



## Democratic Services

**Location:** Phase II  
**DDI:** 01895 250185  
**CMD No:** 2026/1803

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

c.c. All Members of the Corporate Resources & Infrastructure Select Committee  
c.c. Dan Kennedy, Corporate Director of Residents Services  
c.c. Caroline Haywood, Residents Services  
c.c. Ward Councillors for Yeading

**Date:** 15 September 2026

### Non-Key Decision request

### Form D

## MARINA APPROACH, HAYES – OBJECTIONS 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 Wednesday 23 September 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:** Marina Approach, Hayes – Objections 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

Cabinet Member

15 September 2026



## MARINA APPROACH, HAYES – OBJECTIONS RECEIVED TO PROPOSED WAITING RESTRICTIONS

**Cabinet Member Lead**

Councillor Wayne Bridges  
Cabinet Member for Residents Services

**Chief Officer responsible**

Dan Kennedy - Corporate Director, Residents Services

**Report author**

Caroline Haywood – Residents Services

Report classification and reason

Public  
For General Release

Relevant Committee

Corporate Resources & Infrastructure Select Committee

Electoral Ward

Yeading

### 1. Executive Summary

To inform the Cabinet Member that objections have been received to the proposed 'at any time' waiting restrictions on the two turnings areas on Marina Approach, Hayes.

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 two turning areas on Marina Approach, Hayes.**
2. **Approves the introduction of the proposed 'at any time' waiting restrictions on the turning area by Nos 39 & 40 Marina Approach, Hayes As shown at Appendix B to this report.**
3. **Does not approve the introduction of the proposed 'At Any Time' waiting restrictions on the turning area by Nos 18 & 19 Marina Approach, Hayes, as shown at Appendix B to this report.**

# Executive Decision Report

Cabinet Member

15 September 2026



## 3. Reasons for decision

To improve access on Marina Approach yet still maintain parking for residents.

## 4. Proposal

1. Marina Approach is a residential cul-de-sac within Yeading Ward. It is accessed from Glencoe Road, the only way in and out of the development. The road comprises a mixture of maisonettes and houses. A plan of the area is shown at Appendix A to this report.
2. The Council received a request from the development's Management Company, for measures to deter vehicles from parking on the turning areas restricting access. As a consequence, a detailed site investigation was undertaken by Council officers.
3. Officers observed that vehicles are currently parking in the two turning areas. These vehicles are restricting vehicles turning round and exiting in a forward gear. The carriageway is relatively narrow and, consequently, there is limited space to turn around without them.
4. As a result of the site observations, a proposal was developed to install double yellow lines on the two turning areas, 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 two objections and five in support.
6. The **first objector** stated *"I have an electric car ...which I .....do a 14 hr charge. I have always parked in front of my house. If at any time I had known there were going to be yellow lines at the front of my house, I would not have purchased an electric car and installed a wall charger. I have already started having anxiety cos I cannot afford public charging costs. ....The road has been safe for years without restrictions."*
7. The **second objector** stated *"I believe this proposal is disproportionate and will have a significant negative impact on the local area for the following reasons: Reduction in Vital Parking: The proposed lines will remove parking for residents without off-street parking, worsening an already difficult parking situation. Displaced Parking: The restrictions will move vehicles to other, potentially less safe, areas, resulting in parking on grass verges or obstructing neighbouring roads. No Evidence of Need/Safety Risk: The road is currently safe. Parked cars on this stretch actually serve as a traffic calming measure. Impact on Visitors/Care Services: Residents rely on visitors, carers, and delivery vehicles being able to park near their homes. Visibility/Safety: Argue that current parking does not cause*

# Executive Decision Report

Cabinet Member

15 September 2026



*dangerous obstructions, and that the lines will actually create obstruction in traffic flow, ease of traffic and support motor movements. Impact on Vulnerable People: neighbours..... have accessibility issues, or are carers relying on close parking. Previous History: Note that the road has been safe for years without restriction."*

8. The **first supporter** stated" *We are in support of the proposed installation of double yellow lines in Marina Approach Hayes. It has become more congested, making it really difficult for emergency services to get in and out, this is a big concern for us, and the neighbours."*
9. The **second supporter** stated" *I would like to thank you very much for the intention to put yellow lines at the turning points in my road, adjacent to no 18 and 19. This will make the road, so much easier for ambulances and any large vehicles to turn around, and far safer for everyone. I believe the original plans say the areas designated are for turning points."*
10. The **third supporter** stated" *I have no objections to this scheme."*
11. The **fourth supporter** stated" *I am writing to formally express my support for the proposed installation of double yellow lines on Marina Approach, specifically regarding the turning area opposite my property. As a resident of XX Marina Approach, I believe these restrictions are necessary to ensure the turning area remains clear, improving access for emergency services and general road safety for all residents."*
12. The **fifth supporter** stated" *I would like to express my sincere thanks for this proposal. After years of ongoing issues, it is truly appreciated that the council has taken action. This has been a long standing concern, and I am very grateful that it is now being addressed. I would also like to mention that the majority of the neighbours are supportive of this proposal and are grateful for the council's efforts."*
13. The local Ward Councillors have been consulted, and two have responded one supporting the proposal and one supporting only outside Nos 39 & 40 Marina Approach.
14. 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 only with the proposed 'at any time' waiting restrictions on the turning area by Nos. 39 & 40 Marina Approach, Hayes in Appendix B to this report.

# Executive Decision Report

Cabinet Member

15 September 2026



## 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, subject to the spend review panel.

### b) Legal

The Council's power to implement the proposed 'at any time' waiting restrictions 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 a decision is taken to make an order introducing '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;

# Executive Decision Report

Cabinet Member

15 September 2026



- (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 keep the area clear of parked cars, improving forward visibility and promoting road safety at all times

Pursuant to established public law principles on consultation, the decision maker, when deciding on progress of the proposed waiting restrictions, 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. In this report, it is highlighted that the consultation responses helped to inform the recommendations within this report to approve the introduction of 'at any time' waiting restrictions on the turning area by 39 & 40 Marina Approach, Hayes (as shown on Appendix B to this report) and not to approve the introduction of the proposed 'at any time' waiting restrictions on the turning area by 18 & 19 Marina Approach, Hayes (as shown at Appendix B to this report).

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

## **c) Alternative options**

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

## **d) Risk management**

The Council could decide to proceed or 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.

# Executive Decision Report

Cabinet Member

15 September 2026



---

## 7. Timetable for implementation

Subject to decision, officers are estimating that proposals if agreed will be implemented approximately 3 months after.

---

### List of appendices attached

Appendix A - Location Plan

Appendix B - Plan of Proposal

### List of Background Papers

- Traffic order
- Objection emails
- Emails of support

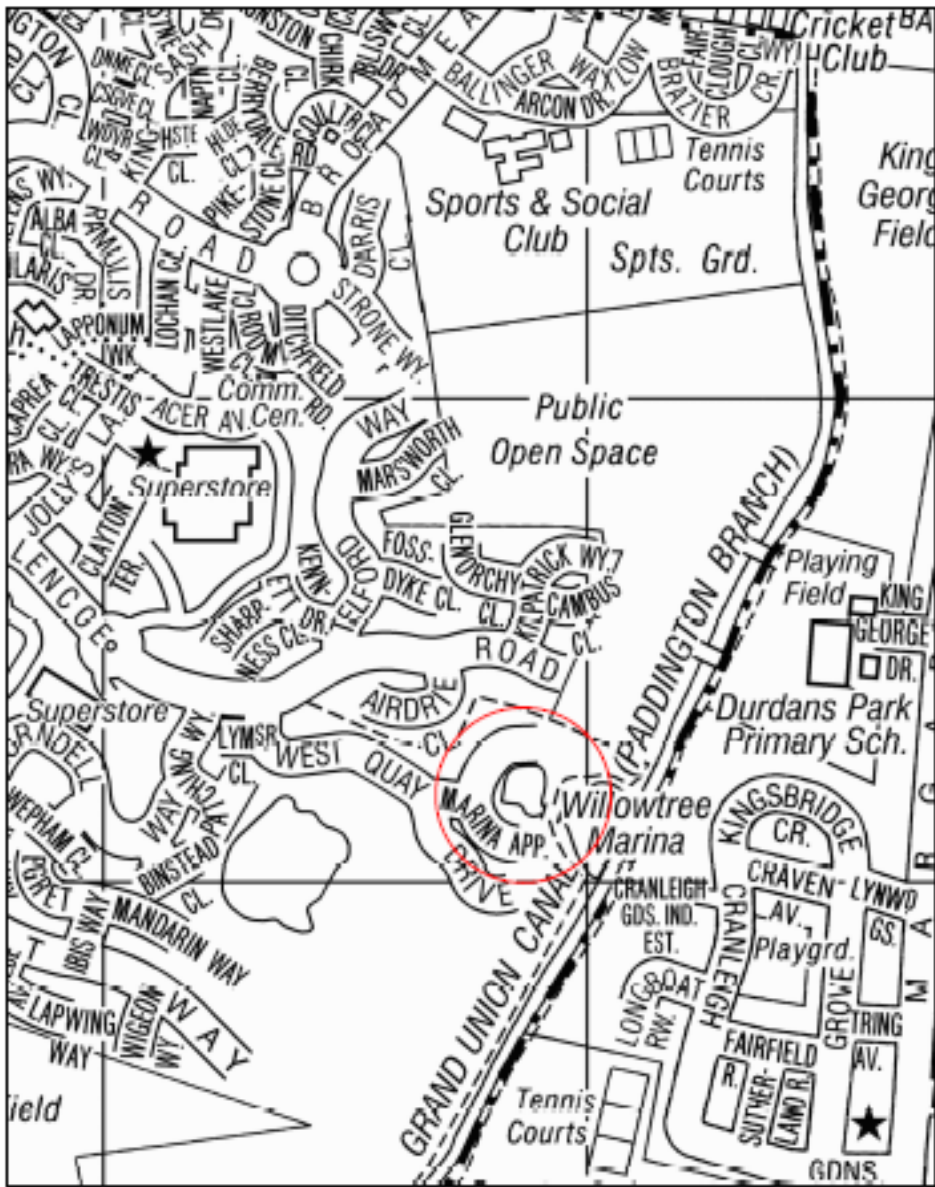
# Executive Decision Report

Cabinet Member

15 September 2026

## APPENDIX A - LOCATION PLAN

### APPENDIX A



© Crown copyright and database rights 2026 Ordnance Survey 100019083

 Marina Approach, Hayes

# Executive Decision Report

Cabinet Member  
15 September 2026



## APPENDIX B - PLAN OF PROPOSAL

