



Democratic Services

Location: Phase II
DDI: 01895 250636
CMD No: 2026/1738

**To: COUNCILLOR WAYNE BRIDGES
CABINET MEMBER FOR RESIDENTS SERVICES**

c.c. All Members of the Residents Services Select Committee
c.c. Dan Kennedy, Corporate Director of Residents Services
c.c. Caroline Haywood, Residents Services

Date: 17 July 2026

Non-Key Decision request

Form D

WILTSHIRE LANE / THEODORA WAY, PINNER – OBJECTION RECEIVED TO PROPOSED 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 27 July 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.

Anisha Teji
Democratic Services

Title of Report: Wiltshire Lane / Theodora Way, Pinner – Objection Received To Proposed 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 Residents Services

Executive Decision Report

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WILTSHIRE LANE / THEODORA WAY, PINNER – OBJECTION RECEIVED TO PROPOSED WAITING RESTRICTIONS

Cabinet Member Lead	Councillor Wayne Bridges Cabinet Member for Residents Services
Chief Officer responsible Report author	Dan Kennedy - Corporate Director, Residents Services Caroline Haywood – Resident Services
Report classification and reason	Public
Relevant Committee	Resident Services
Electoral Ward	Northwood Hills

1. Executive Summary

To inform the Cabinet Member that objections (and support) have been received to the proposed ‘at any time’ waiting restrictions on the junction of Wiltshire Lane and Theodora Way, Eastcote and to agree the way forward considering these.

The estimated cost associated with the recommendations in this report is £480, to be managed within existing Transportation Service revenue budgets.

2. Recommendations

That the Cabinet Member for Residents Services:

1. Considers the objections received from the statutory consultation for the proposed ‘at any time’ waiting restrictions on the junction of Wiltshire Lane and Theodora Way, Pinner.
2. Approves the introduction of the proposed ‘At Any Time’ waiting restrictions on the junction of Wiltshire Lane and Theodora Way, Pinner, as shown at Appendix B to this report.

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3. Reasons for decision

To improve access on the junction of Wiltshire Lane and Theodora Way yet still maintain parking for residents.

4. Proposal

1. Theodora Way and Wiltshire Lane are residential roads within Northwood Hills Ward. Theodora Way is a cul-de-sac, while Wiltshire Lane links Joel Street with Norwich Road. Haydon Secondary School is nearby on Wiltshire Lane. A plan of the area is shown on Appendix A to this report.
2. The Council received a request from a resident for measures to deter vehicles from parking on the junction restricting access. As a consequence, a detailed site investigation was undertaken by Council officers.
3. Officers observed that vehicles are currently parking on the junction. These vehicles are restricting sight lines and two-way traffic in and out of Theodora Way.
4. As a result of the site observations, a proposal was developed to install double yellow lines on the junction, in order to keep this area clear of parked cars to improve forward visibility and promote road safety at all times. The proposed 'at any time' waiting restrictions are shown on the plan attached as Appendix B of this report.
5. The Cabinet Member agreed to take the proposal through the statutory 21-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period, the Council received four objections and 10 emails of support.
6. The **first objector** stated "*I believe that the implementation of this proposal will have significant and detrimental impacts on the local community, including myself and my neighbours. Grounds for Objection:*

-Insufficient Parking Space for Residents and Visitors: The proposed plan does not adequately account for the existing parking needs of residents and their visitors. Wiltshire Lane is already subject to significant parking pressure, particularly during school runs and peak hours. The implementation of double yellow lines will further reduce the availability of parking spaces, forcing residents and visitors to park further away, causing unnecessary inconvenience and disruption.

- Impact on School Runs and Local Park Usage: Wiltshire Lane is located near a small park and is in close proximity to schools, which results in high demand for parking during school drop-off and pick-up times. The removal of parking spaces through double yellow lines will exacerbate this issue, leading to increased congestion, frustration, and potential safety risks as parents and residents scramble to find alternative parking.

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- Safety Concerns for Residents and Delivery Vehicles: The lack of accessible parking caused by the proposed restrictions will create safety risks for residents' vehicles, loading trucks, and delivery services. Delivery vehicles may be forced to park in unsafe locations, potentially obstructing traffic and endangering pedestrians. This issue is particularly concerning given the increasing reliance on home deliveries.

- Unnecessary Costs and Disruption: The proposed changes will impose unnecessary costs on residents and local businesses, who may need to find alternative parking solutions or face fines for parking in restricted areas. Furthermore, the disruption caused by the implementation of the double yellow lines outweighs any potential benefits, especially when alternative measures, such as time-limited parking restrictions, could achieve the same goals without the negative consequences.

Request for Reconsideration: I respectfully urge the Council to reconsider the proposed plan and explore alternative solutions that balance the need for road safety with the parking needs of residents, visitors, and local institutions. Possible alternatives include conducting further consultations with residents to identify a more balanced solution that addresses safety concerns while preserving adequate parking."

7. The **second objector** stated *"The root cause of the issue is not being addressed by this proposal which is that there is a lack of parking available to residents of this part of Wiltshire lane. Some of the reasons I've observed are as follows: Residents of Lyneham Walk park on Wiltshire Lane, one of these residents owns a large Baxter van and another vehicle, residents of Wiltshire Lane are then pushed on to Theodora way (Theodora way residents are unaffected as they have their own driveways)*

Older students of Haydon school have started parking on Wiltshire lane in front of our homes for the duration of their school day. Since they are new drivers they are not considerate of parking closer together to leave space for more people to park. Parents/carers of children at Haydon School park to pick and drop their children, their stay can be upto 1 hour long so if any resident returns in this time there is no parking available

I would propose resident/permit only parking to resolve these issues. There is sufficient parking available for the homes on this part of Wiltshire Lane if it is only the residents that are allowed to park there. Each household here has no more than 1 car and a few years ago one of the neighbours sent a letter around to be considerate when parking so there is an understanding between us all and everyone tends to park in front of their own home."

8. The **third objector** stated *"I am writing in support of Mr’s objection to the above proposal.Whilst there might be instances of obstructive parking, nevertheless the proposed extent of the double yellow lines is too much. Ten metres in each direction seems excessive to solve problem; rather than solve the problem it will create more problems of parking in an area where, already, there is not enough parking space.*

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It is contended that double yellow lines are only needed at the end of Theodora Way to an extent of 5m on each side of the road. Any lines on Wiltshire Lane will exacerbate the current shortage of parking. I sincerely hope that this will be seriously considered, and the proposed double yellow lines will be on Theodora Way only and reduced to 5m in length on each side of the road."

9. The **fourth objector** stated "As a car owner who's commuting five days a week I totally understand the concerns regarding to obstructive parking on the junction of Wiltshire Lane and Theodora Way. The parking situation is especially tense at times of dropping off and picking up students from Haydon School. Adding to that bus line H13 also got troubles at times to get through. I am concerned indeed about the obstructive parking at Theodora Way and can't believe how close people are parking to this junction. I haven't seen any parking on Wiltshire Lane for the proposed double yellow lines though. The residents of this part of Wiltshire Lane desperately need parking in front of their houses (me included). I would like to propose a resident's only parking (permit holders only) for the residents of Wiltshire Lane to make parking less obstructive and therefore improve the traffic in this area."
10. The **first supporter** stated "I support totally the double yellow line and terminal proposal shown on the drawing. We have on occasion had to inch out of Theodora Way in our car for fear of driving into traffic travelling along Wiltshire Lane, which is not visible, when vehicles are parked at the end of Theodora Way. In the end you have to take a chance as it is impossible to see the traffic travelling south west along Wiltshire Lane.

The problem parking happened infrequently when we first moved in but in recent years it has become more and more of an issue. In the last 6 months it has become a regular situation with cars and lorries parking right up to the give way lines on Theodora Way. This also prevents cars entering Theodora Way when a car is trying to exit, as the left-hand side of the road is blocked causing congestion, leading to frustration and many unhappy motorists.

I feel that it is only a matter of time before there is a serious collision at this junction due to the inconsiderate parking forcing users of Theodora Way (both residents and parents who use Theodora Way to drop off their children for school) to gamble when exiting the junction. The situation becomes increasingly more worrying when schoolchildren are being collected/dropped off as the traffic becomes very busy. I am grateful you have listened to the serious and real concerns of the people that use this junction - you will definitely prevent collisions and injury by introducing these measures. I sadly fear it is a matter of time before a serious accident, should inconsiderate parkers be allowed to continue to park in such a dangerous position."

11. The **second supporter** stated "I would like to express my full support for the implementation of these "At Any Time" waiting restrictions. Over recent months and years, the volume of obstructive and inconsiderate parking in this area has significantly increased. Vehicles parked close to the junction regularly: Obstruct sightlines for drivers attempting to enter or exit Theodora Way. Force cars onto the opposite side of the road, creating dangerous blind

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spots. Increase risks for pedestrians, including children walking to and from school. Restrict access for emergency services, delivery vehicles, and waste collection vehicles.

These issues have become a consistent safety concern for residents, and the proposed double yellow lines would provide a simple and effective solution. The restrictions would help ensure safer traffic flow, improve visibility, and maintain access for essential vehicles. I strongly urge the Council to proceed with the scheme as proposed and implement the double yellow lines without delay."

12. The **third supporter** stated *"We fully support and endorse the proposal. In addition the proposal should go further and have single yellow restrictions or permit holder bays to prevent long term parking on the whole of Theodora Way. Parked cars have been a particular challenge for refuse and recycling trucks which end up driving on the pavement, damaging the pavement due to the narrowness of the road."*
13. The **fourth supporter** stated *"I'm writing to strongly support the proposal to install double yellow lines at the junction of Theodora Way and Wiltshire Lane. Visibility when pulling out of Theodora Way is completely blocked when any vehicle is parked there. Also, traffic travelling along Wiltshire Lane cannot see anyone edging their way out in an attempt to get a view around the parked vehicles at the junction. Wiltshire Lane is a bus route and carries a lot of traffic due to the proximity of Haydon School. There have been a number of near misses and I fear it is only a matter of time before there is an accident. I do hope this opportunity to make the junction safer goes ahead."*
14. The **fifth supporter** stated *"The double yellow lines are such a welcome to our little close. People park right over the edge of Theodora way into Wiltshire lane, making it extremely dangerous to pedestrians and drivers trying to pull out onto Wiltshire lane. The safety of of people is more important than people who cannot find a parking space."*
15. The **sixth supporter** stated *"We are grateful you are looking into the concerns of the residents and we would whole heartedly champion the double yellow lines. The residents of Theodora Way need to be able to safely leave our road and I am sure you will agree this is a priority over the neighbouring streets convenience to park immediately adjacent to their homes, despite there being ample car spaces on Wiltshire Lane free to use. There is a duty of care to keep us safe and free from harm."*
16. The **seventh supporter** stated *"I have no objection to the Council proposal to install waiting restrictions as outlined. There needs to be a clear a view as is possible at the junction of Theodora Way and Wiltshire Lane in the interest of safety."*
17. The **eighth to tenth supporter from the same house** stated *"We are writing to raise a serious road safety concern regarding parking at the corner of Theodora Way, where it meets Wilshire Lane. Cars, large vehicles, and vans are frequently parked on the corner of Theodora Way, which completely obstructs the view for drivers attempting to turn onto Wilshire Lane. This lack of visibility makes it extremely difficult to judge whether traffic is approaching from the opposite direction."*

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On several occasions while dropping our children off at school, we have experienced very near misses with speeding oncoming vehicles. With children in the car, this situation feels particularly dangerous. There have even been times when I have had to ask my wife to get out of the car and stand outside to guide me, as the view is so badly blocked by parked vehicles.

The situation is made worse during the morning peak, especially with increased traffic related to Haydon School. At these times, traffic volumes are high, and the risk when turning onto Wilshire Lane is significantly increased. Given the ongoing danger and repeated near misses, I kindly request that double yellow lines be installed at this junction to prevent parking and ensure clear visibility for drivers. I strongly believe this would greatly improve safety for residents, parents, and children using this route daily."

18. If residents want resident permit parking, then the best way forward is for resident to petition. Details on petitions can be found on the Council's website.
19. The local Ward Councillors have been consulted, and one has responded supporting the proposal
20. After careful consideration of the comments received from the statutory consultation and the thoughts of the local Ward Councillors, it is recommended that the Cabinet Member agrees to proceed with the proposed 'at any time' waiting restrictions on the junction of Wiltshire Lane and Theodora Way, Pinner in Appendix B to this report.

5. Corporate implications

Financial (mandatory)	Y	Equalities impact assessment	
Legal (mandatory)	Y	Workforce	
Alternative options (mandatory)	Y	Public Health	
Risk management (mandatory)	Y	External partners	
Asset		Communications	
Procurement		Committee comments	
Planning		Digital	
Climate Change		Other	

a) Financial

The cost associated with the recommendations to this report is estimated at £480 and will be managed within existing revenue budgets for the Transportation Service.

b) Legal

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The Council's power to implement the proposed 'at any time' waiting restrictions on the junction of Wiltshire Way and Theodora Way, Pinner 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.

If the decision is taken to make the order introducing the proposed 'at any time' waiting restrictions, 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 states that the proposed waiting restrictions will improve forward visibility and promote road safety by keeping the area clear of parked cars.

Pursuant to established public law principles on consultation, the decision maker, when deciding whether to approve the recommendation to introduce the proposed waiting restrictions, must be satisfied that all consultation responses, which are set out 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. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

c) Alternative options

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The Council could decide not to proceed with the installation of the 'at any time' waiting restrictions as advertised.

d) Risk management

The Council could decide not to proceed with the installation of the 'at any time' waiting restrictions as advertised.

e) Other implications

Nil

6. Consultation & engagement

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

7. Timetable for implementation

Within three months of approval.

List of appendices attached

Appendix A - Location Plan

Appendix B - Plan of Proposal

List of Background Papers

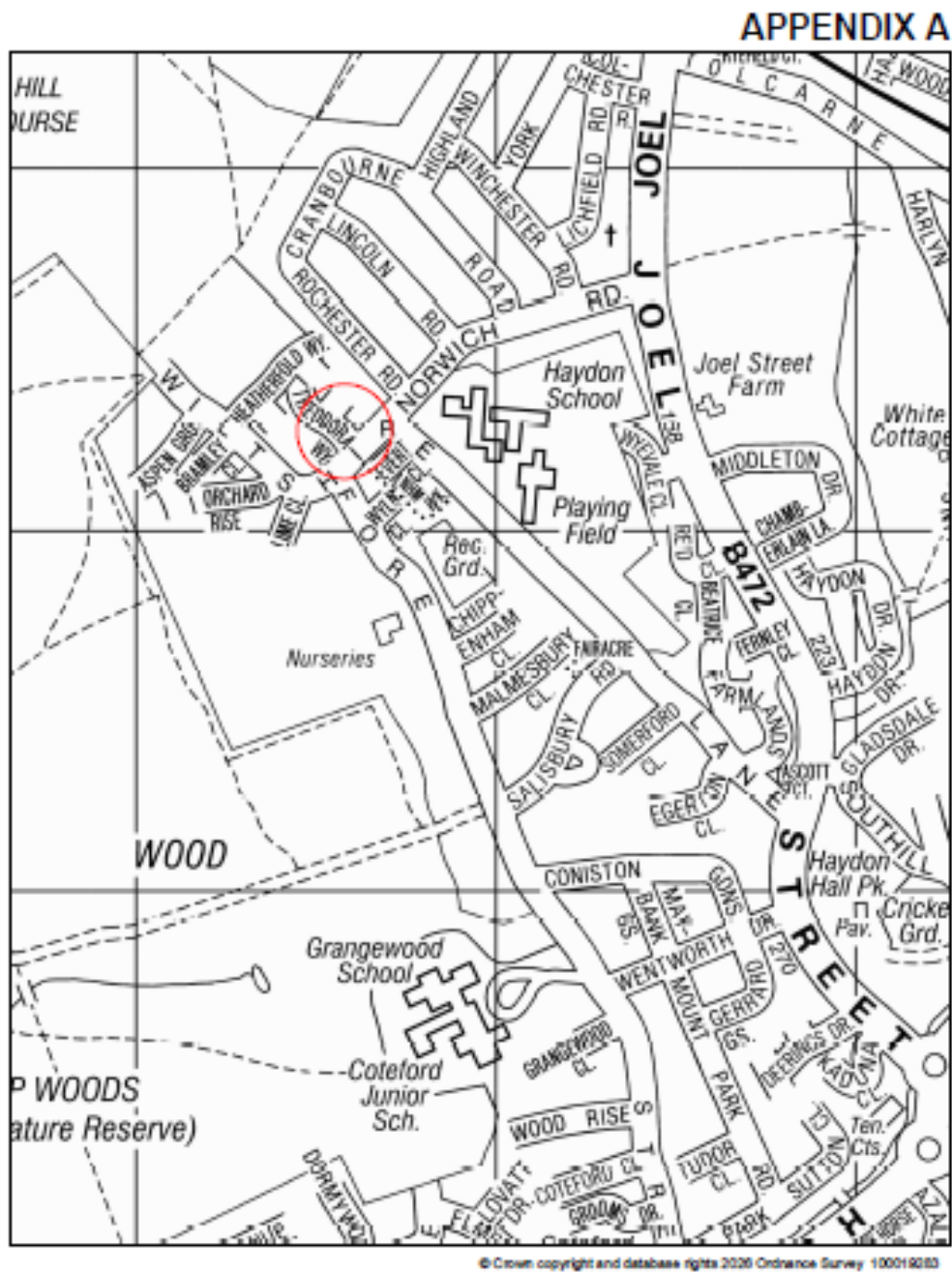
- Traffic order
- Objection emails
- Emails of support

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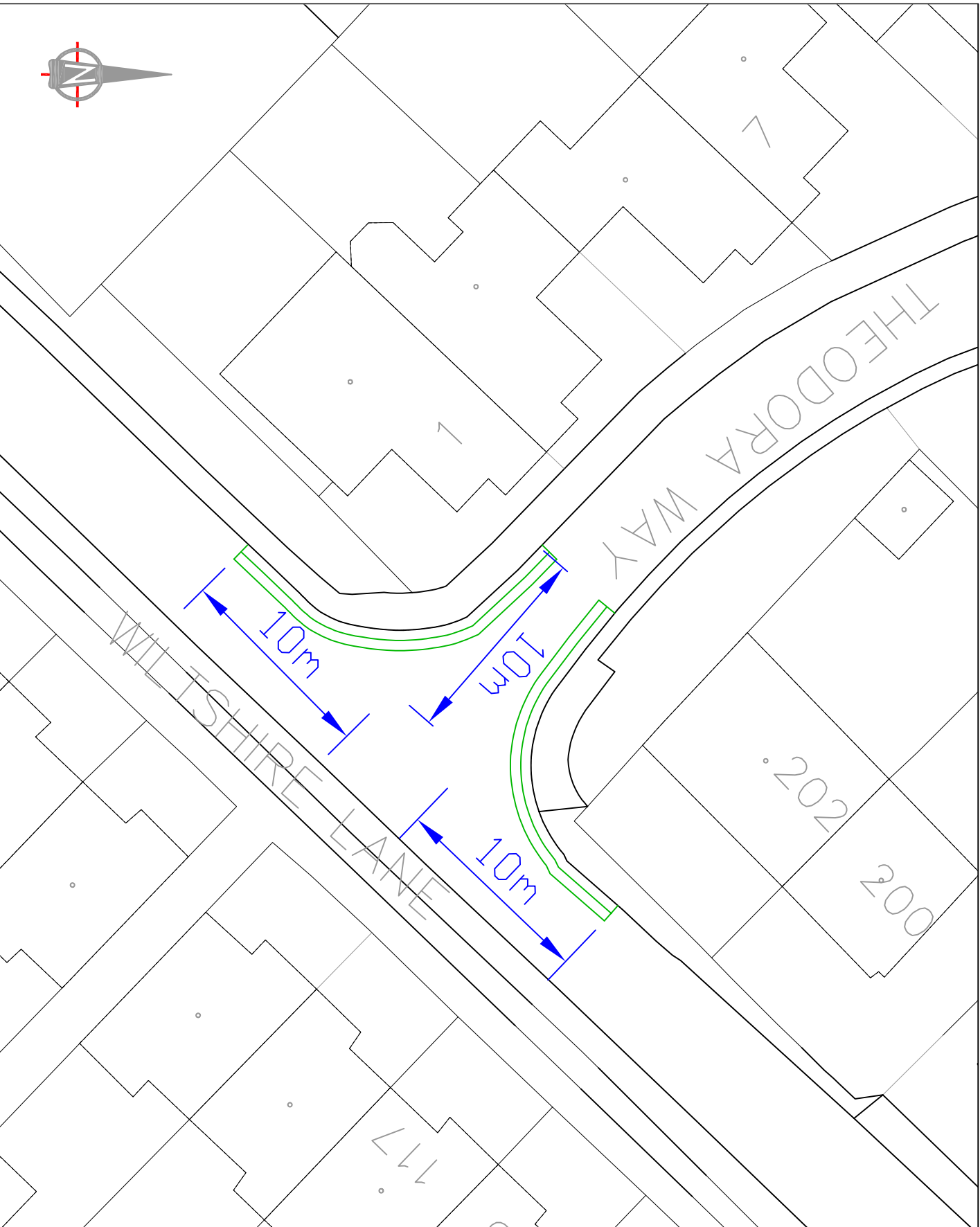
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APPENDIX A - LOCATION PLAN



 Wiltshire Lane / Theodora Way, Eastcote



Notes:

DMT
PROPOSED DOUBLE YELLOW
LINE & TERMINAL

This map is based upon Ordnance Survey
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London Borough of Hillingdon 100019283 2025



HILLINGDON
LONDON

Project
**ROAD SAFETY
PROGRAMME**

Description
RSP / Cad / High Road, Eastcote job 823

Scale			
N.T.S	Drawn	(Initials/Date)	Checked (Initials/Date)
CH	10/25		
Project No.	Drawing No.	Rev.	
	RSP		