



## Democratic Services

**Location:** Phase II

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**CMD No:** 1581

**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 for Residents  
Services

c.c. Sophie Wilmot – Residents Services Directorate

c.c. Ward Councillors for Yeading

**Date:** 01 December 2025

## Non-Key Decision request

## Form D

### OBJECTIONS TO PROPOSED TOUCAN CROSSING AND ASSOCIATED DOUBLE YELLOW LINES ON WILLOW TREE LANE, YEADING

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 09 December 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.

Ryan Dell  
Democratic Services

**Title of Report:** Objections to Proposed Toucan Crossing and Associated Double Yellow Lines on Willow Tree Lane, Yeading

**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

# OBJECTIONS TO PROPOSED TOUCAN CROSSING AND ASSOCIATED DOUBLE YELLOW LINES ON WILLOW TREE LANE, YEADING

<b>Cabinet Member</b>	Councillor Steve Tuckwell
<b>Cabinet Portfolio</b>	Cabinet Member for Planning, Housing & Growth
<b>Officer Contact</b>	Sophie Wilmot – Residents Services
<b>Papers with report</b>	Appendix A – Plan of proposed scheme

## HEADLINES

<b>Summary</b>	This report details the outcome of the formal consultation undertaken with residents on the proposed introduction of a signalised toucan crossing and associated double yellow lines on Willow Tree Lane, Yeading. The report details the objections received and sets out recommendations for the Cabinet Member to consider.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Be / feel safe from harm</p> <p>This report supports our commitments to residents of: A Green and Sustainable Borough</p>
<b>Financial Cost</b>	The total cost of the recommendations set out in the report is nil. The scheme is to be funded in full by Transport for London to support the organisations Cycle Network Development and our Cycle Strategy.
<b>Relevant Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Relevant Ward</b>	Yeading

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) **Considers the single objection to the proposed toucan crossing and associated work on Willow Tree Lane, as detailed within the body of the report; and**
- 2) **In consideration of the benefit to the road safety and the future cycle provision to come forward, instructs officers to proceed with working with Transport for London on the implementation of the scheme as set out.**

## Reasons for recommendations

The recommendations set out in this report allow for the scheme to be progressed to benefit road safety and to support improvement to cycle infrastructure across the Borough.

Furthermore, given the aspirations of Hillingdon to improve cycling and the A312 being identified as a key route in the adopted Hillingdon Cycle Strategy, it is recommended that the Cabinet Member approve the works to be undertaken in full, ensuring that greening opportunities are maximised to improve the feel of the area and help improve and protect from any air pollution.

## Alternative options considered/ risk management

None at this stage.

## Select Committee comments

None at this stage.

# SUPPORTING INFORMATION

## Introduction

1. As part of the ongoing long-term strategy for cycling in Hillingdon, officers are working on upgrading existing cycle routes which are already within the borough. One of these is the segregated route which runs alongside the A312. One of the key barriers identified on this route is the difficulty crossing roads which intersect the route, one of which is Willow Tree Lane in Yeading.
2. Due to this, the Council along with Transport for London have worked on proposals to improve the area and provide a toucan crossing point, to replace the informal segregated provision currently in place. The proposal also includes footway works, shared use provision, entry treatments, greening and double yellow lines. A plan of the scheme is provided in Appendix A.

## Formal consultation

3. Formal consultation was undertaken, and the Council received a single objection from local residents. A total of two responses were received in support of the proposals.
4. Commentary received from residents is summarised below:

### Objection to the scheme

- *I'm afraid you have got it wrong here. I have a list of a few issues I have spoken to some residents about yesterday below:*
  - *You've not thought about the residents in Hobart/ Friar/ Hammet and Willow Tree who will experience an obscene amount of traffic and pollution.*
  - *You will cause a huge amount of congestion on such a busy roundabout again increasing the pollution in the area by tenfold*

- The lack of give way from oncoming traffic to residents going into Friar and Hammet again increasing idle cars and pollution which defeats the purpose of walking/cycling enhancements as you should consider this issue just as much, if not more.
- You'll also make it very difficult for drivers to leave Friar and Hammet when joining Willow Tree Lane again creating more idle cars and pollution.
- There are bypasses in the area which make it very easy to walk and cycle, if these did not exist the proposal would be understandable.

- There are too many residents in this area for you to implement this massive change. Youve not thought about the pollution you will be creating for residents especially when a lot of residents in neighbouring roads did not sign up for. Your notice gives a reason which is 'the proposals on Willow Tree Lane will help improve conditions and road safety for pedestrians and cyclists'. Please can you give me the conditions you are improving in the area that doesn't involve pedestrians and cyclists? Youve not considered how the idle cars will, and the congestion will worsen conditions for residents.
- Hillingdon has a very big problem with its lack of speed camera in the area in conjunction with fly tipping issues which also causes wealth of problem. There's just so many other things the borough should be tackling than adding a toucan crossing in an awkward location.
- This plan feels like you're mopping the ocean.
- I would be interested to know if you have issued this proposal to residents. And how these ties into your Air Quality Action Plan when taking into consideration the residents in the area. I have a few who also share my concerns and know more would be interested in signing a petition if this is the case.
- You can make all the cycling and walking enhancements across the borough but if the issue creates more idle cars creating more pollution, this undoubtedly defeats the whole purpose of encouraging residents to walk/cycle.

5. The toucan crossing element of the scheme is located on the Transport for London highways network, and due to this TfL led on the design of the scheme. In order to support the introduction of the new signals, Transport for London undertook modelling works and have reported the results as below:

*'I have modelled an AM, PM and Saturday peak using the flow data you sent across. To ensure 'worse case' I have also modelled the pedestrian crossing as coming in every signal cycle (which in reality looking at the pedestrian counts is unlikely). The modelling is suggesting westbound queue lengths of (up to) 30m in the AM peak. From looking at the drawing provided, there appears to be enough stacking space between the crossing and the roundabout for this length of queue. In addition, as I have mentioned, this would be 'worse case'. PM and Saturday queue lengths are smaller than this. I do not believe the installation of the proposed pedestrian crossing will have a significant impact on the flow of traffic around Willow Tree roundabout.'*

#### Support of the scheme

6. In addition to the objection, a total of two responses were received in favour of the scheme being brought forward. A summary of some of the feedback is provided below:
  - Sounds like a good proposal. We have speeding issues from A312 roundabout into Willow Tree Lane which often results in dangerous speeds. This will help.
  - My family and neighbours are fully behind and supportive to what can be done.

## Financial Implications

The recommendations set out in this report have no cost implications for council resources. The scheme will be fully funded and costed by Transport for London to support LBH Cycle Network Development and the Cycle Strategy.

## 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

No further consultation at this stage.

## CORPORATE CONSIDERATIONS

### Corporate Finance

Corporate Finance concurs with the financial implications above, noting that the funds required to complete the works will be funded through grant by Transport for London.

### Legal

The Council's powers to introduce the signalised toucan crossing and associated double yellow lines on Willow Tree Lane, Yeading are set out in Parts 1 and 3 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. In addition, pursuant to section 23(2) of the Road Traffic Regulation Act 1984, the Council is required to consult the chief officer of police about the proposal to establish a crossing and to give public notice of the proposal.

If the decision is taken to introduce the proposed road traffic measures on Willow Tree Lane, Yeading, any relevant provisions in Part 5 of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016, which set out signage requirements, 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.

Pursuant to established public law principles on consultation, namely fairness and adequacy, the decision maker, when deciding whether to approve the recommendation to introduce the proposed road traffic measures on Willow Tree Lane, Yeading must be satisfied that all consultation responses (contained within this report), including those that do not accord with the 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 when coming to a decision on whether to approve introduction of the proposed road traffic measures.

### **Infrastructure/ Asset Management**

None at this stage.

### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

NIL.

## **APPENDIX**

Appendix A – Plan of the Proposals

## APPENDIX A - PLAN OF THE PROPOSALS

### A312 Willow Tree Lane - Walking & Cycling Enhancements



