



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 16 JUNE  
2010

**Time:** 7.00 PM

**Venue:** COUNCIL CHAMBER -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

## Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for  
Planning and Transportation

## 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  
to support or listen to your views.

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.

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reports can be made available  
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further information.**

**Published:** Tuesday, 8 June 2010

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# Agenda

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

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
3.	7.00pm	Gatehill Estate, Northwood – Petition Concerning Road Safety Measures	Northwood Hills	1 - 5
4.	7.30pm	Halford Road, Ickenham - Petition Requesting Requesting Waiting Restrictions	Ickenham	7 - 11
5.	8.00pm	Uxbridge Road, Hayes - Petition Requesting a Pedestrian Crossing Between Two Park Road Bus Stops	Charville	13 - 17

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# Agenda Item 3

## TITLE: GATEHILL FARM ESTATE, NORTHWOOD – PETITIONS CONCERNING ROAD SAFETY MEASURES

**Cabinet Portfolio**

Planning and Transportation

**Report Author**

Steve Austin

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that three petitions have been submitted to the Council from residents who live on or close to the Gatehill Farm Estate, Northwood. Two petitions are asking for measures to address problems associated with “rat-running” through the estate and one is requesting a previous proposed banned right turn scheme be deferred.

**Contribution to our  
plans and strategies**

The request can be considered as part of the Council’s strategy for road safety.

**Financial Cost**

There are none associated with the recommendations to this report.

**Relevant Policy  
Overview Committee**

Residents’ and Environmental Services

**Ward(s) affected**

Northwood Hills

### RECOMMENDATION

That the Cabinet Member

1. **Notes the petitions and discusses with petitioners in detail their concerns with traffic using the Gatehill Farm Estate**
2. **Subject to the above asks officers to investigate measures to deal with resident’s road safety concerns and to identify suitable funding.**

### INFORMATION

#### Reasons for recommendation

It is clear there are concerns with road safety and rat-running through the estate particularly during morning and afternoon rush hours. Traffic measures that address rat-running are largely

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 16 June 2010

successful if they are acceptable to local residents. These can be identified with petitioners for further detailed investigation by officers within the Road Safety programme.

### **Alternative options considered**

This will form part of the discussion with petitioners.

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

1. Gatehill Farm Estate is situated in the north of the borough and is close to the boundary with Hertfordshire. The area, which the three petitions are concerned with, is indicated on the plan attached as Appendix A. The estate has been designated as an area of Special Local Character and includes areas that possess sufficient architectural, townscape and environmental quality to make them of considerable local value.
2. In May 2008 a detailed and comprehensive traffic study and analysis prepared by residents of Woodside Road was given to the council detailing residents' concerns over increasing issues of road safety and traffic volumes which they associated with "rat-running" through the estate.
3. Following site meetings with residents of Woodside Road and in consultation with local Ward Councillors, a scheme to prohibit vehicles from entering Woodside Road from Elgood Avenue was developed and an informal consultation was undertaken in June 2009. The responses received indicated 16 out of 18 households in Woodside Road supported the "No entry" proposal.
4. In November 2009 following a meeting of the Gatehill Residents Association (GRA) it was suggested to the Council that the proposed "No entry" for Woodside Road would be supported in principle by the GRA "provided it was part of an overall safety plan for the whole of the estate". The GRA was concerned the "No entry" would have the effect of pushing the rat-running traffic further into the Estate onto roads many of which have no pavements.
5. As a result of the GRA meeting, a council officer attended a meeting with a local ward councillor to consider other possible solutions to the issues previously raised, as it appeared that agreement over the implementation of the "No Entry" proposal in isolation was unlikely to be reached between Woodside Road residents and the GRA.
6. In December 2009, a petition with 22 signatures was received from residents of Woodside Road, which represents 17 out of the 18 households in the road, requesting progress on the "No Entry" sign at the Woodside Road entrance from Elgood Avenue.
7. In light of the differing views expressed by residents of the Estate, in February 2010 a meeting was arranged with representatives from Woodside Road to discuss options to

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with Petitioners – 16 June 2010

address their road safety concerns that could provide a more acceptable solution for everyone.

8. Resulting from this meeting and after further discussions with the Gatehill Residents Association an alternative scheme was developed which was to ban the right turns from Elgood Avenue into Woodside Road and from Elgood Avenue into Gatehill Road. This proposal appeared to be a reasonable compromise that was supported by the majority of Woodside Road residents and the GRA.
9. In order for the road safety concerns to be addressed urgently it was proposed to implement this scheme by way of an experimental traffic order. This would have allowed the Council to monitor the situation and make changes in light of operational experience.
10. The scheme was scheduled to become operational on 12<sup>th</sup> April 2010 and an information letter was delivered to all properties in part of Elgood Avenue, Gate End, part of Gatehill Road, Ravenswood Park and Woodside Road on 24<sup>th</sup> March. At the same time public notices were published in the local paper and London Gazette and street notices displayed on lamp columns in the area. As a result of the publication of the notices and the letter drop, individual responses commenting on the proposals and two petitions were received
11. The first contains 77 signatures, the majority from Ravenswood Park but also signed by residents of other roads, signed under the following heading;

*“We the following residents of Ravenswood Park HA6 3PR/S, call on the London Borough of Hillingdon to defer the proposal to install no right turns in Elgood Avenue, until a full and proper consultation exercise has been carried out promptly please, involving all the residents in the Gatehill Estate and Ravenswood Park”.*
12. The second contains 155 signatures from households in every road on the Estate with the exception of Ravenswood Park and Woodside Road signed under the following heading;

*“We, the undersigned residents of the Gatehill Estate, acknowledge that there is significant usage of parts of the Estate (the adopted part of Elgood Avenue, Woodside Road, and a portion of the adopted part of Gatehill Road) as a rat-run, posing a potential safety risk. We believe that any solution to the rat-run must be “Estate-wide”, must avoid the potential to divert traffic to the other parts of the Estate where the roads are without pavements or normal street lighting and must recognise the legitimate interests of all the affected residents”.*
13. To summarise it appears from the petitions received that Woodside Road residents would like measures to improve road safety and reduce traffic volumes using the Estate but there are a range of views on what may be acceptable. Whatever measures can be developed would require consultation with local residents who would be most affected.
14. It is recommended that the Cabinet Member listens to the three petitions and seeks to agree a compromise solution that achieves the overall objectives of enhances road

## PART 1 – MEMBERS, PUBLIC AND PRESS

safety and reduced rat-running but which also receives the majority support from local residents.

## **Financial Implications**

There are none associated with the recommendations to this report, however the introduction of traffic measures would require funding from an appropriate budget which could be from an allocation from Transport for London for these types of schemes.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to discuss directly with petitioners their concerns and possible measures to address the issues.

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

Consultation with local residents would be carried out if suitable traffic measures could be identified to address the petitioners concerns.

## **CORPORATE IMPLICATIONS**

### **Legal**

The Council's power to make orders permitting and regulating parking on the street (including pavements) are set out in Part 1 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed where orders are required are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

Section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the views of any consultees with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The safety risks identified in this report are a relevant consideration in deciding whether to make an order. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account.

The Cabinet member may, pending the completion of the statutory consultation for the proposed scheme, issue an executive direction not to enforce against parking infringements on the Gatehill Farm Estate. However, an executive direction given by the Cabinet member would not override the statutory powers that the police have and therefore it would be advisable for officers to inform the police of the Council's proposal not to enforce parking infringements at Gatehill Farm Estate pending the making of a formal parking order.

## **BACKGROUND PAPERS**

### **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with Petitioners – 16 June 2010



Petition received 9<sup>th</sup> December 2009

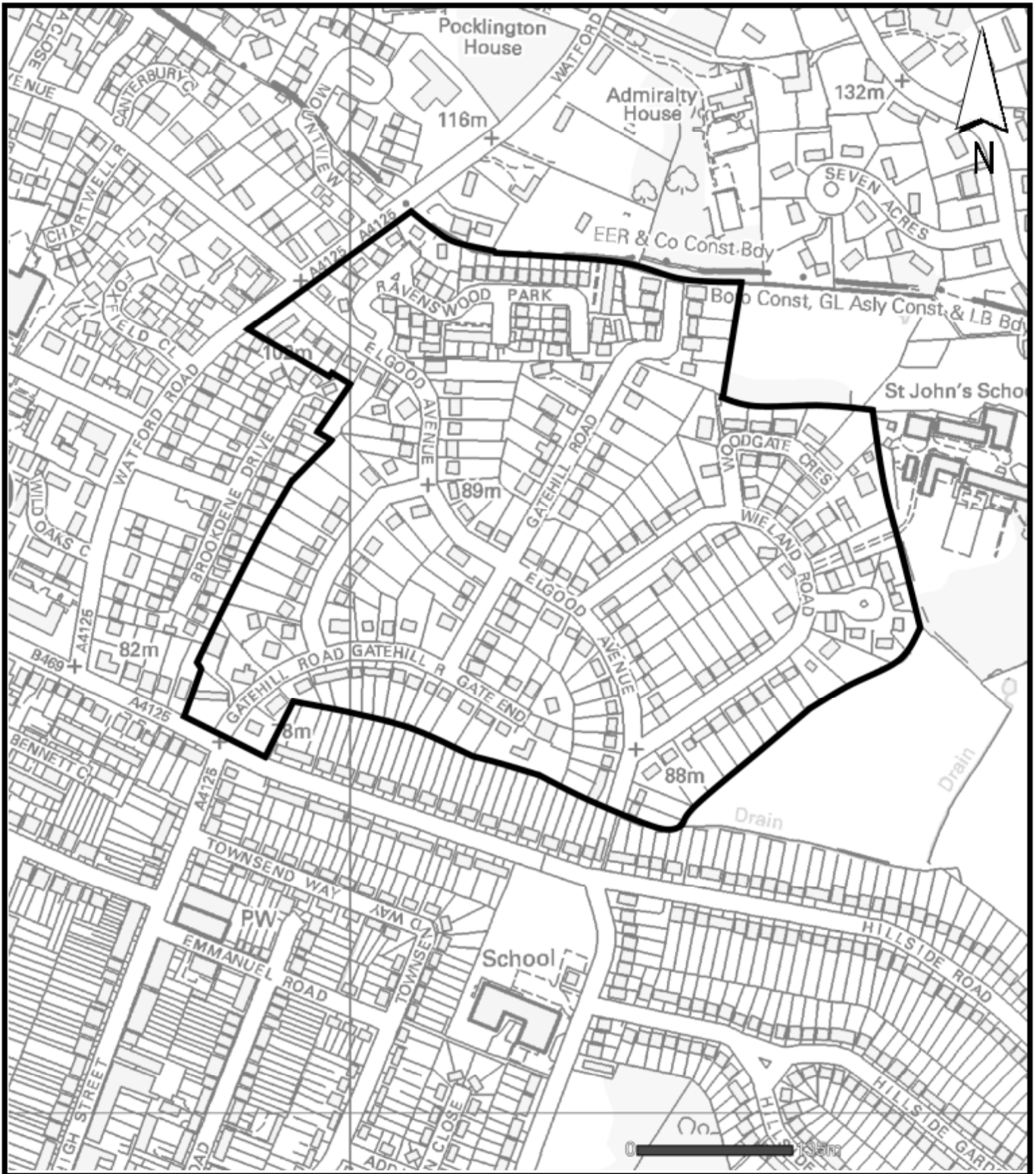
Petition received 8<sup>th</sup> April 2010

Petition received 18<sup>th</sup> May 2010

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 16 June 2010

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## Gatehill Farm Estate and Ravenswood Park

## Appendix A

Date May 2010

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Extent of the Gatehill Farm Estate and Ravenswood Park

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# Agenda Item 4

<b>TITLE: HALFORD ROAD, ICKENHAM – PETITION REQUESTING LIMITED TIME WAITING RESTRICTIONS</b>	<b>ITEM #</b>
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<b>Cabinet Member</b>	Cllr Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Officer Contact</b>	Kevin Urquhart
<b>Papers with report</b>	Appendix A – Location Plan

## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents Halford Road asking for waiting restrictions in line with other roads in the surrounding area.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendation to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward affected</b>	Ickenham

## RECOMMENDATION

That the Cabinet Member;

1. Meets and discusses with petitioners their concerns with parking in Halford Road and notes their request for limited time waiting restrictions.
2. Subject to the outcome of 1, asks officers to conduct informal consultation on proposed waiting restrictions operational Monday to Friday 8:30am to 10:30am and 3:30pm and 4:30pm in Halford Road between the junction of The Grove and Swakeleys Drive as resources permit.

## INFORMATION

### Reasons for recommendation

The proposed consultation will ascertain the level of support for the residents request of limited time waiting restrictions.

## PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 16 June 2010

## **Alternative options considered**

None as petitioners have made a specific request for waiting restrictions.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

1. A petition with 21 signatures has been received from residents living in the section of Halford Road between the junctions of Grove Road and Swakeleys Drive. Petitioners have requested that the Council installs waiting restrictions along both sides of the road with suggested operational hours of Monday to Friday 8:30am to 10:30am and 3:30pm to 4:30pm.
2. This section of Halford Road is indicated in Appendix A and it is situated close to Hillingdon Underground Station. Consequently, it forms an attractive parking area for commuters as the majority of roads in the surrounding area have parking restrictions. Along the eastern section of Halford Road there are existing waiting restrictions, which extend between the junctions of Long Lane and Grove Road.
3. The Cabinet Member will remember hearing petitions in the past from residents of adjacent roads also complaining of problems with commuter parking because of the proximity to Hillingdon Underground Station. Following discussion with these petitioners, waiting restrictions have been introduced operational between Monday to Friday 8:30am to 10:30am and 3:30pm to 4:30pm. These restrictions were introduced to deter commuter parking but would appear it transferred to other roads, which has resulted in a petition from these residents. The suggested restrictions have now become common in this area of Ickenham and consequently formed the basis of the petition to this report. Petitioners are effectively requesting the remaining section of Halford Road to have waiting restrictions akin to with the surrounding roads.
4. This section of Halford Road between the junctions of Grove Road and Swakeleys Drive has a total of 55 properties. The petition contains 21 signatures representing 21 households along this section. As this only forms 40% of the properties in this part of Halford Road it is recommended that the Council undertakes an informal consultation to establish the level of support for waiting restrictions with operational hours of Monday to Friday 8:30am to 10:30am and 3:30pm to 4:30pm and report back to the Cabinet Member.

## **Financial implications**

There are none associated with the recommendations to this report. However, if the Cabinet Member decides that short term waiting restrictions are appropriate for this section of Halford Road, the estimated cost to install the recommended waiting restrictions is £1500. This could be funded from an allocation made from the Parking Revenue Account Surplus to install waiting restrictions.

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with Petitioners – 16 June 2010

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

It will establish the overall level of support for the introduction of waiting restrictions in the section of Halford Road between the junctions of The Grove and Swakeleys Drive in response to petitioners concerns.

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

If the Cabinet Member approves the recommendation to this report, informal consultation would be undertaken with the delivery of a questionnaire and covering letter to all properties along this section of Halford Road asking residents if they would like waiting restrictions to be installed.

## **CORPORATE IMPLICATIONS**

### **Legal**

## **BACKGROUND PAPERS**

Petition received 29<sup>th</sup> March 2010

Cabinet Member Petition Report – The Grove, Ickenham – Petition requesting the introduction of waiting restrictions - 16<sup>th</sup> September 2009

Cabinet Member Petition Meeting Minutes - 16<sup>th</sup> September 2009

Cabinet Member Petition Report – Halford Road, Ickenham – Petition requesting limited time waiting restrictions - 11<sup>th</sup> October 2007

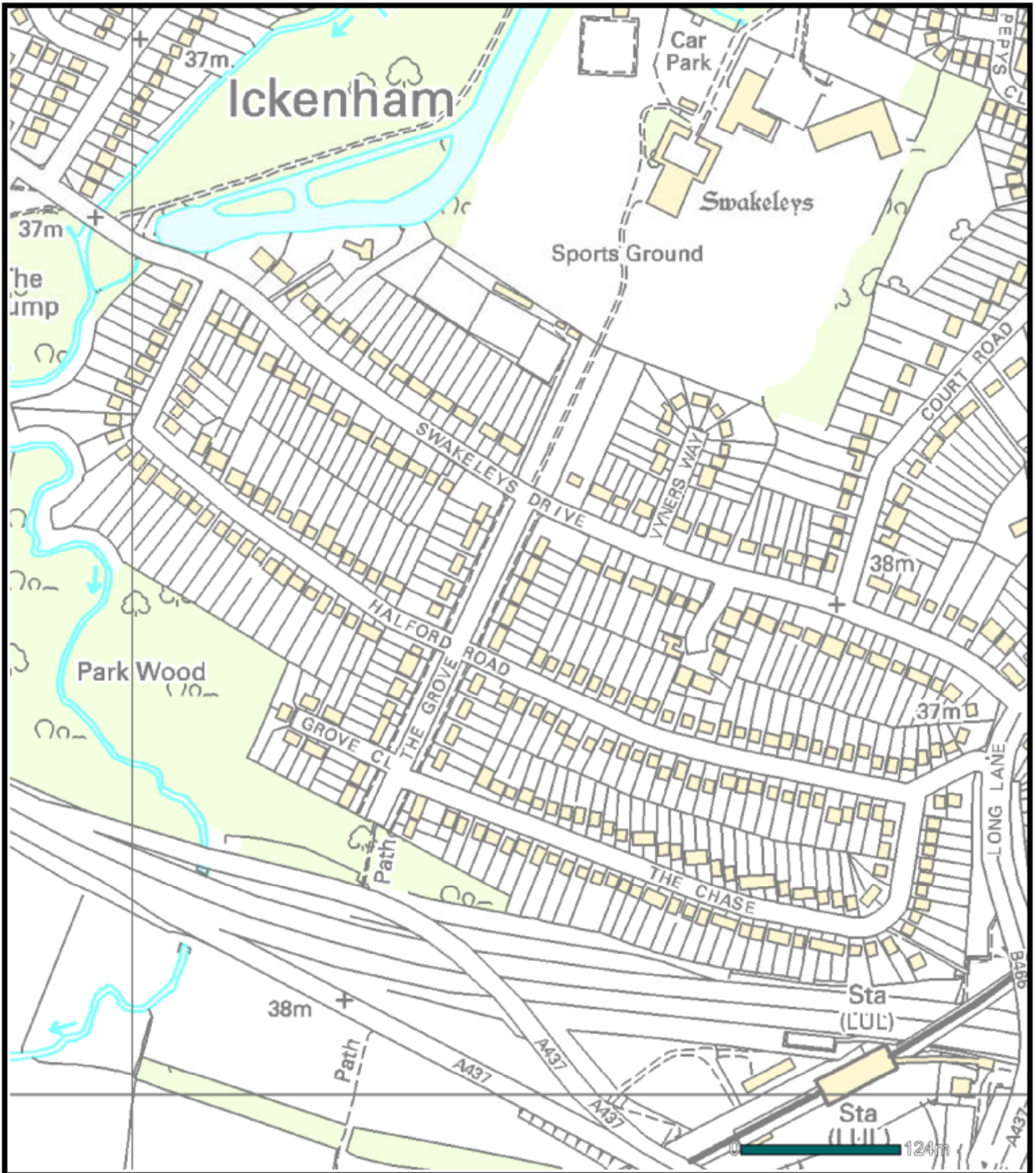
Cabinet Member Petition Meeting Minutes - 11<sup>th</sup> October 2007

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with Petitioners – 16 June 2010

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## Halford Road, Ickenham

## Appendix A

Date May 2010

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<b>TITLE: UXBRIDGE ROAD, HAYES – PETITION FOR A PEDESTRIAN CROSSING</b>	
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<b>Cabinet Portfolio</b>	Planning and Transportation
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<b>Report Author</b>	Steve Austin
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents in the Park Road area of Hayes requesting a pedestrian crossing on Uxbridge Road in order to access bus stops on each side.
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<b>Contribution to our plans and strategies</b>	For a safer borough
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<b>Financial Cost</b>	There are none associated with the recommendations to this report
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<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
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<b>Ward(s) affected</b>	Charville
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## RECOMMENDATION

**That the Cabinet Member**

- 1. Discusses with petitioners the details of their request.**
- 2. Following the outcome of 1 above, asks officers to investigate the feasibility of a scheme to install a pedestrian crossing on Uxbridge Road as requested by the petitioners and report back with the estimated cost.**

## INFORMATION

### Reasons for recommendation

The Council carries out an annual programme for the provision of pedestrian crossings and if the Cabinet Member considered it is appropriate, the petitioners request can be added to the programme for subsequent investigation.

## **Alternative options considered**

The petitioners have made a specific request for a pedestrian crossing in a particular section of Uxbridge Road, Depending on the outcome of discussions with the Cabinet Member there may be options with regard to the location.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

1. A petition with 41 signatures has been presented to the Council with the following heading:

*“ We the undersigned would like to have a pedestrian crossing on the Uxbridge road so that both Park Road bus stops can be safely reached from either side of the road. At present this very fast straight stretch of the Uxbridge Road(that few drivers appear to keep to the 40 mph speed limit) is very difficult and dangerous to try and cross safely especially at peak traffic time. If a pedestrian crossing was put at this location it is considered it would help keep drivers within the 40 speed limit”.*

2. The petition was predominately signed by residents from Park Road and Westacott which are close to Uxbridge Road. It is likely however that residents in many other roads in this part of Hayes may have signed the petition if they had been given the opportunity.
3. The location of Park Road in relation to Uxbridge Road is indicated on Appendix A. There are two junctions with Uxbridge Road and between them there are two pairs of bus stops. These are indicated on Appendix A and it would appear the petitioners are requesting a pedestrian crossing between these sets of bus stops.
4. From this location the closest pedestrian crossings on Uxbridge Road are within existing signal controls at the junctions with Hayes End Road westwards and Landsbury Drive eastwards. Both would entail a relatively long walk and this could be uncomfortable for elderly residents. The alternative would be to cross the road without the aid of a crossing and this can only be considered potentially hazardous as the Uxbridge Road has a 40 mph speed limit.
5. The Cabinet Member is aware that on an annual basis, the Council endeavours to install as many formal pedestrian crossings as resources permit. It is suggested therefore that following discussions between the Cabinet Member and petitioners with regard to the details of their request, Officers are asked to carryout a feasibility study. The results can then be reported back to the Cabinet Member for further consideration including the estimated cost.

## **Financial Implications**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 16 June 2010

There are none associated with the recommendations to this report as the feasibility study can be undertaken with in-house resources. However, if subsequently a report can be presented to the Cabinet Member recommending the introduction of a pedestrian crossing, it would include the estimated cost and the potential sources of funding that may be available.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to discuss in detail the petitioners request and subject to the outcome Officers could then investigate the feasibility and estimated cost to introduce a pedestrian crossing as requested.

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

When the Council are in a position to consider the introduction of a pedestrian crossing if this is feasible and can be funded, Public Notice will be given to allow comments from the public to be submitted to the Council. Prior to this stage, informal consultation can be carried out with the petition organiser.

## **CORPORATE IMPLICATIONS**

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

In relation to a zebra crossing the Council has powers contained in the following:

- The zebra crossing will be introduced using its powers contained in The Road Traffic Regulation Act 1984 ("the Act");
- The crossing shall be indicated in the manner prescribed in The Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997("the Regulations").

Section 23(2) of the Road Traffic Regulation Act 1984 provides that before establishing a crossing the local traffic authority shall: -

- I. Consult with the chief officer of police about their proposal to do so;

#### **PART 1 – MEMBERS, PUBLIC AND PRESS**

- II. Shall give public notice of that proposal to do so; and
- III. Shall inform the Secretary of State in writing.

When exercising their function conferred by or under the Act, the Council are under a duty imposed by section 122 of the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway. The Council must, so far as practicable, have regard to a number of matters set out in Section 122 (2), which are as follows: -

- I. The desirability of securing and maintaining reasonable access to premises.
- II. The effect on the amenities of any locality affected, including the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or to improve the amenities of the areas through which the roads run.
- III. The National Air Quality strategy prepared under Section 80 of the Environmental Act 1995.
- IV. The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or wishing to use such vehicles.
- V. Any other matter appearing to the Local Authority to be relevant.

As stated above before establishing a crossing the Council must, inter alia, give public notice of the proposal. That duty encompasses a duty to consider representations received in response to such a notice.

The Council's powers to carry out these and other works are comprised in the Highways Act 1980 and the Road Traffic Regulation Act 1984. The crux is that exercising these powers with the object of improving highway safety is lawful, other relevant considerations such as the expeditious movement of traffic, amenity. If specific advice is required in relation to the exercise of individual powers, Legal Services should be instructed. For example, depending on the precise option decided upon and (if appropriate) implemented, then consideration ought to be given to whether the procedures under 90GA of the Highways Act 1980 should be followed. The procedures relate to certain traffic calming works in London such as overrun areas and pinch points.

The Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 govern road traffic orders, traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the scheme proceeding provided that the appropriate statutory procedures are followed.

## **BACKGROUND PAPERS**

Petition received 11<sup>th</sup> February 2010

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with Petitioners – 16 June 2010

**KEY:**

BS = Bus Stop

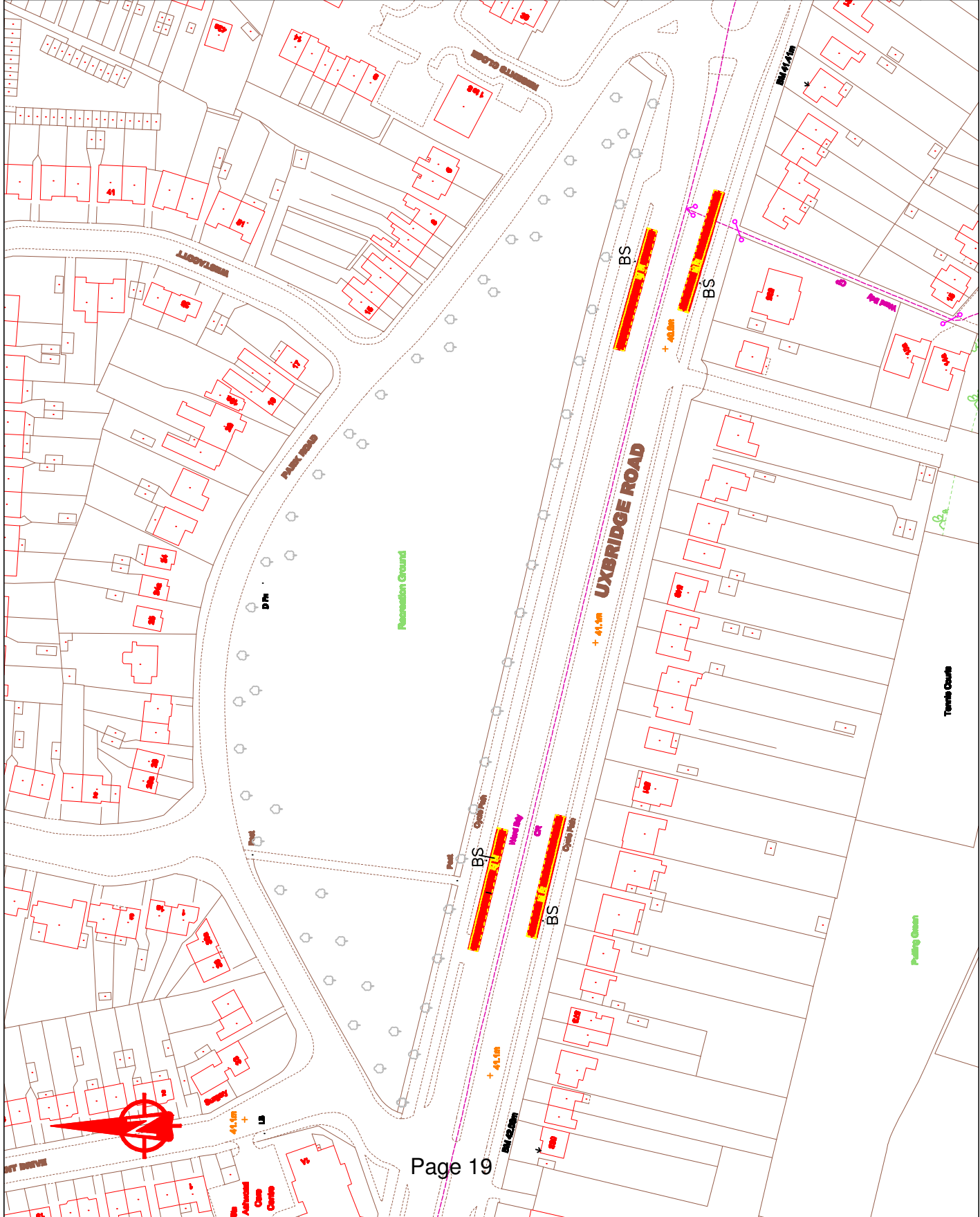
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**Project**  
Uxbridge Road, Hayes

**Description**  
Location plan

Scale	Drawn	Checked	Created
NTS	CF	04/10	(Initials/Date)
Project No.	Drawing No.	Rev.	



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