



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY,
13 OCTOBER 2010

Time: 7.00 PM

Venue: COMMITTEE ROOM 3
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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INVESTOR IN PEOPLE

Useful information

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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.

	Start Time	Title of Report	Ward	Page
3	7pm	Hilliard Road, Northwood Hills - Petition Requesting Implementation of Residents Only Parking	Northwood Hills	1 - 4
4	7pm	24 Southbourne Gardens, Eastcote - Petition Objecting to the Proposed New Bus Stop Outside No. 24 Southbourne Gardens	Cavendish	5 - 16
5	7.30pm	Blossom Way, Hillingdon – Petition Regarding Commuter Parking and Speed of Vehicles	Hillingdon East	17 – 20
6	8pm	Leaholme Waye, Wallington Close & Wheelers Drive – Petition Objecting to Proposed Waiting Restrictions	West Ruislip	21 - 26
7	8.30pm	Core Strategy – Petition Objecting to the Widespread extension of the Heathrow Opportunity Area	Yiewsley & West Drayton	27 - 34

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HILLIARD ROAD, NORTHWOOD – PETITION REQUESTING A ‘RESIDENTS PARKING SCHEME’ & 20MPH SPEED LIMIT

Cabinet Member

Cllr Keith Burrows

Cabinet Portfolio

Planning and Transportation

Report Author

Hayley Thomas

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been submitted from residents of Hilliard Road, Northwood requesting a “Residents Parking Scheme” and a 20mph speed limit.

Contribution to our plans and strategies

The request can be considered as part of the Council’s strategy for on-street parking and road safety.

Financial Cost

There is 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. Meets and discusses with the petitioners their concerns with parking and speeding in their road and the possible options to address the issues that would be acceptable to residents.
2. Subject to the outcome of 1 above, asks Officers to place this request on the Council’s parking programme for subsequent investigation and consultation.
3. Asks officers to include the request and possible options in the Road Safety Programme.

INFORMATION

Reasons for recommendation

To give the Cabinet Member an opportunity to discuss with the petitioners the problems in their road and if appropriate consult residents in the area.

Cabinet Member meeting with Petitioners

Alternative options considered

None at this stage, as the petitioners have requested a Residents Parking Scheme and a 20mph speed limit. However, further options could arise from the discussion with petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 74 signatures has been received from residents of Hilliard Road requesting a Residents Parking Scheme and a 20mph speed limit. The petition was signed by 52% of the households in Hilliard Road under the following heading;

“We the following residents of Hilliard Road, London Borough of Hillingdon, call on the London Borough of Hillingdon to implement a Residents only Parking Management scheme for the benefit of residents, together with a 20mph speed limit. A prompt consultation exercise to confirm this request would be appreciated”

Further analysis of the petition revealed that the signatures were gained from residents in various parts of Hilliard Road, which would indicate that the parking problems and speeding issues affect the whole road.

2. Hilliard Road runs parallel to High Street, Northwood and has a junction at its southern end with Pinner Road, and at its northern end with Emmanuel Road. The road is in close proximity of two parade of shops located on High Street and Pinner Road. Hillside Infant & Junior School and Emmanuel Church are also a short walk away. It is possible that employees and people visiting the local facilities may find Hilliard Road a convenient place to park. Its location is indicated on the map attached as Appendix A to this report.
3. Residents were consulted on the possibility of becoming part of the Northwood Parking Management Scheme in 2005. The majority who responded to the consultation indicated they wanted no change to the current parking arrangements. However it is clear from the petition that the residents views may have changed so it is suggested that the request be included to the Council’s parking programme
4. Previous investigations on the speed of vehicles were carried out in August 2006 and June 2010, following requests from residents. The results of the investigation showed that the majority of vehicles travelled at or near the speed limit. As a result no further action was taken to implement traffic calming measures in the road at that time. However, in light of the petition it is suggested the Cabinet Member discusses in detail with petitioners their ongoing concerns with speeding traffic and endeavour to determine with them acceptable options that officers could investigate in detail as part of the Road Safety Programme.

Financial Implications

There are none associated with recommendations in this report. However, if the Cabinet Member approves the inclusion of these requests in the Council’s parking and road safety programme, the appropriate funding and approvals would need to be obtained.

Cabinet Member meeting with Petitioners

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and possible options to address these concerns.

Consultation Carried Out or Required

The Council is required to carry out statutory consultation before a scheme can be introduced, to allow members of the public an opportunity to object make representations.

CORPORATE IMPLICATIONS

Legal

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.

BACKGROUND PAPERS

Petition dated 1st April 2010

KEY



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HILLINGDON
LONDON

IMPROVEMENT PROJECTS
ENVIRONMENT AND CONSUMER PROTECTION GROUP
Civic Centre 44/05, HIGH STREET, UXPBORG, LB9 1JW
Tel No. 01895 277098/01895 250679

**Hilliard Road,
Northwood**

Description	
Scale	Drawn (Initials/Date) Checked (Initials/Date)
Project No.	Drawing No. Rev.

SOUTHBOURNE GARDENS, RUISLIP – PETITION OBJECTING TO THE INTRODUCTION OF BUS STOP CLEARWAY OUTSIDE NO 28 SOUTHBOURNE GARDENS

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Report Author	Aram Cheraghi, Planning, Environment and Community Services
Papers with report	Appendix A – Plan Appendix B – Route 398 bus timetable

HEADLINE INFORMATION

Purpose of report	This report advises the Cabinet Member that a petition has been received from local residents objecting to the introduction of bus stop clearway No 2 outside property No 28 in Southbourne Gardens, Ruislip.
Contribution to our plans and strategies	<ul style="list-style-type: none"> Transport Strategy Community Plan Local Implementation Plan
Financial Cost	The funding for the Bus Stop Clearways has in the past been provided as part of the Transport for London funded, Bus Stop Accessibility Programme; future work will be dependent upon funding being made available by TfL towards such measures.
Relevant Policy Overview Committee	Residents' and Environmental Services

RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners to discuss the concerns they have and to explain the Councils' obligations under the Disability Discrimination Act (DDA);**
- 2. Subject to 1. above considers options to either:**
 - a) Defer the implementation of the bus stop pending further study and consultation with local residents and disabled groups or;**
 - b) Approve the installation of the remaining bus stop, subject to TfL funding.**

INFORMATION

Reasons for recommendation

The Council has responsibilities under the Disability Discrimination Act 1995 ('DDA') (as amended) to promote equality of opportunity for disabled people and consequently it is unlawful for a Council to discriminate against disabled persons in connection with the provision of services. It also allows the Government to set minimum standards so that disabled people can use public transport easily. TfL has identified its required route; officers have installed stops that are compliant with DDA standards.

Alternative options considered

The only alternative which could retain a bus stop here would be to relocate bus stop No 2 to a point outside No 68 Southbourne Gardens; however this option was not considered to be an acceptable option by the Police and London Buses.

Supporting Information

1. The present petition is the second received concerning bus stops in Southbourne Gardens; a previous petition was heard by the Cabinet Member in April 2009. The paragraphs below describe the location and bus route, provide an overview of the previous petition and subsequent events, and then provide advice for the cabinet member to assist him in assessing the current petition.

Southbourne Gardens, Route 398 and obligations under the DDA

2. Southbourne Gardens is situated in Ruislip and runs east/west, and together with Chelston Road forms a link between Victoria Road and Field End Road. Southbourne Gardens is predominantly residential; however there are three community halls located opposite the junction with Coombe Drive. A network of roads served by Mansfield Avenue form a closed estate with no link to the road network or public transport other than via Southbourne Gardens. Similarly Coombe Drive serves a network of roads with only Southbourne Gardens as their link to the wider community and road network.
3. Southbourne Gardens is serviced by the 398 bus route. The 398 bus runs two buses in each direction from Monday to Saturday, 7am to 8pm. The route joins Westway Cross Retail Park to Ruislip Station, Via Eastcote Station. Prior to the work to improve bus stop accessibility in Southbourne Gardens, none of the bus stops in place at that stage had bus cages (clearways) and buses generally had to stop in the middle of the road, causing obstruction to traffic and considerable difficulties for bus passengers who wanted to get on or off there.
4. In relation to bus services, the Council along with TfL share a statutory duty to make public transport accessible to all members of the community. To achieve this, TfL encourages councils to make use of funds it makes available which can be used to improve accessibility at non DDA compliant bus stops. Generally these works involve the provision of a hard standing area, clear of street clutter, with kerb heights greater than 110mm and the introduction of a bus stop cage or clearway. The clearway must be of a length to allow buses to approach the kerb, straighten up and stop within 100mm of the kerb and then pull away without obstruction.

5. In the past many routes through residential roads have relied on the principle of 'hail and ride' services or request stops. However, request stops and hail and ride routes can be inaccessible to many disabled people, in particular the visually and mobility impaired.
6. Wheelchair users in particular need a bus to be able to pull squarely alongside the kerb in order for the bus to deploy its ramp; parked vehicles near the stop severely restrict the ability of the bus driver to do this. Those with visual impairments need a bus to stop with some regularity at a defined location, as they may be unaware of when a bus is approaching and so may not be in a position to hail it accordingly.
7. The negative consequence of introducing fixed bus stops in residential roads is inevitably some loss of parking, and the Cabinet Member will be aware from many past proposals of a similar nature that this can be a source of debate within the community.
8. Modern buses, capable of accommodating wheelchair and pushchair users and meeting all current design and use requirements, are somewhat larger than the old "hopper" buses that used to be common on hail and ride services, and so there can be difficulty in ensuring that these newer longer, wider and less manoeuvrable buses can maintain a smooth and effective operation. TfL is working to reduce reliance on hail and ride schemes across London as a whole.
9. As part of the TfL funded Bus Stop Accessibility Programme it was originally proposed to introduce bus stop clearways on the six bus stops in Southbourne Gardens. As part of this exercise, it was also necessary to physically move some of these stops in order to make them accessible. The purpose of a bus stop clearway is principally to ensure that the waiting area by the bus stop is always kept sufficiently clear to allow the bus to pull up square to the kerb, thereby allowing access for people in wheelchairs and other mobility impairments.
10. Although TfL and the Council are not legally required to advertise such restrictions, the council in particular was concerned to ensure that residents were granted an opportunity to influence the process, and so Public Notice was given of the Council's intentions in April 2008.

Previous petition, heard April 2009

11. In response to this public notice, a petition with 55 signatures was received from residents of Southbourne Gardens, Eastcote opposing the changes and in particular the introduction of these bus stop clearways. The petition was accompanied by three letters from residents objecting to the clearways and in addition to this, one resident raised an objection relating to the necessity for the 398 bus route to travel down Southbourne Gardens.
12. The petitioners objecting to the bus stop clearways maintained that in their view, Southbourne Gardens is an unsuitable road for a bus service; for example, some residents believe the buses now in service are too large to travel down this road, which often has parking on both sides of the road. Residents also believe that the current 398 bus service is under-utilised, although this has not been reported as an issue by TfL. The petitioners urged the Council to direct its efforts into relocating the bus route to Elm Avenue.
13. Although the Council work with TfL to establish bus routes that serve the community, TfL is the body with the power and responsibility to determine the path of bus routes throughout London. TfL consider a number of factors when deciding a new route including suitable traffic conditions, links to other forms of public transport, demand and commercial viability.

14. In light of this, when the first petition was heard on 15th April 2009, the Cabinet Member instructed officers to contact TfL and ask them to review this section of bus route 398, including but not limited to, the feasibility of redirecting the bus route to Elm Avenue. Officers were then asked to report back to the Cabinet Member with TfL's decision.
15. In order to fulfil the Council's obligations under the DDA, the Cabinet Member also asked officers to seek to design options for DDA compliant bus stops that would have a reduced impact on parking along TfL's desired 398 bus route whilst still providing full access and meeting essential road safety requirements.

Further investigations and actions

16. Following the petition hearing of April 2009, officers immediately contacted TfL, requesting their reviews on the bus route and TfL's response was received on 28th May 2009 saying:

"We have re-examined the routeing for route 398 in this area and wish to continue serving Southbourne Gardens rather than Elm Avenue.

Rerouting back to Elm Avenue would mean that an unacceptable number of households south of the railway would be more than 400m from a bus stop compared to the current routeing. Residents north of the railway have access to the H13 along Eastcote road (more residents within 400m), whereas residents south of the railway would have to walk to the north-south routes on Victoria and Field End Roads.

Although usage is quite low in this section (40 boarders, 51 alighters), it is still around what we would expect for a half-hourly service in a lower density area.

Elm Avenue also appears to be of a similar width (maybe narrower in some places) than Southbourne Gardens, so there could be similar issues whichever route we take".

17. Officers reviewed the proposal to minimise the impact on residents, as far as possible, but mindful still of the requirement to provide DDA compliant bus stops. The council then wrote specifically to frontagers in Southbourne Gardens in October 2009 and January 2010, (those who were affected directly by the proposals), informing them of the detail of the revised proposals and attaching a copy of the revised drawing.
18. The Council received objections from No 93 & 95 Southbourne Gardens concerning one proposed bus stop (Option 2 Stop 3) near the junction of Southbourne Gardens with Coomb Drive, suggesting that it would unreasonably obstruct visibility at the junction.
19. Following a site meeting attended by Council officers, the Police and London Buses to review the location of this bus stop, the design was slightly revised to minimise the impact on local residents as far as possible. The location and layout of the proposed bus stops can be found in Appendix A.
20. All interested parties (The Police, London Buses and the Council) agreed in principle to the location of bus stops due to their close proximity and officers carried out two alternative designs for route 398 in Southbourne Gardens.

21. In order to improve visibility at the junction of Southbourne Gardens with Coombe Drive, Council officers proposed additional double yellow lines as shown in Appendix A.
22. The proposed bus stop previously located outside 93 & 95 was successfully relocated to a point outside No 91 so that the bus stop is positioned on the exit side of the junction. The situation therefore is that accessibility at the majority of bus stops in Southbourne Gardens has been significantly improved, but this still leaves the matter of the remaining bus stops, including one proposed for a location near 24-28 Southbourne Gardens.

Proposals for bus stop outside No 28 Southbourne Gardens

23. To comply with the TfL Specification in terms of the distance between bus stops, TfL, The Police and the Council considered that the only viable compromise from service, safety and technical considerations would be to locate bus stop No 1 and 2 outside, respectively, No 3 and 28 Southbourne Gardens.
24. The drawback in implementing this scheme is the loss of parking space and it is acknowledged that residents might have difficulties in finding a parking space in the evening; however, on the other hand they will be permitted to park on the bus cages overnight between the hours of 7:00 pm and 7:00 am, as parking is only restricted during bus operation hours from 7:00 am to 7:00 pm. (see bus table times in Appendix B)
25. Following the consultation with the Police and TfL, the design proposal was finalised. Despite the fact that TfL has the Authority under the legislation to introduce bus stops within the public highways and there is no statutory obligation to consult with the residents, the council values residents' views and accordingly insisted upon notifying those who would be particularly affected by the proposals, and so distributed letters to the most directly affected residents, notifying them of the proposal and potential implementation programme.

Present petition against proposed bus stop outside 24/28 Southbourne Gardens

26. In response to this, the present petition which is to be heard now by the Cabinet Member was subsequently submitted by a landlord representing the interests of tenants living in 6 Southbourne Gardens. The petition, signed by 46 residents, objected specifically to the proposed stop outside 24/28 Southbourne Gardens and the lead petitioner stated that he had not in his view been adequately consulted. In particular, the petitioner stated:

“this proposed bus stop no 2 will take at least three residents’ parking spaces in an area which is already short of parking spaces. The existing bus stop is outside No 52 Southbourne Gardens and is a request stop and cars are allowed to park on it. The No 398 bus is not used enough to warrant a fixed bus stop.

A fixed bus stop outside No. 24 is unsafe due to the restricted visibility of cars exiting Green Lawns. If a fixed bus stop is thought necessary then this should be placed outside No. 62 Southbourne Gardens which is outside the residents’ parking zone and an area with semi-detached houses rather than the flats of 6 to 60 Southbourne Gardens.

The entrance to the block of garages adjacent is not heavily used. Although the front gardens of Nos. 64 and 66 have been paved, they do not have dropped kerbs and cars park in front of these properties, so there is room for a boarding area there. A fixed bus stop outside No. 60 Southbourne Gardens would also be a safer option and being a similar design to that proposed outside No. 24 would also take 3 residents’ spaces”

27. The matter of consultation has been covered previously; the council is not legally obliged to undertake consultations on bus stops and bus stop clearways (the latter have since 2002 become a part of the standard traffic signs and regulations and so no traffic order is required). However, the council has undergone an informal consultation and clearly the responses it has received, including the petition, show that there has been a dialogue.
28. The proposed location of bus stop outside No 24/ 28 Southbourne Gardens will not restrict visibility at the junction; indeed it is common to position bus stops on the exit side of the junction and the "Accessible bus stop design guidance" published by TfL allows for bus stops to be located on an exit side of a junction.
29. An alternative design showing proposed bus stop outside no 62 was considered and was forwarded to the Police and Transport for London Buses for their approval; however the proposal was not considered by either party as a preferred option. For example, the kerb height outside No 62 is low and in order to comply with DDA the kerb height it would need to be raised to 140mm; this would create a 'back fall' drainage issue and hence risk discharging surface water from the footway into the driveways.
30. Bus stop No 2, if located outside property 24/28 would result in the loss of three resident parking spaces in Southbourne Gardens; however officers' observations during numerous site visits suggest that parking is not a major problem during the daytime, as the majority of parking spaces are free between the hours of 8:00 am to 5:00 pm.

The views of disabled Groups

31. There are disabled people living in Southbourne Gardens and they report continual inconvenience with vehicle parking alongside the bus stop, such that buses are only able to pull up in the middle of the road and hence some disabled people are unable to access this bus service. Various bodies are consulted such as the emergency services and local disabled groups, and the implementation of the bus stop has been supported by "DASH", (Disablement Association Hillingdon).
32. As mentioned above, the cabinet member will be aware that lack off street parking in residential roads is often an issue and the introduction of bus stop clearways can exacerbate this issue. Previously when the Council has received petitions from residents objecting to bus stop clearways, they have deferred plans to introduce the clearway until all other stops in the borough are fully compliant with DDA standards.
33. However an e-mail has been received from the Uxbridge Support Group for Visually Impaired People requesting the introduction of clearways in Southbourne Gardens to improve access to the bus service. The issue of principal concern is that visually impaired residents are unable to safely access the bus when it does not pull up close to the kerb. When parked at an angle, such that the entrance in particular is some way from the kerb, then there is a significantly increased risk of tripping and falling. Similarly, the bus driver is unable to deploy the special ramp intended to help wheelchair users, thus denying such residents access to the bus service.
34. The feedback from DASH included the following in support of a visually impaired resident who had raised his particular concerns:

“Following our telephone conversation at the end of last week, as agreed here are the reasons why I agree with [resident] that a bus cage should be set down alongside the request stop close to where he lives.

The reason is that [the resident] and other disabled people are constantly inconvenienced as a result of vehicles parking alongside this stop, and meaning that buses are only able to pull up in the middle of the road, or on many occasions do not stop at all. As a result of this, [the resident] is unable to access this bus service”.

35. To meet their obligations under the DDA, the Council and TfL/ London Buses are all under a duty to properly consider this request.

36. As residents have raised their petition objecting specifically to the proposal for Bus Stop No. 2 being situated outside No 24/28, and the Uxbridge Support Group for Visually Impaired People are lobbying for this bus stop improvement, it is suggested that the Cabinet Member invites the petitioners and other interested parties to one of the special petition evenings that he sets aside in order that he may listen to their various concerns and consequently decide on the most appropriate course of action.

Financial Implications

Annual TfL funding is provided for Bus Stop Accessibility Schemes within the Bus Priority Corridors package. Should the cabinet member decide that the bus stop proposals be taken forward, officers will need to seek the necessary funding from TfL for this scheme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations aim to make it easier for disabled people to utilise public transport easily, in accordance with the Council’s duties under the DDA.

Consultation Carried Out or Required

No Further consultations have been carried out as a result of this petition.

CORPORATE IMPLICATIONS

Legal

The Council has a duty under the Disability Discrimination Act 1995 (as amended) to promote the equality of opportunity for disabled people and consequently it is unlawful for a Council to discriminate against disabled persons in connection with the provision of services. The Act also permits the Secretary of State to make regulations where minimum standards are set, so that disabled people can use public transport safely and without unreasonable difficulty.

As already set out in the report, the bus cage and bus flag do not require the imposition of a TRO, however the bus lane can only be achieved by exercising powers under the Road Traffic Regulation Act 1984 and Highways Act 1980. On the basis of the information contained in this report, it does not appear there are special legal implications for this particular matter. The client will be required to be mindful of the statutory procedures imposed upon the traffic authority for the making of Traffic Management Orders which spring from the Road Traffic Regulation Act 1984. Officers are familiar with these procedures.

In cases of doubt Legal Services will be instructed. The decision maker must balance the relevant considerations in order to properly discharge the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

In considering any 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 in finalising the officer's recommendation.

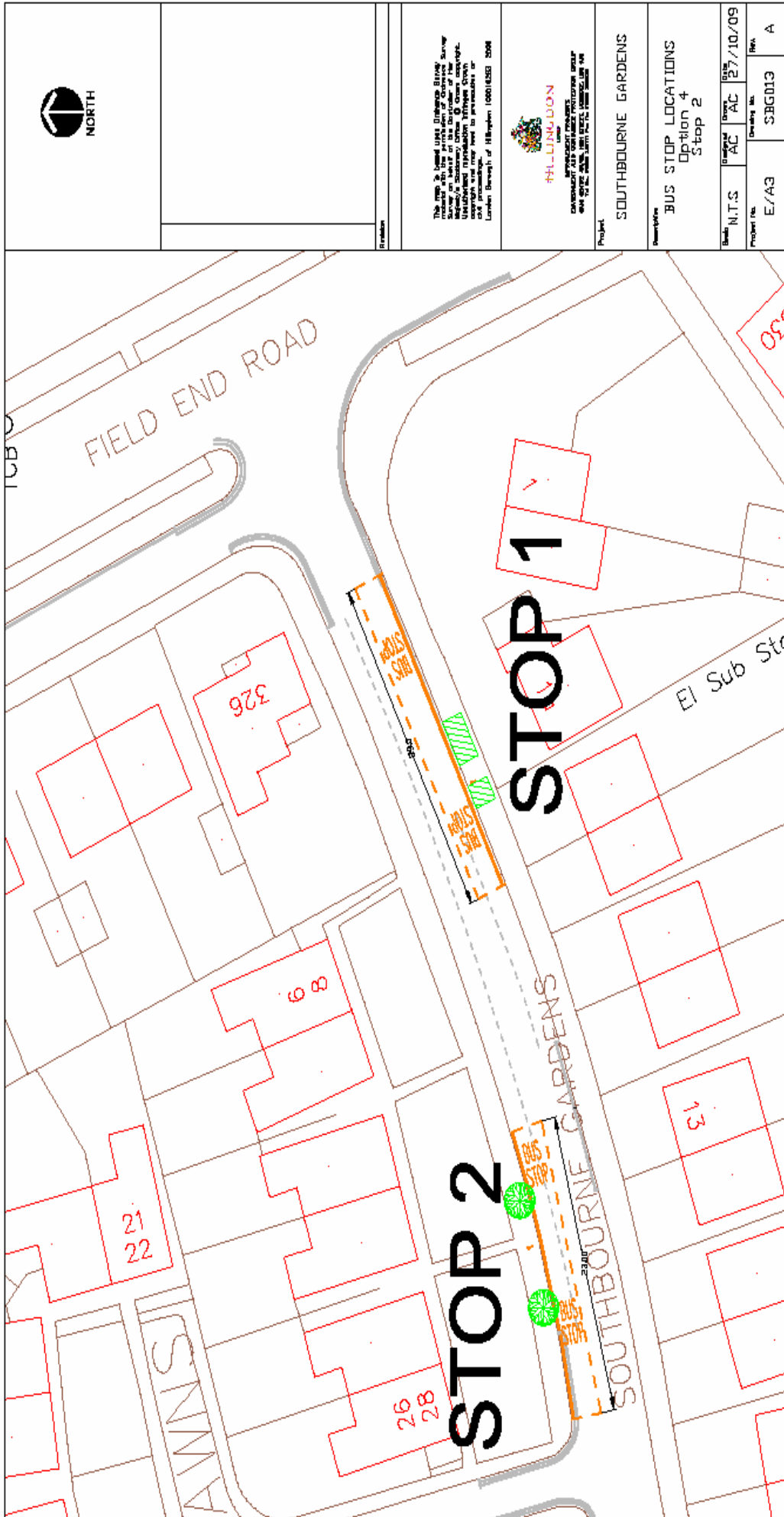
BACKGROUND PAPERS

Previous petition heard April 2009

Petition received 12 April 2010.

Letters from Residents received April 2010





APPENDIX B – ROUTE 398 BUS TIMETABLE

398

Ruislip – Rayners Lane – Wood End

398		Mondays to Fridays	
Ruislip Station	0630	0700	0730
Ruislip Manor Station	0632	0703	0735
Eastcote Station	0636	0709	0739
Rayners Lane Station	0641	0717	0747
South Harrow Station	0647	0726	0756
Northolt Park Station	0649	0729	0759
Wood End Lillian Board Way	0653	0733	0803
Ruislip Station	1530	1600	1630
Ruislip Manor Station	1532	1602	1632
Eastcote Station	1538	1608	1638
Rayners Lane Station	1546	1616	1646
South Harrow Station	1556	1626	1656
Northolt Park Station	1559	1629	1659
Wood End Lillian Board Way	1603	1633	1703
398		Saturdays (also Good Friday)	
Ruislip Station	0630	0700	0730
Ruislip Manor Station	0632	0702	0732
Eastcote Station	0636	0706	0736
Rayners Lane Station	0641	0711	0741
South Harrow Station	0647	0717	0747
Northolt Park Station	0649	0719	0749
Wood End Lillian Board Way	0652	0722	0752
Ruislip Station	1530	1600	1630
Ruislip Manor Station	1532	1602	1632
Eastcote Station	1537	1607	1637
Rayners Lane Station	1544	1614	1644
South Harrow Station	1553	1623	1653
Northolt Park Station	1556	1626	1656
Wood End Lillian Board Way	1600	1630	1700
No service on Sundays or other Public Holidays.			

398

Wood End – Rayners Lane – Ruislip

398		Mondays to Fridays	
Wood End Lillian Board Way	0650	0719	0744
Northolt Park Station	0654	0724	0749
South Harrow Station	0658	0728	0754
Rayners Lane Station	0704	0734	0802
Eastcote Station	0710	0740	0810
Ruislip Manor Station	0715	0746	0817
Ruislip Station	0718	0749	0820
Wood End Lillian Board Way	1547	1617	1647
Northolt Park Station	1552	1622	1652
South Harrow Station	1557	1627	1657
Rayners Lane Station	1604	1634	1704
Eastcote Station	1613	1643	1713
Ruislip Manor Station	1619	1649	1719
Ruislip Station	1622	1652	1722
398		Saturdays (also Good Friday)	
Wood End Lillian Board Way	0654	0724	0754
Northolt Park Station	0658	0728	0758
South Harrow Station	0701	0731	0801
Rayners Lane Station	0706	0736	0806
Eastcote Station	0711	0741	0811
Ruislip Manor Station	0715	0745	0815
Ruislip Station	0717	0747	0817
Wood End Lillian Board Way	1547	1617	1647
Northolt Park Station	1552	1622	1652
South Harrow Station	1557	1627	1657
Rayners Lane Station	1604	1634	1704
Eastcote Station	1610	1640	1710
Ruislip Manor Station	1615	1645	1715
Ruislip Station	1618	1648	1718
No service on Sundays or other Public Holidays.			

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BLOSSOM WAY, UXBRIDGE - PETITION REQUESTING A 20MPH SPEED LIMIT AND RESTRICTED PARKING

Cabinet Member

Cllr Keith Burrows

Cabinet Portfolio

Planning and Transportation

Officer Contact

Caroline Haywood

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been received from residents of Blossom Way requesting a 20mph speed limit and restricted parking.

Contribution to our plans and strategies

The request can be considered as part of the strategy for on street parking controls and of the Council's annual programme of road safety initiatives.

Financial Cost

There are none associated with this report.

Relevant Policy Overview Committee

Residents' & Environmental Services

Ward(s) affected

Uxbridge North

RECOMMENDATION

That the Cabinet Member:

- 1. Considers the petitioners' request and discusses with them in detail their concerns with parking and speeding.**
- 2. Subject to the outcome of 1, asks officers to add their request to the parking scheme programme, conduct an informal consultation on options to control the parking as resources allow.**
- 3. Subject to the concerns raised by petitioners asks officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme;**
- 4. Instructs officers to liaise with the local police Safer Neighbourhood Team to establish if there is a pattern to the issues of concern and to share any evidence found.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss in detail the concerns of the petitioners.

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Supporting Information

1. The Council has received a petition containing 50 signatures from residents of Blossom Way and one resident of Vine Grove.
2. The petitioners state that: *'It is estimated that some of the vehicles achieve a speed of 60mph at least, that coupled with the day long parking restricts residents' vision when accessing their driveways'*
3. Blossom Way is a residential road with 43 properties situated within Uxbridge North Ward. The carriageway in Blossom Way is 7 metres wide and the footway is 1.7 metres wide. Blossom Way has three side roads off it, Vine Grove, Hazelcroft Close and Portman Gardens; a plan of the area is shown on Appendix A.
4. In the petition letter the residents of Blossom Way have stated they do not want speed ramps installed, but have suggested chicanes, blocking one end of Blossom Way, Speed Camera, 20mph speed limit extended from Vine Lane and Parking restrictions for an hour in the morning and an hour in the afternoon.
5. The Council has previously received concerns regarding vehicle speeds and obstructive parking in Blossom Way, which have been investigated as part of the Council's Road Safety Programme.
6. Results from this investigation showed at the time that there was very little parking in Blossom Way and the speed survey showed vehicles were not exceeding the speed limit. The 85% speed north-east bound was 32mph and south-west bound was 33mph, which is well within normal parameters. The 85th percentile speed is the speed at or below which eighty five percent of surveyed traffic is found to be travelling and is the normal statistical tool used in assessment of this kind.
7. However, as the petitioners have suggested, the recent implementation of parking restrictions in The Rise and adjacent roads may have had a knock on effect for Blossom Way.
8. It is suggested therefore that the Cabinet Member discusses with the petitioners their specific concerns with road safety and parking and establishes the basis of any further actions to see if suitable improvements can be identified.



Blossom Way

9. The Cabinet Member will also recall that in the past, liaison with the Police local Safer Neighbourhoods Team (SNT) can be of assistance in collecting evidence of road safety and parking issues, and is therefore recommended that officers engage with the SNT once the petitioners have provided them with the detail of their concerns.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. However if the Cabinet Member subsequently considers the introduction of a scheme suitable funding will need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

Consultation Carried Out or Required

No further consultations have been carried out as a result of this petition.

CORPORATE IMPLICATIONS

Legal

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.

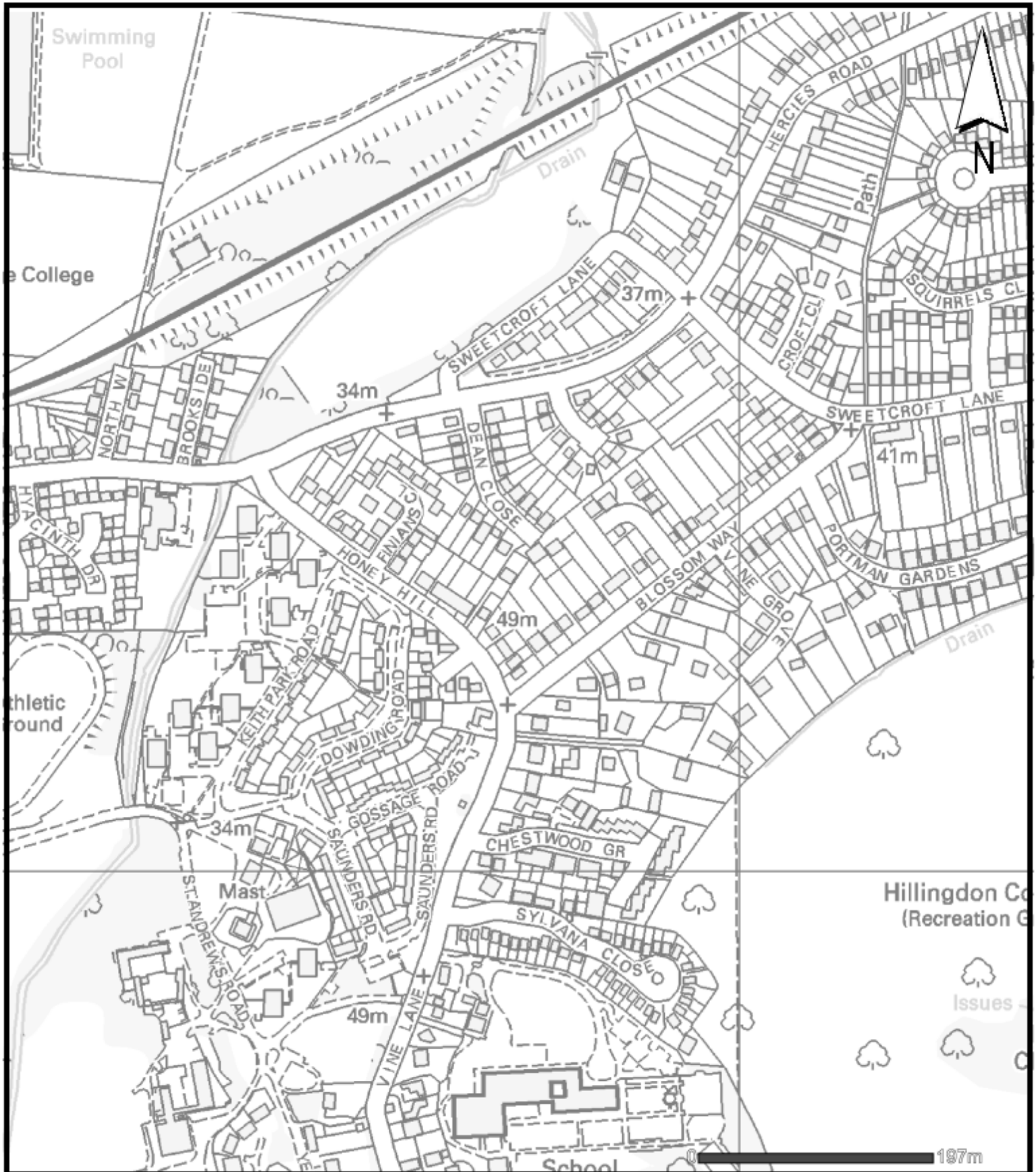
If a local authority decides to embark upon a non-statutory process of consultation the applicable principles are no different from those which apply to statutory consultation: see R (Partingdale Lane Residents Association) v Barnet London Borough Council [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

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.

BACKGROUND PAPERS

Petition received: 21st April 2010



Area Plan

Date July 2010
Scale 1:4,000

WHEELERS DRIVE, WALLINGTON CLOSE, LEAHOLME WAY, RUISLIP – PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS

Cabinet Member	Cllr Keith Burrows
Cabinet Portfolio	Planning and Transportation
Officer Contact	Steven Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received objecting to the Council's proposal for "at any time" waiting restrictions at the junction of Wheelers Drive, Wallington Close and Leaholme Way, West Ruislip. This is reported to the Cabinet Member for consideration.
Contribution to our plans and strategies	The requests for waiting restrictions in Wheelers Drive, Wallington Close and Leaholme Way have been considered in relation to the Council's strategy for road safety to make it a safer borough
Financial Cost	There are none associated with the recommendations to this report
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

RECOMMENDATIONS

That the Cabinet Member;

- 1. Meets and discusses with the petitioners their concerns.**
- 2. Asks officers to include the petition request and the outcome of discussions above in the forthcoming report incorporating all representations received from statutory consultation on the proposed "At any time" waiting restrictions.**

INFORMATION

Reason for recommendation

Following statutory consultation on parking proposals, all comments received must be considered by the Council before a final decision. A report will subsequently be drafted detailing these comments which can include this petition together with the outcome of discussions with the Cabinet Member at the petition evening.

Alternative options considered

None as the petitioners have made a specific request.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. In October 2008, the Council received a letter from a resident of Wheelers Drive requesting the installation of 'At Any Time' waiting restrictions in Wheelers Drive at its junction with Leaholme Way and Wallington Close. Wheelers Drive is a residential cul-de sac with 15 households. The resident complained that large vehicles were experiencing difficulties accessing Wheelers Drive due to vehicles parking close to this junction. At the time of a site visit undertaken by Council officers no vehicles were observed to be parking at the junction. Officers also contacted the Council's refuse service asking if they experienced difficulties accessing Wheelers Drive. They had no reported problems with this location.
2. The resident was informed of these findings and asked if the problem occurred at any particular time of the day and if possible they had any evidence of obstructive parking so that officers could investigate the issue further. Photographs were provided clearly showing vehicles parking at this junction. As a result it was recommended to formally consult residents on 'At Any Time' waiting restrictions (see Appendix A) for 10 metres on the junction of Wheelers Drive, Wallington Close and Leaholme Way.
3. Formal notice was given of the Council's intentions for public consultation and notice of intent was advertised on 12th May 2010 for 21 days.
4. On 26th May 2010 the Council received a petition with 68 signatures and an additional letter objecting to the proposed 'At Any Time' waiting restrictions. The title of the petition states *'We the undersigned agree to the enclosed letter, fully objecting to the proposed restrictions, prohibiting parking in Leaholme Way, Wallington Close and Wheelers Drive'*. Of the 68 signatures, 32 signatures were from residents of Wallington Close, 14 were from residents of Leaholme Way and 5 were from residents of Wheelers Drive. The remaining signatures were from nearby roads.

5. The lead petitioner stated the following reasons for the objection to the proposal, as extracted from a covering letter: *“A lot of residents have more than one vehicle and currently we struggle to find parking spaces for everyone. There isn’t enough parking provision for residents and their visitors in the roads mentioned above and taking away usable parking space will only serve to compound the problem. In quieter periods such as during the day, cars speed down the road without a thought for pets or children. During busier periods, the volume of cars actually act as a traffic calming measure. The measures proposed are only going to raise tension in the area, as people will not be able to park their cars. As residents we fully oppose the waiting restrictions that you are proposing. If the Council is so concerned about the road safety reasons stated then we would welcome a full consultation and review of the situation, looking at workable alternatives rather than just painting yellow lines to solve one problem with the effect of compounding another”.*
6. It seems clear that residents are concerned that if the waiting restrictions are implemented it will reduce the limited available parking. The petitioner admits that although the parking situation is not ideal it is manageable as a result of local residents understanding and communicating with one another. The Council has also received a number of phone calls from residents of Wallington Close who have expressed their opposition to the proposal.
7. It is therefore recommended that the Cabinet Member of Planning and Transportation discusses in detail petitioners concerns and asks officers to include them and all other comments received to the statutory consultation on “At any time” waiting restrictions in Wheelers Drive, Wallington Close and Leaholme Waye in a report for his consideration,

Financial Implications

There are none associated with this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the petitioners request to be considered along side other representations received from the council’s consultation.

Consultation Carried Out or Required

Statutory consultation was carried out from 12th May 2010 to 2nd June 2010 by the insertion of Public Notices in the local newspaper and street notices displayed on site.

CORPORATE IMPLICATIONS

Legal

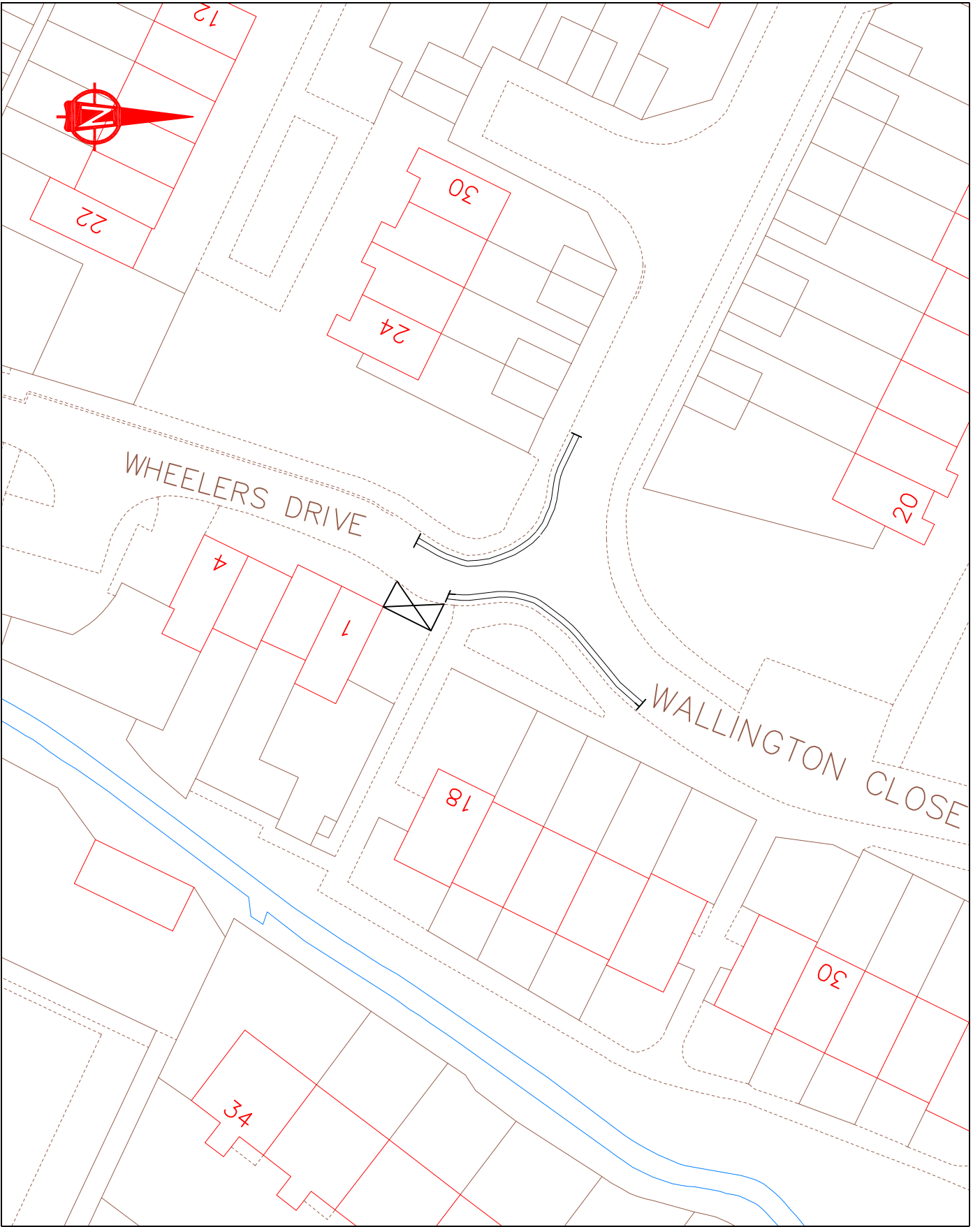
The Council’s power to make orders imposing waiting restrictions are set out in Part 1 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities’ Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489). If measures are recommended in a Cabinet report subsequent to this report, advice on the legal implications of such measures should be requested from legal services.

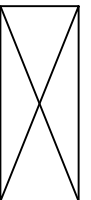
Officers have indicated in this report that the petition referred to was received during the statutory consultation period. Therefore the petition should be taken into account in the same way as other statutory consultation responses are taken into account. In considering the consultation responses, 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.

BACKGROUND PAPERS

Petition and covering letter received 26th May 2010.



Notes:



dropped kerb

Proposed 'At Any Time' waiting restrictions for 10 metres from each respective kerbline

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Project: Wheeler's Drive, Ruislip
Proposed waiting restrictions

Description

Scale	Drawn (Initials/Date)	Checked (Initials/Date)
1:500	MKR 12/09	
Project No.	Drawing No.	Rev.

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TWO PETITIONS RELATING TO THE CORE STRATEGY CONSULTATION

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Jales Tippell (tel. 01895 556763)
Papers with report	Two petitions received in July 2010

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that two petitions have been received in response to the Core Strategy public consultation which took place between June - July 2010.
Contribution to our plans and strategies	The request will be considered as part of the Core Strategy consultation responses.
Financial Cost	There are none associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Yiewsley and West Drayton

RECOMMENDATION

It is recommended that the Cabinet Member for Planning and Transportation notes the petition and:

1. instructs officers to make changes to the Core Strategy Key Diagram and Map 5.1 to clarify the areas for growth, and to add text to Table 5.3 which makes clear that growth in the Heathrow Opportunity Area will be focused on sustainable locations. These changes will form part of the revisions to the draft Core Strategy which are due to be considered by Cabinet at its meeting in November.
2. instructs officers to update the High Speed Two sections in the Core Strategy. This change will form part of the revisions to the draft Core Strategy which are due to be considered by Cabinet at its meeting in November.

INFORMATION

Reasons for recommendation

To ensure the Core Strategy consultation process helps to shape the content of the document, and that comments and recommendations by interested parties are accommodated where appropriate.

Alternative options considered / risk management

The Cabinet Member may decide not to instruct officers to make any further changes to the Core Strategy as a result of the petitions.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. Two petitions were received as part of the Core Strategy consultation process.
2. A petition of 194 signatures was submitted under the following terms:

We the undersigned object strongly to the widespread extension of the Heathrow Opportunity Area over the residential areas of West Drayton and much of Yiewsley and within this the designation of most of this area as being suitable for office and hotel development. We ask that:-

- (i) all commercial development and non-residential development be restricted to existing commercial areas
- (ii) all existing residential areas and estates in West Drayton be fully protected from any commercial development, transport hubs and infrastructure
- (iii) the plans and text of Hillingdon's Core Strategy be amended accordingly

The petition is from 'West Drayton and Yiewsley Residents' and was organised by Ms Janet Sweeting and Mr Ralph Dolbear.

3. 32 standard letters signed by individuals were also sent in response to the consultation and are being treated as a petition. The letters were submitted under the following terms:
 - i). The consultation period is too short; it does not allow local residents the time to adequately study the document and make informal comments.
 - ii). There has been very little publicity about the document in order to inform residents, and especially those in West Drayton what changes would take place to their communities if the Council approves the document.
 - iii). That designating the whole of West Drayton and much of Yiewsley as a Heathrow Opportunity Area must be revised as the majority of West Drayton and Yiewsley is currently residential with areas of Special Local Character and Conservation Areas included. Any Heathrow Opportunity Area must not be to the detriment of the local population and its way of life and environment. We ask that the Heathrow Opportunity Area be confined to those areas, which already have or have had business and/or industrial use.
 - iv). The plan states that the Council is not seeking views on HS2 as the proposed scheme, by the previous Labour Government, would come forward in phases from 2026, i.e. out of the scope of the current plan. However, this is now not the case as the present coalition government has plans to build HS2 to a much tighter timescale. Moreover, it is likely that the first phase will include the proposal to build a Heathrow Hub within the borough of West Drayton, possibly to be

completed by 2017. Therefore it is imperative that this section is rewritten in order that the residents in the areas most affected, and particularly West Drayton are given a chance to comment on this change of policy.

Given the poor publicity on issues such as the Heathrow Hub and The Heathrow Opportunity Area, the majority of the people in West Drayton and Yiewsley are currently totally unaware of the impact that these two issues will have to their quality of life and their environment. In order to ensure that proper and informed consultation is possible, we ask that the consultation document be revised to reflect the change of circumstance that the new government has brought. In addition, the Council should organise a series of meetings so that local residents can have their say, as well as producing a simple information leaflet for local residents in which the proposals are clearly spelt out. Without these steps the consultation must be viewed as significantly flawed.

The letters were also organised by Ms Janet Sweeting and Mr Ralph Dolbear.

4. Both petitions express concern about the 'Heathrow Opportunity Area' designation and the impact of this on Yiewsley and West Drayton.
5. The second petition additionally submits that the consultation period was too short and that the section on High Speed 2 (HS2) should be rewritten to reflect recent changes to the construction timetable.

Heathrow Opportunity Area

7. Opportunity Areas are a London Plan designation which boroughs are required to include in their Development Plan Documents (DPDs). Opportunity Areas (OA) are the capital's major reservoir of Brownfield land and a key spatial priority of the London Plan. They have been identified on the basis that they are capable of accommodating substantial new jobs and homes. Hillingdon is required to accommodate a proportion of 9,000 new jobs and 6750 new homes in the Heathrow OA to 2026; the period of Hillingdon's Core Strategy. The label of 'Heathrow' refers to the area (which extends outside Hillingdon's borough boundary) rather than the Airport. However the Airport is obviously a major economic factor and a source of many local jobs.
8. The Core Strategy covers broad issues including where and how the borough will accommodate new jobs and homes. It therefore indicates the general area of Hillingdon which falls within the OA designation, but does not suggest a defined boundary. This is because it is a high-level strategic document and detailed proposals will be brought forward through the Heathrow Area DPD, cross-boundary working with Hounslow and partnership working with the Greater London Authority and other interested parties. It will be subject to public consultation.
9. Yiewsley & West Drayton forms part of the Heathrow Opportunity Area. Table 5.3 of the Core Strategy sets out future growth for the Heathrow OA and identifies Yiewsley & West Drayton as suitable for regeneration opportunities through the new Crossrail station at West Drayton, the Grand Union Canal, mixed use development schemes, modern business accommodation, and improved public transport. It is important to include Yiewsley & West Drayton in the Heathrow OA so it can benefit from the inter-relationship of the area, for example access to new jobs, affordable homes, and better public transport links.

10. Detailed proposals for the area will be set out in a future Heathrow Area DPD; however there are no plans to intensify industrial or hotel uses in Yiewsley and West Drayton. The Council does not want industrial uses in residential areas and Policy E1 of the Core Strategy protects existing employment land for employment uses for this reason. In addition, development management policies control inappropriate development.
11. Policy E1 of the Core Strategy also manages the release of surplus industrial land. As part of the regeneration plan set out above (and in Table 5.3 of the Core Strategy), part of the Trout Road industrial site is identified as having potential for release for other uses. This could include mixed use schemes with modern business accommodation. Policy E2 of the Core Strategy proposes hotel growth for Uxbridge, Hayes and sites on the Heathrow perimeter. No hotel growth is planned for Yiewsley & West Drayton.
12. Areas of Special Local Character and Conservation Areas in Yiewsley & West Drayton are identified and protected in the Core Strategy through Map 7.1 and Policy HE1.
13. The Heathrow Opportunity Area covers an area of around 700ha. While neither the London Plan nor draft replacement London Plan shows the physical extent of the Opportunity Areas, some indicative working boundaries have been mapped in the London Plan Sub-Regional Development Framework West London 2006. The boundary will be refined through the Heathrow Area DPD and both the key diagram and Map 5.1 in the Core Strategy are intended to show the general areas for growth.
14. Yiewsley & West Drayton has been included in the area identified for office and hotel growth. This is misleading as it is meant to indicate the capacity of the existing employment areas within the Hayes-West Drayton corridor to accommodate new jobs, supported for example by new Crossrail stations. It is the likely source of concern surrounding the impact on Yiewsley & West Drayton of the Heathrow OA. Changes to the Key Diagram and Map 5.1 will therefore be made to clarify the areas for growth. An overarching sentence will be added to the beginning of Table 5.3 which makes clear that growth in the Heathrow OA will be focused on sustainable locations such as town centres, existing employment areas and sites with good access to public transport.

Consultation period

- The consultation period is too short, it does not allow local residents the time to adequately study the document and make informal comments.
15. The minimum requirements for community involvement in the plan making process are set out in the Town and Country Planning (Local Development) Regulations 2004 (as amended). The current stage is Regulation 25: Public Participation in the preparation of a development plan document (DPD). Whilst Regulation 25 does not specify a particular time period for representations, Hillingdon's Statement of Community Involvement (SCI) adopted in November 2006 sets out a minimum of six weeks for public consultations for each of the stages in the plan making process. In line with previous consultations on the Core Strategy, a six week consultation period was carried out for the draft Core Strategy to be consistent with Hillingdon's SCI.
 - There has been very little publicity about the document in order to inform residents, and especially those in West Drayton what changes would take place to their communities if the Council approves the document.

16. Involvement of the public and key stakeholders in preparing the Core Strategy Consultation Draft has followed the approach set out in the Council's Statement of Community Involvement (SCI). Various publicity methods were used with the aim of raising awareness of the LDF and informing as many people as possible. These are summarised below:
17. Consultation on the draft Core Strategy was publicised on a number of different pages on the Council website; on Horizon; in press notices in Hillingdon Leader, Gazette series and London Gazette; by audio advertisement in Hillingdon Talking Newspaper for the visually impaired, through an article in Hillingdon People; and at the libraries, One-stop-shop, schools and GP surgeries which were provided with a poster to further publicise the consultation and public drop-in sessions.
18. The consultation documents were available for viewing and comment at all borough public libraries, Hayes One Stop Shop and Planning Information Services at the Civic Centre. Public exhibitions were also set up at Uxbridge Library and Planning Information Services at the Civic Centre.
19. A number of drop in sessions for the general public were held at Ruislip Manor Library, Hayes Library and Planning Information Services. Drop in sessions were also held for Council Members and residents' associations/community groups.
20. A number of events and meetings were attended by officers to raise awareness and encourage discussion about the consultation documents, including the:
 - Mobility Forum
 - Hayes Partnership
 - Youth Council
 - Disabilities Assembly
 - Local Strategic Partnership Executive
 - Equalities and Diversity Forum
 - Residents Planning Forum
 - Older Peoples Assembly
 - Member Briefing
 - Hillingdon Chamber of Commerce
 - Residents' Environmental Services Policy Overview Committee (RESPOC)
 - The council's Organisational Management Group (OMG)
21. Approximately 3,000 letters and emails were sent to various groups and individuals, inviting comments on the consultation documents. The letters included a brief summary about the documents, where to view the documents and how to provide comments. Relevant groups were also invited to a meeting and provided with a CD Rom.
22. People were invited to comment online, by email, by completing a Consultation Response Form, by letter or fax.

High Speed 2

- The plan states that the Council is not seeking views on HS2 as the proposed scheme, by the previous Labour Government, would come forward in phases from 2026, i.e. out of the scope of the current plan. However, this is now not the case as the present coalition government has plans to build HS2 to a much tighter timescale. Moreover, it is likely that the first phase will include the proposal to build a Heathrow Hub within the borough of West Drayton, possibly to be completed by 2017. Therefore it is imperative that this section is rewritten in order that the residents in the areas most affected, and particularly West Drayton are given a chance to comment on this change of policy
23. Currently the High Speed Rail 2 (HS2) route is only indicative. The coalition government has put back the public consultation on HS2 until early 2011 in order to do further work on the Heathrow connection. The Mawhinney Review, published in July 2010, investigated potential HS2 connections to Heathrow Airport. It concluded that a 'Heathrow Hub' would be too costly for the government to pursue. Until the outcome of the Government's consultation is available, issues like the final route, phasing and connections will remain uncertain.
24. The public consultation will be an opportunity for everyone with an interest to find out more about the proposals and to put forward their views. The London Borough of Hillingdon will assess the impacts on the borough and local residents and will look closely at mitigation of local impacts. The Council will work with local residents and in partnership with other organizations as part of the consultation process.
25. The Core Strategy consultation says: "In principle, the Council is supportive of high speed rail. However, this support will be very much conditional upon climate change objectives and local community aspirations being met. The Council will not support any proposals that could lead to an increase in demand for flights from Heathrow, an increase in road congestion or significant adverse local environmental impacts." This remains the Council's position.
26. It is proposed to update the HS2 section in the Core Strategy to reflect the direction taken by the coalition government, and to strengthen the wording to reflect the Council's intention to mitigate local impacts and expectation of an integrated approach to public transport. It is also proposed to similarly update paragraph 9.27 in the Transport chapter. However, it would be pre-emptive to include any details of the route or phasing at this stage.

Financial Implications

There are none associated with the recommendations in this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

Greater clarity in the Core Strategy and for local residents on issues of growth affecting their local area.

Consultation Carried Out or Required

Public consultation will be carried out, in line with the Council's Statement of Community Involvement, on the changes to the Core Strategy early in 2011.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and is satisfied that there are no financial implications associated with the recommendations in this report.

Legal

Section 15 of the Planning and Compulsory Purchase Act 2004 places a statutory duty on a Council to prepare and maintain a Local Development Scheme ("the Scheme"). The Scheme will specify those documents which are Development Plan Document ("DPD"). Regulation 7 of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended) ("the 2008 Regulations) states that the Core Strategy will be a DPD.

When preparing the Core Strategy, the Local Planning Authority must comply with the consultation requirements found in the 2008 Regulations, specifically Regulation 25 relating to the Public participation in the preparation of the DPD and also the revised PPS 12 (Local Spatial Planning) which sets out government policy on Local Development Frameworks, of which the Core Strategy is a fundamental document. The UK government has signed up to the UNECE Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (the Århus Convention). Article 7 states:

"Each Party shall make appropriate practical and/or other provisions for the public to participate during the preparation of plans and programmes relating to the environment, within a transparent and fair framework, having provided the necessary information to the public."

In compliance with UNECE Convention, PPS 12 states that the Council must produce a Statement of Community Involvement ("SCI") which should follow these principles. The involvement of the public in preparing the Core Strategy must follow the approach set out in the SCI, which the Council adopted in November 2006.

This includes the duty to consult with specific and general consultation bodies, the requirement to place an advertisement in the newspaper and the general duty to comply with the Council's SCI.

The 2008 Regulations require that any representation received must be fully considered by the decision maker, including those which do not accord with the proposals.

BACKGROUND PAPERS

Petitions received in July 2010.

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