



Democratic Services

Location: Phase II
DDI: 01895 250636
CMD No: 2026/1756

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

c.c. All Members of the Residents' Select Committee
c.c. Dan Kennedy, Corporate Director of Residents Services
c.c. Kevin Urquhart, Residents Services
c.c. Ward Councillors for Ickenham & South Harefield

Date: 30 July 2026

Non-Key Decision request

Form D

Objection to revised proposals for double yellow lines and a footway parking place in Pynchester Close, Ickenham

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 07 August 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.

Liz Penny
Democratic Services

Title of Report: Objection to revised proposals for double yellow lines and a footway parking place in Pynchester Close, Ickenham

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

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Cabinet Member

Thursday, 30 July 2026



Objection to revised proposals for double yellow lines and a footway parking place in Pynchester Close, Ickenham

Cabinet Member Lead Cabinet Member for Residents Services (Cllr Bridges)

Chief Officer responsible Corporate Director of Residents Services

Report author Kevin Urquhart

Report classification and reason

Public
For General Release

Relevant Committee

Residents' Services

Electoral Ward

Ickenham & South Harefield

1. Executive Summary

This report recommends that the Cabinet Member for Residents Services approves the implementation of double yellow lines and a formalised partial footway parking place in Pynchester Close, Ickenham, following the latest formal consultation and discussions with local Ward Councillors.

The proposal originates from a resident petition requesting measures to address obstructive parking and improve access to off-street parking facilities within the cul-de-sac. Although the original petition was signed by only one resident, concerns were supported by a local Ward Councillor and investigated through the Council's road safety programme.

Over the past twelve months, the Council has undertaken three separate formal consultations on different parking management proposals for Pynchester Close. Earlier schemes involving more extensive double yellow line restrictions faced significant opposition from residents due to concerns about the loss of on-street parking. A revised proposal limited to junction protection also failed to gain support, as residents and Ward Councillors considered it insufficient to resolve existing access problems.

In response, officers developed a compromise solution in consultation with the Council's Accessibility Officer. The latest proposal provides a designated footway parking area opposite Nos. 1–5 Pynchester Close, allowing vehicles to park partially on the footway while maintaining adequate carriageway width. Complementary double yellow lines opposite the parking area will ensure unobstructed access for vehicles and pedestrians.

Formal consultation on the revised scheme took place between 10 June and 1 July 2026. Four responses were received, three of which supported the proposal. Local Ward Councillors also support implementation. The estimated cost of the scheme is approximately £500.

The recommendation is considered the most balanced solution, improving road safety and access while retaining parking provision. It aligns with the Council's commitment to maintaining safe and strong communities and reflects the majority view expressed during consultation.

2. Recommendation(s)

That the Cabinet Member for Residents Services:

- 1. Notes the responses received to the formal consultation for the revised proposals for the installation of double yellow lines in Pynchester Close, Ickenham; and**
- 2. Following discussion with the local Ward Councillors, decides that the double yellow lines and footway parking place as shown on Appendix A are implemented in Pynchester Close, Ickenham as proposed.**

3. Reasons for decision

The decision is reflective of the majority of responses to the formal consultation which were supportive of the proposed measures in Pynchester Close. In addition, the responses have been shared with the local Ward Councillors who are supportive of the recommendation to proceed with the measures as they were proposed.

4. Proposal

1. The Council previously received a petition signed by a resident of Pynchester Close, Ickenham requesting the Council to consider the introduction of double yellow lines in their road to help prevent obstructive parking and enable safe and easy access and egress to their off-street parking area.
2. Pynchester Close is a small residential cul-de-sac off Hoylake Crescent in a series of roads northwest of Ickenham Village town centre. The roads within this general area can occasionally suffer from non-residential parking associated with the town centre and commuter parking as several nearby roads benefit from a Parking Management Scheme.
3. Although the petition was only signed by one resident, a local Ward Councillor supported the request and therefore officers investigated these concerns as part of the road safety programme. Following discussion with the local Ward Councillors, officers developed proposals for double yellow lines to be installed at the junction of Pynchester Close and Hoylake Crescent, with a continuation of the double yellow lines on the northwest side of the road to help ensure clear access. Formal consultation was carried out on these proposals and the responses from nearby residents were mostly opposed to the introduction of the double yellow lines, on the basis these would result in a reduction of on-street parking places.
4. As a result of this, a revised proposal was put forward to formal consult with just double yellow lines limited to the junction only. These revised proposals also received opposition from

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residents and Ward Councillors who felt that they would not resolve the obstruction issue that had been initially raised and suggested that some partial footway parking be considered as a compromise.

5. As a result of the concerns raised during both previous formal consultations, officers developed a third proposal in liaison with the Council's Accessibility Officer to provide a formalised footway parking place 0.75 metres on the pavement opposite Nos. 1 to 5 Pynchester Close. These were accompanied with double yellow lines opposite the marked parking space to ensure that clear access is always maintained to the footway opposite. A plan of the resulting proposal is attached as Appendix A to this report.
6. Following the above, formal consultation on these latest proposals were carried out between the 10th June to 1st July 2026. As part of the consultation all residents of Pynchester Close were delivered a letter and plan of the revised proposals, as well as a public notice displayed on site and advertised within the Uxbridge Gazette and London Gazette newspapers during this period. Attached as Appendix B to this report is a table of the responses that were received to formal consultation, some minor redactions have been made to these comments to help protect the identities of the respondents.
7. During the consultation on these revised proposals, a total of four responses were received from residents of Pynchester Close. Of these, three residents were generally supportive of the revised proposals to allow some footway parking to take place and double yellow lines to provide clear access. However, one response received indicated they would prefer for the original proposals of double yellow lines opposite Nos. 1 to 5 Pynchester Close to be progressed instead. As set out within this and previous Cabinet Member reports, this has been previously rejected on the basis residents were opposed to the overall loss of parking within the street which has led to the evolution of this latest set of proposals for Pynchester Close to form a middle ground as a compromise.
8. Officers have discussed the responses to the formal consultation with the local Ward Councillors, who support the majority view of residents to proceed with the installation of the partial footway parking and double yellow lines.
9. In summary, the Council has now carried out a total of three formal consultations on proposals intended to benefit access within Pynchester Close. The responses to these consultations have indicated that residents are unhappy with the overall loss of parking but would still like measures to be put in place to ensure vehicles can safely access their street. Following investigation and discussion with the local Ward Councillors, it is recommended that latest proposals are implemented on the basis they were received positively by most residents who took the opportunity to respond to the formal consultation. If further and more prescriptive parking controls are needed in the future, then residents could petition the Council to demonstrate that such changes would be supported by the majority of residents.

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 estimated cost to install the double yellow lines and footway parking place as proposed is approximately £500 and will be managed within the existing Transportation Service revenue budget. As is usual practice, the required notice to bring these restrictions into operation will be combined with other road safety and parking schemes across the Borough.

b) Legal

The Council's powers to implement the proposed traffic measures at Pynchester Close, Ickenham 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.

If a decision is taken to make an order for the proposed traffic measures, 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.

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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. This report states that the proposals have been considered as part of the Council's road safety programme.

Pursuant to established public law principles on consultation, the decision maker, when deciding on progress of the proposals for traffic measures, must be satisfied that all consultation responses, 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 report explains how consultation responses have informed the proposal.

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

c) Alternative options

<i>Alternative Options</i>	<i>Rationale for rejecting option</i>
Option A – Revert the proposals back to install double yellow lines along one side of Pynchester Close between Hoylake Crescent and No. 2 Pynchester Close	Previous formal consultations have been carried out on varying lengths of double yellow lines within Pynchester Close. These proposals received opposition from residents on the basis parking capacity would be reduced.
Option B – Revert to proposals to install double yellow lines at the junction of Pynchester Close and Hoylake Crescent only.	These previous proposals received opposition from residents on the basis restrictions limited to the junction would not resolve the issues raised with obstructive parking.
Do nothing	This has been rejected as the majority of responses to the latest formal consultation and local Ward Councillors are supportive of proposed measures to help prevent obstructive parking whilst still maintaining some parking partially on the pavement.

d) Risk management

<i>Risk</i>	<i>Mitigation</i>
The proposals for double yellow lines may cause parking to be displaced to surrounding streets.	Should parking issues be displaced to surrounding streets residents may wish to consider a Parking Management Scheme to help manage the parking. Residents can petition the Council to request such a scheme if they feel this would be beneficial.

e) Other implications

NIL.

6. Consultation & engagement

Formal consultation was carried out on proposals to introduce a footway parking place and double yellow lines in Pynchester Close, Ickenham. This represents the third proposal over the past twelve months which has been subject to formal consultation following Cabinet Member decisions.

The consultation on these latest proposals was carried out between 10th June to 1st July 2026. Adjacent residents were delivered a letter and plan of the proposed amendments as well as a public notice placed on the adjacent signpost for the affected parking place. A plan of the proposals is attached as Appendix A to this report.

7. Timetable for implementation

Upon the recommendations of this report being approved subject to call-in, the final part of the legal order making process will be completed combined with other parking and road safety related schemes. These notices of making are usually published around every 2 to 4 months depending on how many amendments have been proposed recently.

Once the order making process is in hand the plans of the works required will be provided to the Council's Highways Team to implement at the earliest opportunity.

List of appendices attached

Appendix A – Plan of proposals for double yellow lines and a partial footway parking place in Pynchester Close, Ickenham

Appendix B – Responses received to the formal consultation

List of Background Papers

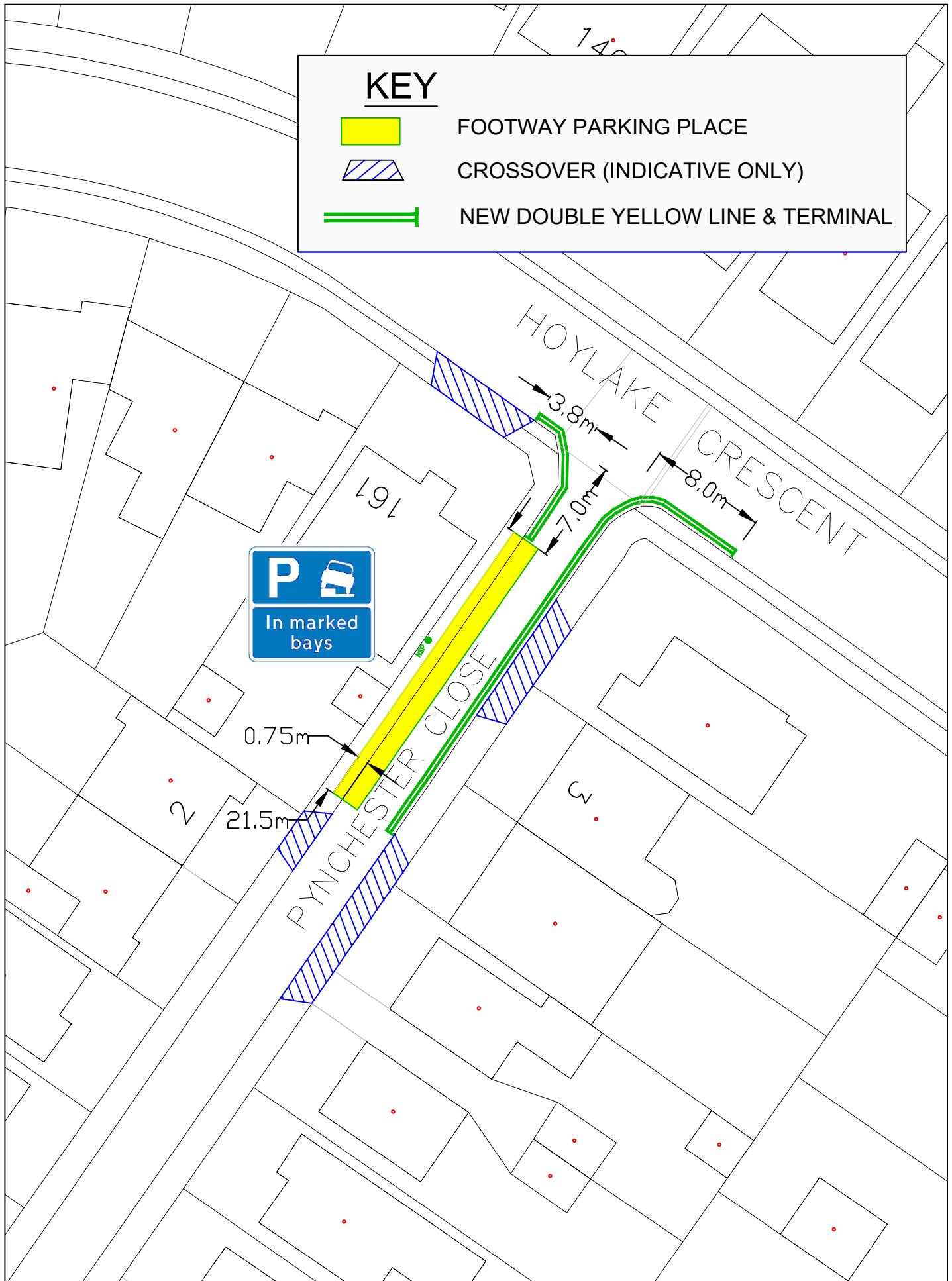
Statutory notice of intent published 10th June 2026

Cabinet Member Report - Objections to the proposals for revised lengths of double yellow lines in Pynchester Close, Ickenham – Published 1st April 2026

Cabinet Member Report - Objections to the proposed double yellow lines in Pynchester Close, Ickenham – Published 7th November 2025

Pynchester Close, Ickenham

Footway parking proposal



Pynchester Close, Ickenham - Responses to formal consultation on revised proposals for footway parking place and double yellow lines

Approximate address	Comments
Pynchester Close, Ickenham	Regarding the proposal for DOUBLE Yellow lines at the junction of Pynchester Close and Hoylake Crescent. I would like to see double yellow lines on the even side of Pynchester Close from the Junction of Hoylake Crescent and finishing at the end of the fence, just before No 2 Pynchester Close entrance. My reasoning for that residents have terrible trouble getting in and out of our respective drives when their are a line of large family cars, especially SUV sized vehicles parked on the road opposite our drives. Pavement parking is a consideration except for the problems for the ability for pedestrians and young children to walk safely on that side of the road. We also need double yellow lines around the corner of Pynchester Close/Hoylake Crescent on the other side of the road. I am surprised that has not been an accident there when vehicles have been parked on the side outside our house. You just cannot see what traffic is coming up Hoylake Crescent from Bushey Road direction. Please bear in mind Hoylake Crescent is a very busy road during the pick-up and delivery times of the children at Breakspear School. As I write.....there are no cars parking inside Pynchester Close / Hoylake Crescent junction..... it has been a joy to safely access and exit our drives.
Pynchester Close, Ickenham	In response to the latest proposals regarding the parking on Pynchester Close, the plan for introducing footway parking at the start of the Close seems to be the most acceptable proposal. The plans only show the measurements for how much of the bay would sit on the pavement (0.75m) and not what space would be taken up on the road, so as long as the bay width in total is of standard on-street footway parking size (1.8m?) then this should definitely help with vehicles being able to pass safely and the opposing driveways having better access for getting on and off without being blocked by parked cars. The introduction of double yellow lines on the corners of the road as well, onto Hoylake Crescent, will be a big help for maintaining a clear view at this junction.
Pynchester Close, Ickenham	Regarding the latest revision of these proposals (June 2026), this appears to be a suitable compromise which will hopefully allow larger vehicles into the road without reducing availability of parking in the road, so I support these proposals.
Pynchester Close, Ickenham	I am reassured by your correspondents and find this proposed approach to the parking situation to be the most practical solution. Moving forward to a formal consultation and indeed approval would please the majority of us residents. Please consider all residents parking requirements along with the changing needs of modern families. I have seen over previous years, home owners choosing to re landscape their property to encompass more parking volume and reducing the planting and vegetation affecting the look and feel of our Close which in turn affects us all. Please make the right decision.