the rules, not on banning vehicles. Even on a street without traffic, accidents can happen if children are not cautious.*
- Secondly, restricting access for residents and parents may cause more congestion and chaos on nearby roads, which could actually increase the danger and frustration among drivers.*
- Thirdly, many parents need to drive their children to school for various reasons (work, distance, weather conditions, younger siblings in the car). Making this more difficult only adds unnecessary stress.*

Instead of introducing restrictions, I would suggest improving pedestrian crossings, having patrols during busy hours, or running an educational campaign about road safety.

I'm a mum of [no. redacted] kids who have been going to St Andrews for over 15 years. Some of my children have neurological problems and sometimes for safety have to park nearer, which is not always possible, due to not being able to access a blue badge, even though they are autistic and or ADHD, anxiety, etc and end up being a lot further away. The street already has restrictions and has the keep way hatch box section, with cameras.

There has been no accidents in all the years I've been going, thankfully of course and majority have kids and families and don't want to disrespect school and surroundings, also want kids to be safe, hence no accidents being caused.

In all the world struggles and society and government financial status, I think it's money being chuck onto something unnecessary when it's already spent and other place, areas have me need and safety issue.

The residents that live down the road, new before they moved in, the school was there and most people that require access other than the residents and teachers are only there less then 10 mins. I have to drive through nursery waye between 7.45 and 8.30 to drop my children into the school for breakfast club, along with a few others.

I believe this is time wasted and residents trying to make a problem, that actually isn't a problem.

I am very much against it because of the many inconveniences and problems it would mean for the residents of Nursery Way. Problems for visitors, deliveries, carers, Uber drivers, tradesmen etc. during prohibited access hours.

I also realise that there are times when the best way to get a child to school is by car. If you are truly concerned with the children's well-being, then as well as encouraging a healthy lifestyle you need to consider what happens when a child needs picking up from school because they've had a fall in the playground, or been sick, or had a nosebleed, or whatever. You need to consider that a working parent may need to dash off to work after dropping their children off at school for which they need their car. Please bear in mind that St. Andrew's is a "faith" school and therefore will include children drawn from a wider catchment area than is the norm. Again, a car may be the best or preferred option for them.

I would like to suggest that a drop off zone with secure entrance be created to allow children safe access to the school via their playing field. There would be no need to inflict all these restrictions on Nursery Way residents.

I am responding to your request for the views of residents on the above proposal. I can't personally see any need to make Nursery Way into a "School Street". We have lived in Nursery Way, right next to the school, for 7 years, and have never experienced any disruption from school related traffic. There seems to be very little, and I haven't noticed any dangerous driving, congestion or pollution from vehicles waiting with engines running. The parents tend to park, not in Nursery Way, but in the St Andrews' Church car park, where they incidentally have no right to park. My husband has just retired as Vicar there, and most days had to ask parents to move cars that were parked where they shouldn't be, with their engines running. A much better plan than making Nursery Way into a School Street would be to come to an arrangement with the church, whereby a modest but reasonable sum would be paid to the church to allow the parents to park there at school drop off and pick up times.

To say no vehicles can enter the road for 3 and a half hours a day would be seriously disruptive for the residents as regards deliveries, or anyone coming to their houses, either visitors, tradesmen or workmen, at those times. We are about to move, so it won't affect us, but I would be very unhappy about the plan if we were staying and am responding on behalf of the incoming residents of our house.

Feedback from Ward Members

7. Due to the split between for and against the school street proposals, the local ward councillors were consulted and fed back that at this time they did not support the installation of the school street as they felt that the inconvenience to the residents would likely out way benefits. They asked officers to consider more enforcement of the existing restrictions and the possibility of amending the timings of the parking management scheme to better align with school drop off and pick up times.

Recommendations

8. Due to the informal consultation not resulting in a clear mandate for the installation of a school street and feedback from ward councillors, it is recommended that the Cabinet Member for Planning, Housing and Growth considers agreeing that we do not install the school street at this time but continue to work with the school on travel plan measures.
9. The Cabinet Member may also be mindful, to ask officers in the Parking Enforcement Team to consider targeted enforcement of the parking restrictions on Nursery Way.

Financial Implications

There are no financial implications associated with the recommendations set out in this report.

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 the recommendations to this report and concurs with the financial implications as set out above.

Legal

The Council's powers to invoke the measures to make Nursery Way, Uxbridge a 'school street' are set out in 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 a decision is taken to make an order introducing traffic measures (which is not the recommendation of this report), Part 5 of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage and marking 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.

Pursuant to established public law principles on consultation, the decision maker, when deciding on progress of the proposal for Nursery Way, Uxbridge to become a 'school street' must be satisfied that all consultation responses (all of which are pasted within this report), including those that do not accord with the officer's 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. In this instance, there are a number of objections to consider, which have help to inform the recommendation not to proceed with making Nursery Way, Uxbridge a 'school street'.

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

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

NIL.