



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 Select Committee

c.c. Karrie Whelan, Corporate Director of Place

c.c. Kevin Urquhart, Place Directorate

c.c. Ward Councillors for Ruislip

Date: 07 August 2025

Non-Key Decision request

Form D

Outcome of informal consultation for possible changes to the layout of the permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip

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 Friday 15 August 2025** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Naveed Ali
Democratic Services

Title of Report: Outcome of informal consultation for possible changes to the layout of the permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip

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 informal consultation for possible changes to the layout of the permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip

Cabinet Member & Portfolio	Councillor Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan – Corporate Director Place
Report Author & Directorate	Kevin Urquhart – Place Directorate
Papers with report	Appendices A – C

HEADLINES

Summary	To inform the Cabinet Member on the responses received to the informal consultation for the possible changes to the layout of the existing Zone RL4 permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip
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	There are no financial implications in relation to the recommendations of this report.
Select Committee	Corporate Resources & Infrastructure Select Committee
Ward(s)	Ruislip

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Notes the responses received to the informal consultation for the proposed changes to the layout of the Zone RL4 permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip.
- 2) Decides that no further action is taken to progress proposals change the current layout of the permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip.

Reasons for recommendations

The recommendations reflect the responses received during the informal consultation and views expressed by the local Ward Councillors after reviewing the comments made by residents in response to the suggested proposals.

Alternative options considered / risk management

The Council could have decided to progress proposals for a revised continuous parking place layout outside Nos. 1 to 8 Breakspear Road as shown on Appendix B.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Earlier this year the Council received a petition organised by residents of Breakspear Road, Ruislip requesting that changes to be made to the existing layout of the parking places which form part of the Zone RL4 Ruislip Lido Parking Management Scheme.
2. Residents have petitioned the Council and asked for the current layout of the scheme outside Nos. 1 to 8 Breakspear Road to be changed to a continuous parking place layout. The petition also included the following statement:

“For the last three summers, Breakspear Road have been part of the seasonal RL4 PMS. It was implemented to help control the large number of visitors parking inconsiderately, around the wider area of Ruislip Lido.

Although RL4 is mainly a 'Past this Point' PMS (where no road markings are required}, Breakspear Road is different. It uses a bay layout, where parking bays and single yellow lines arc marked on the road. Due to the different size bays, residents have been issued parking tickets for being a couple of inches over the parking bay.

When the scheme was introduced, Breakspear Road residents were not given a choice of the two alternative bay layout options available.

With the current layout, residents are being unfairly penalised, and blue badge [holders] are allowed to park across residents' driveways, on single yellow lines, legally, for up to three hours.

With the alternative continuous bay layout, residents parking spaces will increase and blue badge [holders] will not be able to block residents' driveways.

Residents would like the continuous bay to start at No 1 Breakspear Road and continue to No. 8 Breakspear Road.”

3. Currently, this part of Breakspear Road benefits from being included in the Zone RL4 Parking Management Scheme. This is a seasonal Parking Management Scheme which operates during the summer months only to prevent visitors to Ruislip Lido from parking throughout this series of roads. The scheme in Breakspear Road is marked in a conventional way with parking places between residents' driveways and yellow lines across where the kerb has been lowered for access. This layout was considered the most appropriate since the road forms a main route between the north and south of the Borough, is often used by HGVs and is an active bus route. A plan showing the current layout of the Parking Management Scheme outside Nos. 1 to 8 Breakspear Road is attached as Appendix A to this report.
4. The roads that are directly to the east of Breakspear Road form what is known as a permit holders 'past this point' type of scheme, which means the entire area forms a parking place for permit holders only and negates the need for individually marked parking places and yellow lines which are normally required within a Parking Management Scheme. This layout could not be considered for Breakspear Road since it forms a main route through for traffic and such a scheme layout could potentially cause issues with obstruction.
5. Petitioners have requested that the current parking scheme layout outside Nos. 1 to 8 Breakspear Road be changed to what is known as a continuous parking place layout. As alluded to by the name, this would involve marking a parking place unbroken across residents' driveways to allowing permit holders to park anywhere within that defined space. Whilst this type of layout is beneficial in some cases, insofar as it maximises parking space, it does have several drawbacks as set out in the following paragraphs, which have been prepared with input from colleagues within the Parking Enforcement Team, whose expertise in terms of practical enforcement has been invaluable to the present exercise.
6. With a continuous parking place layout, this would mean that any resident with a valid RL4 virtual permit, or visitor session, could park anywhere within the parking place markings, including adjacent to driveway entrances. This applies even if the resident does not live at the adjacent address and therefore there is the potential that any other RL4 permit holder could cause an obstruction to another neighbour's driveway entrance. In such cases, the Council would not be able to take any enforcement action against that vehicle during the operating times of the scheme, as it would be parked wholly within a designated parking place as stipulated within Section 86(2) of Traffic Management Act 2004 as being an exemption to enforcement. To help indicate the presence of dropped kerbs within a continuous parking place, a white bar guidance marking is usually installed across all driveway entrances, but this marking serves no legal purpose in terms of parking enforcement, as explicitly stated within legislation.
7. Likewise, a Blue Badge holder can also park within the extents of the continuous parking place markings and the Council would not be able to take enforcement action against that vehicle during the operating times of the scheme, even if it caused an obstruction to an adjacent driveway. In Hillingdon, within a permit holder parking place, unless otherwise stated on the adjacent signage, Blue Badge holders may generally park for as long as required in these spaces.

8. As with the current layout, outside the operating days and times of the scheme, enforcement against vehicles parking across driveway entrances can take place even if the vehicle has a Blue Badge or RL4 parking permit on display.
9. To ensure residents clearly understood the potential impact that continuous parking place layout would entail, officers prepared an informal consultation to be carried out with the residents of Breakspear Road. As part of this consultation residents were delivered a letter explaining the differences between the current and requested parking place layouts along with an explanation of the potential issues that could arise with enforcement. A plan showing the continuous parking place layout was provided; a copy of this is included as Appendix B with this report. Residents were also sent a questionnaire which gave them the option for either the suggested continuous layout or for no changes to the existing arrangements. A prepaid reply envelope was included for residents to return their completed questionnaire to the Council.
10. The responses that were received to the informal consultation are tabulated in Appendix C of this report. Some residents also helpfully provided additional comments in response to the informal consultation, and these have been included on Appendix D of this report.
11. Of the eight consultation documents delivered, five residents took the opportunity to respond – a good level of response of 72.5%. Of these, one resident indicated they would support the changes, whilst the remaining four indicated a preference for no change.
12. Comments made by residents during the informal consultation included concern that there could be disputes over parking if a continuous layout was adopted. Another resident felt that the changes would offer no benefit over the current arrangements and only be an unnecessary cost to the Council. The resident who is supportive of the changes has asked for clarification of the Council's policy of enforcement against Blue Badge holders causing an obstruction, in response paragraphs 6 and 7 above set out the Council's policy for enforcement regarding these matters.
13. The responses to the consultation indicated that the majority who responded are opposed to making changes to the current parking arrangements. As is usual practice, officers shared the outcome of the consultation and comments with the local Ward Councillors. In response to the consultation, the Councillors have provided the following statement:

"As ward councillors, we attempted to support a resident-led initiative by requesting this review—following a petition signed... At the time, we understand that six or seven of the eight properties supported the petition for change.

However, the informal consultation has presented a more mixed picture. Of the five responses received, four are opposed to the change, with only one in favour. That suggests that 50% of the households most directly affected are now opposed, while only one wishes to proceed.

In light of this, and given the potential for increased parking conflicts under the proposed layout, I am not convinced this should be taken any further."

14. As there is no overall support demonstrated from the informal consultation in response to the petition and Ward Councillors feel that these proposals should not be taken any further, it is recommended that the current parking arrangements outside Nos. 1 to 8 Breakspear Road, Ruislip should be left as existing at this present time. Should nearby residents and nearby businesses collectively petition for other changes to be made to the current parking arrangements in the future, then these may be considered at a later date.

Financial Implications

There are no financial implications relating to the recommendations within this report.

RESIDENT BENEFIT & CONSULTATION

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

The recommendation of this report reflects the views expressed by the local Ward Councillors and the balanced response to the informal consultation.

Consultation & Engagement carried out (or required)

Informal consultation was carried out with the residents of Breakspear Road for possible changes to existing the parking scheme layout. No proposals are to be progressed at this stage, so no further consultation is required.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Council's power to make changes to the layout of the Zone RL4 permit holder parking places outside 1 to 8 Breakspear Road, Ruislip is set out in Part 4 of the Road Traffic Regulation Act 1984. The formal 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. At this stage, an informal consultation was conducted to gauge views.

Pursuant to established public law principles on consultation, namely fairness and adequacy, the decision maker, when coming to a decision on whether or not the proposal is to be progressed, must be satisfied that all consultation responses, including those that do not accord with the officer's recommendation, were conscientiously taken into account. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

In this instance, the consultation responses have informed the recommendation within this report not to progress with proposals to change the layout of the Zone RL4 permit holder parking places outside 1 to 8 Breakspear Road, Ruislip. Thus, there are no legal impediments to following the recommendations set out in this report.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

NIL.

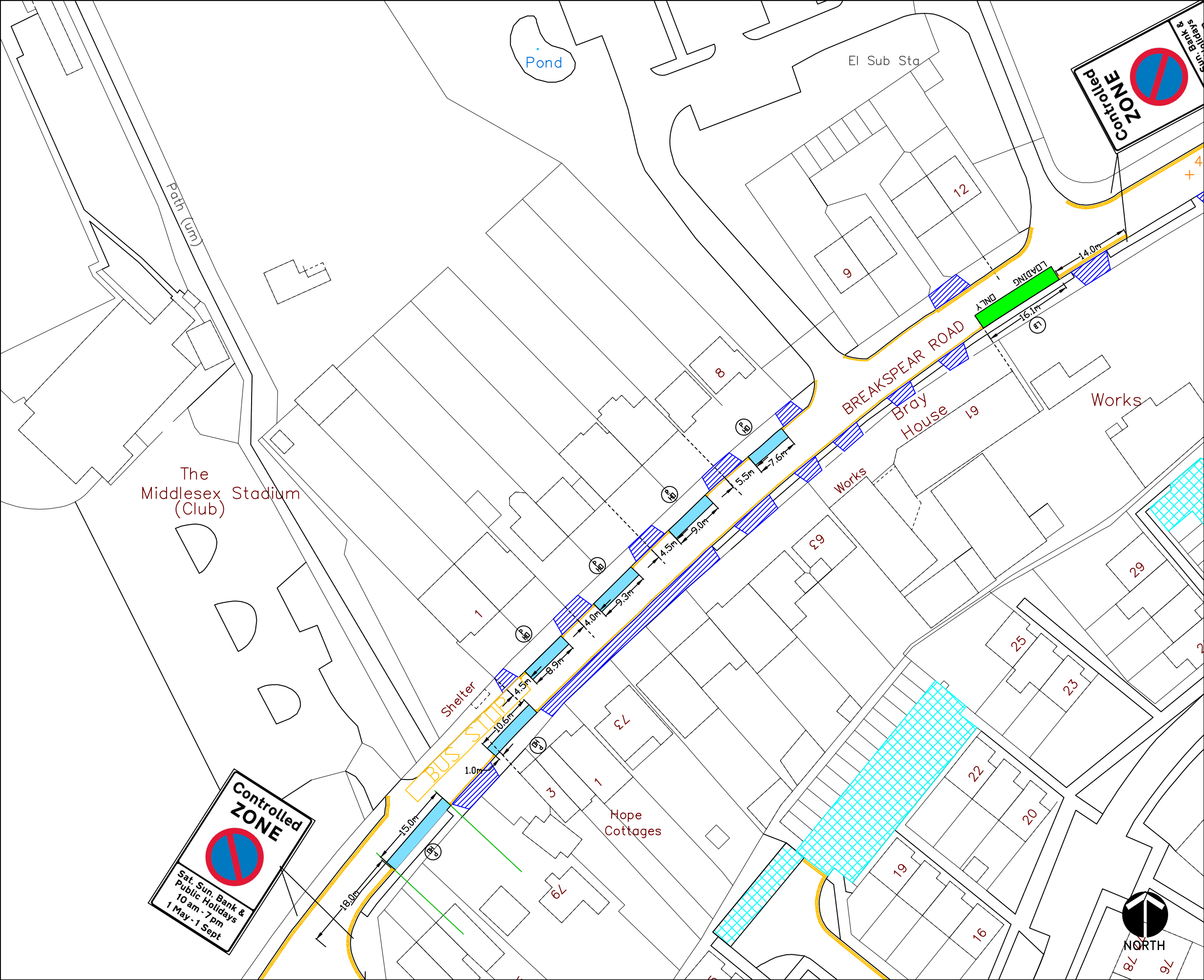
TITLE OF ANY APPENDICES

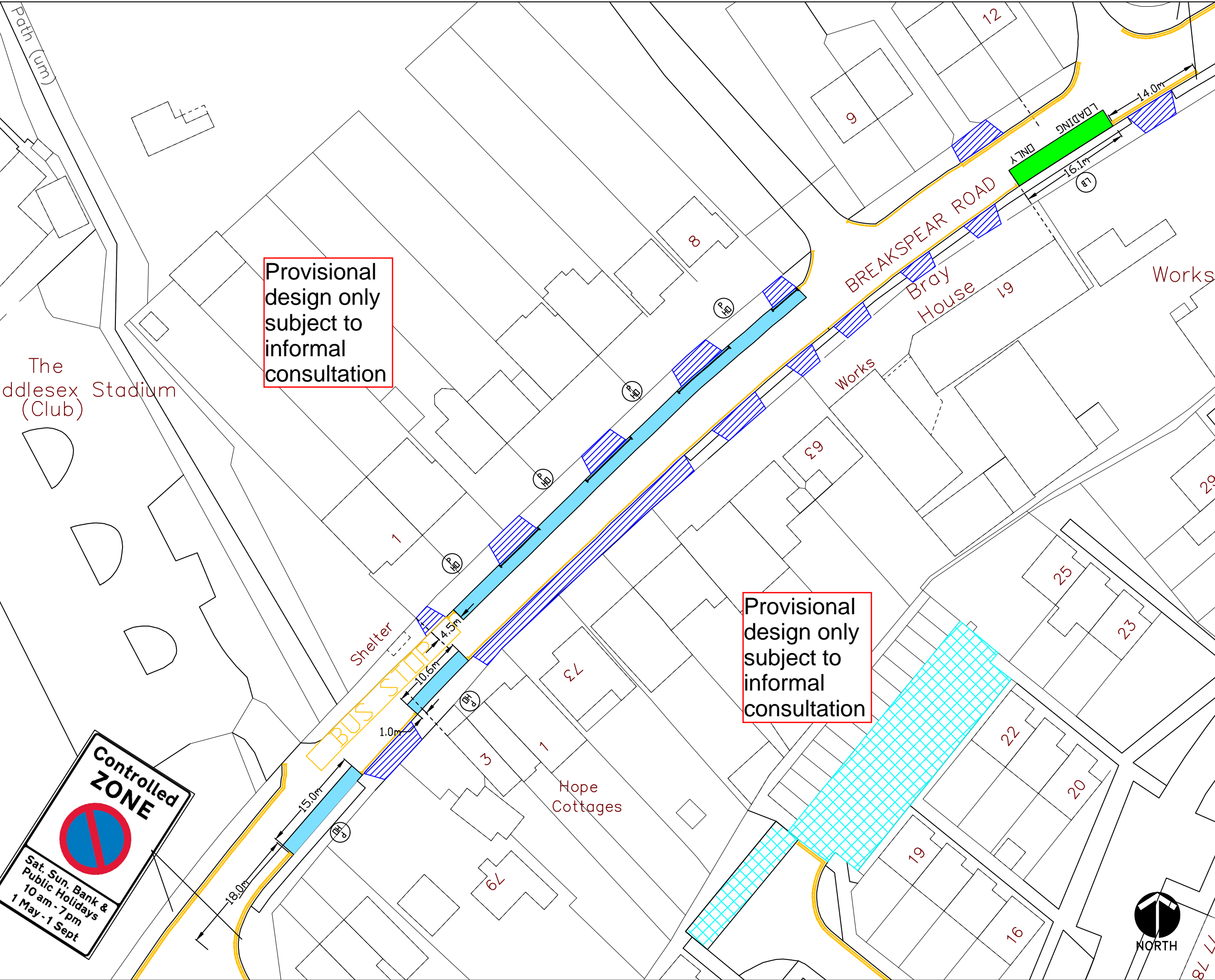
Appendix A – Plan – Plan of existing layout of the Zone RL4 individual permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip.

Appendix B – Plan – Plan of the proposed revised layout of the Zone RL4 continuous permit holder parking places outside Nos. 1 to 8 Breakspear Road, Ruislip.

Appendix C – Table – Responses to the informal consultation for revised parking place layout outside Nos. 1 to 8 Breakspear Road, Ruislip.

Appendix D – Table – Comments made by residents as part of the informal consultation for a revised parking place layout outside Nos. 1 to 8 Breakspear Road, Ruislip.





KEY

EXISTING YELLOW LINE

NEW SINGLE YELLOW LINE & TERMINAL

NEW DOUBLE YELLOW LINE & TERMINAL

PERMIT HOLDER ONLY BAY

LOADING BAY (EXISTING)

CROSSOVER

EXTENT OF PRIVATE ROADS

Provisional design only subject to informal consultation

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London Borough of Hillingdon
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Project

Breakspear Road, Ruislip

Description

Possible revision to bay layout

Date

Jun 25

Consultation for possible changes to the parking places outside Nos. 1 to 8 Breakspear Road, Ruislip	
I would support proposals to convert the current parking places outside Nos. 1 to 8 Breakspear Road to a continuous bay layout as shown on the plan	I would prefer no changes to the current parking arrangements
1	4

Number delivered	8
Responses received	5
Response rate	63%

Consultation for possible changes to the parking places outside Nos. 1 to 8 Breakspear Road, Ruislip	
Comments	Officer's response
<p>I am writing in response to the current consultation regarding the continuous bay layout outside numbers 1 to 8 Breakspear Road.</p> <p>I fully support the provision of parking bays for Blue Badge holders. However, I have a significant concern regarding the allowance of any vehicle, including those displaying a blue badge, to park on the 'H' white lines adjacent to driveways.</p> <p>A blocked driveway constitutes an obstruction, regardless of who is causing it. Currently, it is possible to report a non-Blue Badge holder for causing such an obstruction. It is illogical and frankly, unjust that the same principle does not apply to Blue Badge holders. This creates an inconsistent application of parking regulations and causes considerable inconvenience for residence whose driveways are obstructed.</p> <p>I urge the council to revise its rules to ensure that parking on 'H' white lines, which are specifically designed to keep driveways clear, is prohibited for all vehicles including those displaying a Blue Badge. Applying a common-sense approach will ensure fairness and maintain accessibility for all residents.</p> <p>Furthermore, could you please clarify the specific policy regarding Blue Badge holders parking on 'H' white lines that obstruct driveways? Is there a current bylaw or regulation that permits or is this something the council would consider changing?</p> <p>Please check if 'dropped kerbs' (with or without 'H' bars) are included as a contravention under the Traffic Management Act 2004</p>	<p>Considered as part of this report, please refer to paragraphs 6 and 7</p>
One of the properties is now a rented property with no tenant and the possibility of an HMO application, therefore the potential for parking disputes could be an issue.	The recommendation of this report is for no changes following responses received.
I cannot see any benefit to the residents who would be involved especially by replacing the yellow parking line with a white line, this would only be an unnecessary cost to the Council tax payers.	The recommendation of this report is for no changes following responses received.