



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Public Safety & Transport

## Cabinet Member hearing the petition(s):

Councillor John Riley, Cabinet Member for  
Public Safety and Transport

## How the hearing works:

The petition organiser (or his/her nominee) can address the Cabinet Member for a short time and in turn the Cabinet Member may also ask questions.

Local ward councillors are invited to these hearings and may also be in attendance.

After hearing all the views expressed, the Cabinet Member will make a formal decision. This decision will be published and sent to the petition organisers shortly after the meeting confirming the action to be taken by the Council.

**Published:** 26 October 2021

**Contact:** Jack Roberts

**Tel:** 01895 250833

**Email:** jroberts2@hillington.gov.uk

**Date:** WEDNESDAY, 3  
NOVEMBER 2021

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE

**Meeting  
Details:** Members of the Public and  
Media are welcome to attend.  
This meeting may also be  
broadcast live.

You can view the agenda  
at [www.hillingdon.gov.uk](http://www.hillingdon.gov.uk) or  
use a smart phone camera  
and scan the code below:



Putting our residents first

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

# Useful information for petitioners attending

## Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

## Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

## Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

## Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



# Agenda

## **CHAIRMAN'S ANNOUNCEMENTS**

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public
- 3 To consider the report of the officers on the following petitions received:

## **PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND**

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	19:00	CHENEY STREET, EASTCOTE - PETITION REQUESTING A REVIEW OF TRAFFIC CALMING	Eastcote & East Ruislip	1 - 8
<b>5</b>	19:20	HALLOWELL ROAD, NORTHWOOD - PETITION REQUESTING TRAFFIC CALMING MEASURES.	Northwood	9 - 14
<b>6</b>	19:40	DERWENT DRIVE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES TO REDUCE VEHICLE SPEEDS.	Charville	15 - 20

This page is intentionally left blank

## CHENEY STREET, EASTCOTE - PETITION REQUESTING A REVIEW OF TRAFFIC CALMING

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Sophie Wilmot, Infrastructure, Transport and Building Services
<b>Papers with report</b>	Appendix A – Location Plan

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that the Council has received an e-petition from residents requesting a review of traffic calming on Cheney Street, Eastcote.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	The cost associated with the recommendations to this report is £595 and will be managed within existing Transportation revenue budgets.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee
<b>Ward(s) affected</b>	Eastcote & East Ruislip

### RECOMMENDATIONS

That the Cabinet Member for Public Safety & Transport:

- 1) Meets with petitioners and listens to their request for traffic calming to be reviewed on Cheney Street, Eastcote;
- 2) Notes the previous petitions and advises the petitioners of the resulting surveys and work on Cheney Street carried out by the Council;
- 3) Notes the Conservation Area Status and semi-rural nature of Cheney Street, and the fact that this may reasonably influence the kind of traffic calming measures which might be deemed suitable for the road;
- 4) Subject to the outcome of the above, asks officers to undertake 24/7 automated traffic counts at locations along Cheney Street and adjoining roads as agreed with petitioners;

- 5) Subject to the outcome of (3) above, asks officers to consider as appropriate the request to review the traffic calming on Cheney Street; and
- 6) Subject to the outcome of (3) above, asks officers to consider whether a 7.5T weight restriction would be appropriate for Cheney Street.

**Reasons for recommendations**

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

**Alternative options considered / risk management**

None at this stage.

**Select Committee comments**

None at this stage.

**SUPPORTING INFORMATION**

**Supporting Information**

1. An e-petition with a total of 112 signatures has been received by the Council.
2. The petition states the following: *'We the undersigned petition Hillingdon Council to Re-evaluate the current, ineffective, traffic calming measures on Cheney Street. In particular further measures are felt necessary at the blind corner near the River Pinn and the stretch of road between this corner and the junction with Cuckoo Hill. As this stretch of road has no footpaths and there are numerous times cars are speeding along this section with disregard for pedestrians and cyclists, we feel that more traffic calming or control measures are necessary. There has been an increase in pedestrian activity with the pandemic lock downs and as residents we have been witness to speeding cars, aggressive driving and plenty of near misses. It is time something is done before there is an injurious accident or a fatality.'*
3. Cheney Street is in the Eastcote and East Ruislip ward. It is a residential road and has a crossroad junction with Bridle Road and The Chase. Cheney Street is a narrow road and has a slight bend when exiting Barnhill to travel northeast. Cheney Street operates as a dual carriageway and has pedestrian refuges at the junction. Cheney Street meets the Borough boundary with the London Borough of Harrow. A location plan is provided in Appendix A of this report.
4. Previous Cabinet Members have heard and considered two other petitions relating to road safety in Cheney Street, these are summarised in the table below.

Date	Petition Request
Sept 2007	<i>Cheney Street in parts retains the character of a rural country lane, which in areas, does not have pavements. Pedestrians can choose to walk on the grass</i>

	<i>verges but there are areas where there are no grass verges and therefore pedestrians are forced to walk in the road. This would not be such a worrying problems if road users drove with care and consideration.</i>
Dec 2010	<i>Petition from residents requesting a postponement of the decision regarding the implementation of proposals for 20mph zone, speed and chicanes in Cheney Street.</i>

5. Following the petitions, Council Officers arranged for surveys to be undertaken and conducted further investigations of the reported issues on Cheney Street. This resulted in a number of traffic calming measures being introduced including chicanes, speed tables and speed cushions, which were developed with input from local residents keen to find a reasonable balance between intervention and maintenance of the attractive nature of the road. Consultation has from time to time been undertaken on the potential for further measures, in particular in the southern section of Cheney Street, however there has never been a clear mandate for traffic calming measures received by the Council.

6. Cheney Street is within a conservation area, which reasonably influences the type of measures which can be put in place in order to ensure that the ambience of the area is maintained in keeping with the conservation status.

7. The southern end of Cheney Street is rural in nature which brings some particular constraints in terms of the opportunities for measures to be implemented. In particular, this section of the road has no footpaths; therefore, some traditional traffic calming measures cannot be used, such as speed tables, as they are not accessible for all pedestrians and they would impose drainage and level issues at the sides. This was part of the reason for the introduction of the chicane arrangements as a key element of the original traffic calming scheme.

8. In order to respond to the petitions and various other concerns received from residents of Cheney Street, speed and vehicle classification surveys have been undertaken, with the most recent being completed in May 2021. A summary of the results is provided below:

<b>Table showing surveyed vehicles speeds on Cheney Street – May 2021</b>											
Location	85% MPH	Total vehicles	20 -25 mph	25 -30 mph	30-35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph
<b>North of Nightingale Close</b>											
Northbound 21	25	6,764	2,527	719	123	21	0	0	0	0	0
Southbound 21	25	5,634	2,057	635	100	9	0	0	0	0	0
<b>South of Nightingale Close</b>											
Northbound 21	22	7,005	1,511	260	36	1	0	0	0	0	0
Southbound 21	21	5,764	1,048	169	14	1	0	0	0	0	0

<b>Table showing surveyed HGVs movements on Cheney Street – May 2021</b>									
Day	Total vehicles	3 Axle rigid	4 axle rigid	3 axle artic	4 axle artic	5 axle artic	6 axle artic	Total HGV's	%

<b>North of Nightingale Close</b>									
<b>Northbound</b>									
Monday	1,088	0	0	0	1	0	0	1	0.09
Tuesday	1,043	2	2	0	0	0	0	4	0.3
Wednesday	1,065	0	2	1	0	0	0	3	0.2
Thursday	1,130	11	0	1	0	0	0	12	1.06
Friday	1,109	6	2	0	0	1	0	9	0.8
Saturday	785	2	0	0	0	0	1	3	0.3
Sunday	544	3	0	0	0	0	0	3	0.5
<b>Southbound</b>									
Monday	798	3	0	0	0	0	0	3	0.3
Tuesday	914	5	0	0	0	0	0	5	0.5
Wednesday	850	5	2	0	0	0	0	7	0.8
Thursday	841	6	1	0	0	0	0	7	0.8
Friday	943	1	0	0	0	0	0	1	0.1
Saturday	750	2	0	0	0	0	0	2	0.2
Sunday	538	3	0	0	0	0	0	3	0.5
<b>South of Nightingale Close</b>									
<b>Northbound</b>									
Monday	1,115	1	0	0	0	0	0	1	0.08
Tuesday	1,090	2	1	0	0	0	0	3	0.2
Wednesday	1,095	0	0	0	0	0	0	0	0
Thursday	1,095	0	0	0	0	0	0	0	0
Friday	1,196	0	0	0	1	0	0	1	0.08
Saturday	850	0	0	0	0	0	0	0	0
Sunday	564	0	0	0	0	0	1	1	0.1
<b>Southbound</b>									
Monday	821	1	1	0	1	0	0	3	0.3
Tuesday	936	1	0	0	0	0	0	1	0.1
Wednesday	893	1	1	0	0	0	0	2	0.2
Thursday	803	0	0	0	0	0	0	0	0
Friday	967	1	0	0	1	0	0	2	0.2
Saturday	784	1	2	0	0	0	0	3	0.3
Sunday	560	0	0	0	0	0	0	0	0

9. The speed data, in table one, shows that the majority of vehicles are travelling at or just above the current posted speed limit of 20mph. The majority of vehicles were travelling between 21 and 25 mph. The new data was compared to surveys taken before the most recent traffic calming was put in place and encouragingly this shows that vehicle speeds have reduced since the additional measures have been installed. The percentage of large vehicles using the road is low, less than 5% of the total vehicles each day.

10. In order to consider the concerns raised by the petitioners, the Cabinet Member may be minded to ask officers to commission a fresh set of 24/7 speed classification surveys on Cheney Street and to include side roads to allow a more comprehensive understanding of traffic movements in the area. The locations to be surveyed could be identified with the assistance of the petitioners and their Ward Members at the meeting.

11. Subject to the outcome of these new traffic surveys, the Cabinet Member may be minded to instruct officers to review potential options to improve the road safety in the area. These considerations would need to take into account highways constraints, existing restrictions, the conservation status and such. The outcome of these considerations would then be discussed with the Cabinet Member to decide on the most appropriate way forward.
12. A number of further concerns about the level of HGV movements on Cheney Street have been received. Subject to the outcome of these new traffic surveys, if approved, the Cabinet Member may be further minded to instruct Officers to investigate the opportunity for a 7.5T weight restriction to be introduced within Cheney Street. This would be subject to there being a safe alternative route for HGV traffic in the area. It should be noted, however, that as stated above, previous survey data, from as recent as May this year, appeared to indicate fairly modest levels of HGV traffic. It is also acknowledged, however, that traffic patterns can change.
13. Should a potential scheme result from this process, there would need to be appropriate public consultation with residents.
14. In conclusion, it is recommended that the Cabinet Member invites the petitioners to meet with him and set out the nature of their concerns, together with an indication of the kind of interventions that they feel that they and their neighbours in Cheney Street might be prepared to support, mindful as already noted of the Conservation Area nature of the road and its environs.

### **Financial Implications**

If the Cabinet Member is minded to agree to undertake traffic surveys, the estimated cost would be £595. This will be managed within existing Transportation revenue budgets. If works are subsequently required, suitable funding will need to be identified.

## **RESIDENT BENEFIT AND CONSULTATION**

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

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

## **Legal**

The Borough Solicitor conforms that there are no specific legal implications arising from this report.

## **Infrastructure / Asset Management**

There are no Infrastructure / Asset Management implications arising from the recommendations in this report.

## **Relevant Service Groups**

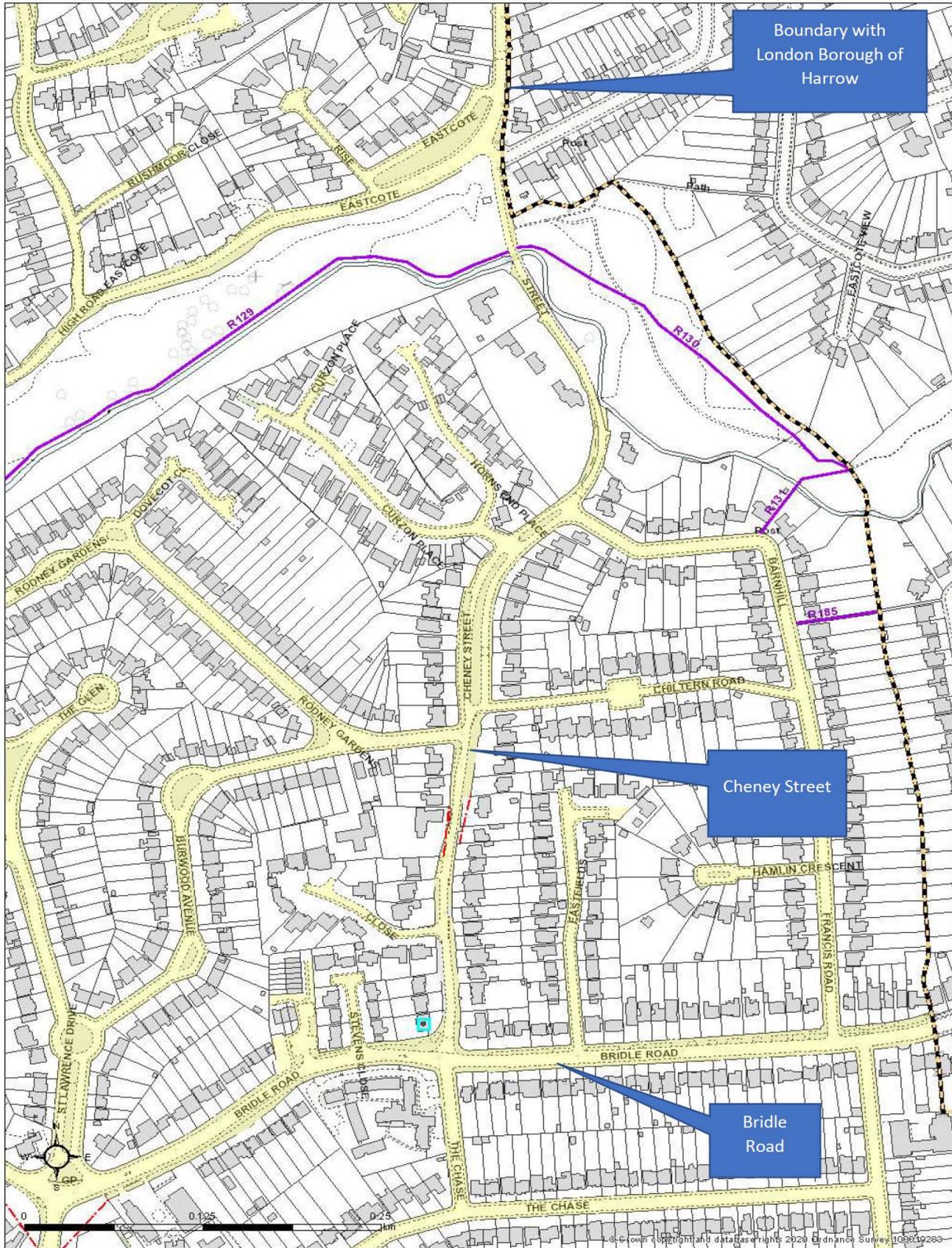
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

# APPENDIX A - LOCATION PLAN

## Cheney Street, Eastcote - Highways Plan



Map Notes

© Crown copyright and database rights 2021 Ordnance Survey 100019283

This page is intentionally left blank

## HALLOWELL ROAD, NORTHWOOD - PETITION REQUESTING TRAFFIC CALMING MEASURES.

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Steven Austin – Infrastructure, Transport and Building Services
<b>Papers with report</b>	Appendix A – Location Plan

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting traffic calming measures on Hallowell Road, Northwood.
<b>Putting our Residents First</b>	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee.
<b>Relevant Ward(s)</b>	Northwood.

### RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

1. meets with the petitioners and listens to their road safety concerns on Hallowell Road, Northwood;
2. subject to the outcome of the above, asks officers to undertake 24/7 traffic and speed surveys on Hallowell Road at locations to be agreed with petitioners and Ward Councillors; and
3. subject to the outcomes of the above, instructs officers to consider any mitigation measures which could be implemented to address residents' concerns, and report these back to the Cabinet Member and Ward Councillors.

## Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. An e-petition with 108 signatures, 58 of which are residents of Hallowell Road, has been submitted to the Council under the following heading

*"We the undersigned petition Hillingdon Council to consider traffic calming measures on Hallowell Road, notably the section between Roy Road and the High Street, to prevent the speeding and volume of cars using the road. This road is used as a rat run and as such the drivers have no regard for the safety or convenience of residents "*

2. In an accompanying statement, residents have helpfully expounded on their concerns and the desired outcome as:

*"Residents are concerned about pulling in or out of their private drives safely, and the safety of their families and neighbours. Traffic calming measures will dramatically improve the safety of the road and the lives of local residents."*

A plan of the area is attached as Appendix A.

3. Hallowell Road is a mainly residential road which connects Northwood Town Centre in the north to High Street Northwood in the south and roughly follows the same route as the Metropolitan Line railway. Along Hallowell Road there are two churches, Northwood Young People's Centre, a residential care home and sheltered accommodation.
4. Police recorded incidents for the last available 10 years reveal that there have been two collisions on Hallowell Road, one in April 2012 and the other occurred in March 2015, both of which were described by the police as "slight".
5. As the Cabinet Member for Public Safety and Transport will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.

6. The results of any possible surveys will be subsequently reported to the Cabinet Member and Ward Councillors and will be considered as part of the process in deciding the most appropriate course of action.
7. To summarise, it is recommended that the Cabinet Member meets with petitioners and listens to their concerns. Thereafter, he may be minded to instruct officers to commission suitable traffic surveys at locations suggested to him by petitioners and their Ward Councillors.

### **Financial Implications**

If the Cabinet Member is minded to agree to the undertaking of independent speed and traffic surveys, the cost is usually in the region of £85 per location, which is expected to be managed through existing revenue budgets. If works are subsequently required, funding would need to be identified from a suitable source.

## **RESIDENT BENEFIT & CONSULTATION**

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

To allow the Cabinet Member to consider the petitioners' request.

### **Consultation carried out or required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

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

### **Legal**

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

### **Infrastructure / Asset Management**

None at this stage.

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

None at this stage.

## **BACKGROUND PAPERS**

Petition received.

## TITLE OF ANY APPENDICES

Appendix A - Location plan



# Hallowell Road, Northwood Location plan

## Appendix A

October 2021

Scale 1:4,000

This page is intentionally left blank

## DERWENT DRIVE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES TO REDUCE VEHICLE SPEEDS.

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Steven Austin – Infrastructure, Transport and Building Services
<b>Papers with report</b>	Appendix A

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting traffic calming measures on Derwent Drive, Hayes to reduce traffic speeds.
<b>Putting our Residents First</b>	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	Subject to the outcome of discussions with petitioners and considering the results of the previous speed and traffic surveys, the Cabinet Member may decide to commission further speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee
<b>Relevant Ward(s)</b>	Charville

### RECOMMENDATIONS

**That the Cabinet Member for Public Safety and Transport:**

- 1. meets with petitioners and listens to their concerns over vehicle speeds and their request for traffic calming measures in Derwent Drive;**
- 2. notes the data captured from the previous four independent 24/7 speed and traffic surveys undertaken in 2014 and 2017; and**
- 3. subject to the outcomes of the above, decides if there is sufficient evidence to commission further speed surveys at locations to be agreed with petitioners and Ward Councillors.**

## Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. A petition with 20 signatures signed by some residents of Derwent Drive has been submitted to the Council under the following heading

*"To reduce the speed of vehicles that travel down Derwent Drive through the process of traffic calming.*

*A form of traffic calming to be installed (Traffic Tables/Speed Bumps/Width Restrictions) "*

A plan of the area is attached as Appendix A.

2. Derwent Drive is a mainly residential road appearing to comprise of semi-detached properties, most of which seem to benefit from off street parking provision. However, from officers' own observations, vehicles were seen to be parking on both sides of the road and demand for the kerbside space was high.
3. Police recorded incidents for the last available 10 years reveal that there have been no collisions on Derwent Drive. However, it should be remembered the data officers can access and interrogate does not include crashes where the emergency services did not attend and as such are not recorded for statistical purposes.
4. The Cabinet Member may be aware that following previous concerns raised by residents over vehicle speeds, his predecessor asked that independent 24/7 speed and traffic surveys should be commissioned in Derwent Drive. These were undertaken in March 2014, November 2014, March 2017, and November 2017.
5. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.

6. The results of these previous surveys are tabulated below but, in all instances, the 85<sup>th</sup> percentile is in the range between 24mph and 31mph. The so-called '85<sup>th</sup> percentile speeds' are the speeds at or below which 85 percent of traffic was found to be travelling and these statistics are used internationally as a standard assessment tool; obviously they are higher than an 'average' speed and show how fast the vast majority of traffic is travelling.

Derwent Drive, Speed Assessment Studies 85th percentiles				
	Mar-14	Nov-14	Mar-17	Nov-17
North of Park Road (northbound)	29mph	29mph	28mph	30mph
North of Park Road (southbound)	26mph	25mph	24mph	26mph
South of Welwyn Way (northbound)	30mph	29mph	30mph	31mph
South of Welwyn Way (southbound)	26mph	25mph	25mph	26mph

7. To summarise, it is recommended that the Cabinet Member meets with petitioners and listens to their concerns and based on their testimony and the results of previous speed and traffic surveys, decides if there is enough evidence to instruct officers to commission further traffic surveys at locations suggested to him by petitioners and their Ward Councillors.

### Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £85 per location, which is expected to be managed through existing revenue budgets. If works are subsequently required, funding would need to be identified from a suitable source.

## RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the petitioners' request.

### Consultation carried out or required

None at this stage.

## CORPORATE CONSIDERATIONS

### Corporate Finance

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

## **Legal**

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

## **Infrastructure / Asset Management**

None at this stage.

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

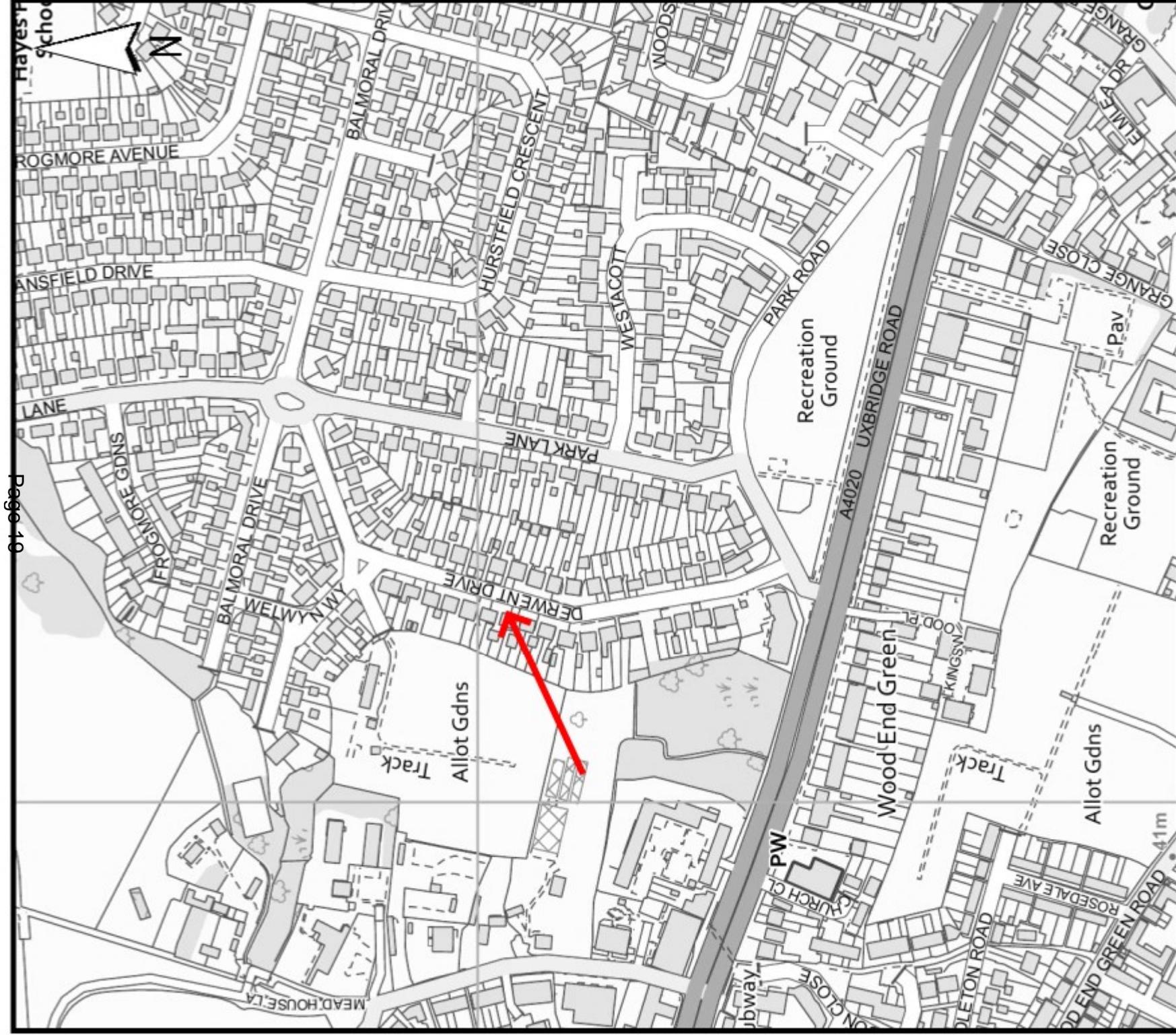
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location plan



# Derwent Drive, Hayes Location plan

## Appendix A

October 2021

Scale 1:4,000



This page is intentionally left blank