



Democratic Services

Location: Phase II
DDI: 01895 250185
CMD No: 2026/1829

**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. Neil O'Connor – Residents Services
c.c. Ward Councillors for Ickenham & South Harefield

Date: 26 October 2026

Non-Key Decision request

Form D

Moorhall Road Pedestrian Crossing - Installation of double yellow lines

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 3 November 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: Moorhall Road Pedestrian Crossing - Installation of double yellow lines

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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Moorhall Road Pedestrian Crossing - Installation of double yellow lines

Cabinet Member Lead	Cabinet Member for Residents Services (Cllr Bridges)
Chief Officer responsible	Corporate Director of Residents Services
Report author	Neil O'Connor – Transport and Community Projects Officer

Report classification and reason	Public For General Release
Relevant Committee	Residents' Services
Electoral Ward	Ickenham & South Harefield

1. Executive Summary

To improve safety and accessibility for pedestrians, a pedestrian crossing, consisting of an island and tactile paving, was installed near to Dellside across from Moorhall Park in South Harefield. At the time of installation, double yellow lines were added to stop vehicles parking near to the pedestrian crossing and blocking the road. As they were not included in the original proposal, they had no legal status. Furthermore, no formal consultation had been carried out. As a result, the double yellow lines had to be removed. It is important to note that both the installation and the removal of the double yellow lines have led to complaints being made.

Following the removal of the double yellow lines, a formal consultation was carried out. Households were written to, notices were displayed on lampposts, and an advertisement was placed in the local newspaper, providing residents with an opportunity to have their say.

This report has been produced to present the results of the consultation to the Cabinet Member, and to seek their view on whether to proceed with the reintroduction of the double yellow lines.

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2. Recommendation(s)

That the Cabinet Member for Residents Services:

- 1) Notes the consultation.**
- 2) Based on the outcome of the consultation, and the factors set out in this report, approves the implementation of double yellow lines in the vicinity of the pedestrian crossing, including approving all associated regulations and related measures.**
- 3) Instructs officers to take all necessary steps to implement the proposals as outlined in the body of this report, in accordance with the relevant criteria.**

3. Reasons for decision

Recommendation 1: to show consideration for the concerns outlined in the objection as part of the decision-making process.

Recommendation 2: to improve road safety for vehicle users and pedestrians.

Recommendation 3: to grant officers authorisation to see through the implementation and completion of the project, taking on all responsibility.

4. Proposal

Background

A petition was submitted to Hillingdon Council in March 2024, to place a pedestrian crossing on Moorhall Road and near Dellside, for pedestrians to be able to safely cross the road to access the park and children's playground. The justification being that this would benefit families, elderly people, and dog walkers etc using the park. This would also benefit residents on the other side of the road accessing the London loop and Denham Country Park.

The petition for a pedestrian crossing was submitted due to an increase in HS2 traffic, speeding vehicles, and the route being used as a cut through when the M25 is congested. A pedestrian crossing would make it safer for crossing over Moorhall Road. The work was funded from the HS2 Road Safety Fund and involved installing a pedestrian island, tactile paving, and hatched markings. Although double yellow lines were added, these needed to be removed as they were not part of the original scheme, had no legal status, and there was no formal consultation. Following the removal of the double yellow lines, officers received complaints of vehicles parking close to the pedestrian island and blocking the road, along with a request to have them reinstated, if approved.

Classification:

Part 1 Public

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Current situation

A formal consultation was carried out between 22 July and 12 August 2026, to gauge whether there would be support for double yellow lines on Moorhall Road, near to Dellside and across from Moorhall Park. The formal consultation resulted in one objection, as shown in Appendix A. Following consideration of the objection received, the proposal is to progress with installing the double yellow lines to support road safety for vehicles and pedestrians along this section of road. Moorhall Road is not wide enough to accommodate parked vehicles in the vicinity of the pedestrian crossing while maintaining the safe and free flow of traffic. Vehicles parked near the pedestrian island are forcing road users to move onto the opposite side of the carriageway to pass. To note, the resident who submitted the objection does not have a driveway. Ensuring it is safe and legal, the closest on street parking would be approximately 35 metres from outside their property along Moorhall Road in either direction or on Dellside.

4.3 Cost

The installation of the double yellow lines will be funded through the minor works budget. Below is a cost estimate for the project

Item	Price per meter	Meters	Cost
Yellow line installation	£1.00	281	£ 281.00
Legal order	n/a	n/a	£ 400.00
Fees	n/a	n/a	£ 68.10
Contingency	n/a	n/a	£ 68.10
Total cost			£ 817.20

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	
Heathrow Expansion (new)		Communications	
Asset		Committee comments	
Procurement & contract social value		Digital	
Planning		Other	
Climate Change		Other	

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a) Financial

The proposal seeks approval to reintroduce double yellow lines in the vicinity of the pedestrian crossing on Moorhall Road, following the completion of the statutory consultation process. The estimated cost of implementing the proposal is £817.20, comprising road marking works (£281), legal order costs (£400), Internal fees (£68.10) and contingency (£68.10).

The cost of the scheme will be fully funded from the existing General Fund TfL Grants, Minor Works Budget. Based on the information provided within the report, sufficient budget provision is available to meet the cost of the proposal, and no additional funding is required. The financial impact of the recommendations is therefore limited to the expenditure outlined in this report and can be accommodated within the approved budget allocation.

The proposal is intended to improve road safety and support the safe and efficient movement of traffic and pedestrians in the vicinity of the crossing. The relatively low cost of the scheme represents a proportionate investment to address safety concerns identified in the area.

Finance is satisfied that the recommendations can be delivered from within existing approved resources and therefore has no objection to the proposal proceeding, subject to expenditure being contained within the approved budget and all required legal and operational processes being completed.

b) Legal

The Council's power to implement the proposed double yellow lines (i.e. '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. This report notes that the double yellow lines previously on site were not consulted on and therefore had to be removed pending proper procedure.

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:



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- (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 double yellow lines will support road safety for vehicles and pedestrians along the relevant section of road.

Pursuant to established public law principles on consultation, the decision maker, when deciding whether to approve the recommendation to install the proposed waiting restrictions near the Moorhall Road pedestrian crossing, 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. To this end, the report states that consideration was given to the objection (Appendix B) and that the recommendation to install double yellow lines was reached on balance, considering safety implications.

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 – Not agree to the introduction of double yellow lines due to objection	The Cabinet Member may decide not to approve double yellow lines having considered the content of the objection.
Option B – Remove the pedestrian crossing	This would negate the need for double yellow lines along this section of Moorhall Road but at the expense of pedestrian safety.
Do nothing	Leave the section of Moorhall Road without double yellow lines and review at a later date.
Cease activity	Leave this section of Moorhall Road without double yellow lines with no further action.

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d) Risk management

<i>Risk</i>	<i>Mitigation</i>
Impact on households	Households were consulted with and given an opportunity to submit their objections as well as any concerns.
Driver confusion due to unfamiliarity	Awareness of the new road layout will need to be raised to ensure vehicle users are aware of the restrictions in place.

e) Other implications

NIL.

6. Consultation & engagement

A formal consultation was undertaken between 22 July and 12 August 2026. Four households located near to where the pedestrian crossing was installed were written to. Notices were hung up on the lampposts of the footway, and an advert was placed in the local paper. The Council received one objection.

A summary of the objection is provided below, with the full response in Appendix A.

The resident is concerned over the loss of parking that the double yellow lines would create, with the installation of the pedestrian crossing already reducing what parking was available. The resident had been waiting for the outcome of a review on the location of the pedestrian crossing but instead received a consultation letter. They have stated that the double yellow lines will worsen an already challenging situation and would like an update on the review of the placement of the pedestrian crossing.

7. Timetable for implementation

If the Cabinet Member approves the installation of double yellow lines on Moorhall Road, it is expected to take a minimum of five to ten working days to carry out the work, which will be delivered within the 26/27 financial year.

Background papers

Nil.

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Appendix 1

Public Appendix

Formal consultation: Full objection

The pedestrian crossing island was installed directly outside my property, adjacent to my front gate, in March 2026. Since its installation, it has become increasingly difficult for the residents of Dellside Cottage to park safely and conveniently. Three adults reside at the property, and as a direct result of the crossing installation, we have lost the parking spaces that were previously available outside our home.

I have been corresponding with Caroline Haywood within the Safer Roads team regarding the impact the crossing has had on both residents and road users. In my most recent communication, I requested that the placement of the crossing and its effects on local parking arrangements be reviewed. I received a response confirming that a review of the crossing's location would be undertaken and that I would be updated once this had been completed.

Given this, I was extremely surprised to receive correspondence proposing the introduction of double yellow lines before the outcome of that review has been communicated.

Since the crossing was installed, my partner, my son and I have been forced to park either further down Moorhall Road or within Dellside Close. Neither option is ideal. Parking in Dellside Close has also become increasingly difficult due to the additional demand from residents displaced by the loss of parking spaces created by the crossing.

The installation of the crossing has already removed three parking spaces immediately outside our property. The addition of double yellow lines will significantly worsen an already challenging situation and may make parking in the vicinity of our home almost impossible.

Could you please advise whether a wider review of parking provision within the area is being undertaken as part of this proposal? I would also appreciate an update on the review that was due to be carried out regarding the placement and impact of the crossing island.

I look forward to your response.