



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 21 MARCH
2012

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

**This agenda and associated
reports can be made available
in other languages, in braille,
large print or on audio tape.
Please contact us for further
information.**

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling

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.

Published: Tuesday, 13 March 2012

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?CId=252&Mid=1026&Ver=4>

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INVESTOR IN PEOPLE

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

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.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
3	7pm	Great Benty - Petition requesting the removal of grassed verges to be replaced with parking bays.	West Drayton	1 - 6
4	7pm	Charville Lane and Grosvenor Avenue: Petition requesting traffic calming measures	Charville	7 - 12
5	7.30pm	Long Drive - Petition requesting additional traffic calming measures.	South Ruislip	13 - 18
6	8pm	Northwood High Street - Petition requesting a residents' parking scheme	Northwood	19 - 24
7	8pm	Candover Close - Petition requesting a residents' parking scheme.	Heathrow Villages	25 - 30
8	8.30pm	Airdrie Close & West Quay Drive - Petition requesting to 'stop up' adopted public footpath.	Yeading	31 - 60

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GREAT BENTY, WEST DRAYTON – PETITION REQUESTING THE REMOVAL OF THE GRASSED VERGES TO BE REPLACED WITH PARKING BAYS.	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Danielle Watson Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition of 32 signatures has been received from residents of Great Bentley requesting the removal of the grassed verges to be replaced with parking bays.
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Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	West Drayton
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RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their request for removal of grass verges to be replaced with parking bays.
2. Subject to the outcome of the discussions with petitioners, asks officers to carry out a parking stress survey in Great Bentley and report back to the Cabinet Member before considering any further actions.

INFORMATION

Reasons for recommendation

To investigate in further detail the request of petitioners.

Alternative options considered / Risk Management

These can be identified from the discussions with the petitioners.

Policy Overview Committee Comments

None at this stage

Supporting Information

1. A petition with 32 signatures has been received from residents living in Great Benty, West Drayton which represents 32% of households in this part of the road under the following heading:

'We the undersigned would like Hillingdon Borough Council to improve parking conditions in Great Benty, West Drayton, Middlesex. We would like the grass areas to be replaced with parking bays.'

2. Great Benty is a residential road within the West Drayton area. The location is shown on the plan attached as Appendix A to this report. Great Benty has a carriageway width of approximately 5.4 metres and parking is unrestricted on either side. Some residents have had their kerbs dropped to provide access to off-street parking.

3. The petitioners have requested that the grass areas are replaced with parking bays, but the precise details of the petitioners' request is unknown. The Cabinet Member will be aware that there are no specific funds set aside to convert grass verges in this way, and the costs can be considerable as any such areas have to be designed to be sufficiently strong to stand vehicle loads. The Cabinet Member will also be aware that experience has shown in other areas across the borough that loss of 'green spaces' is not always popular with the local community.

4. It is therefore recommended that the Cabinet Member discusses in more detail with petitioners their concerns and subject to the outcome of these discussions asks officers to conduct a parking stress survey to establish parking trends. From the information collected it is suggested that options are developed to address residents' concerns and discussed with the Cabinet Member and his Ward Member colleagues.

Financial Implications

There are none associated with the recommendations to this report. However, if suitable options are identified to address residents' concerns, funding will need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in Great Benty, West Drayton

Consultation Carried Out or Required

None at this stage

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. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Corporate Property and Construction

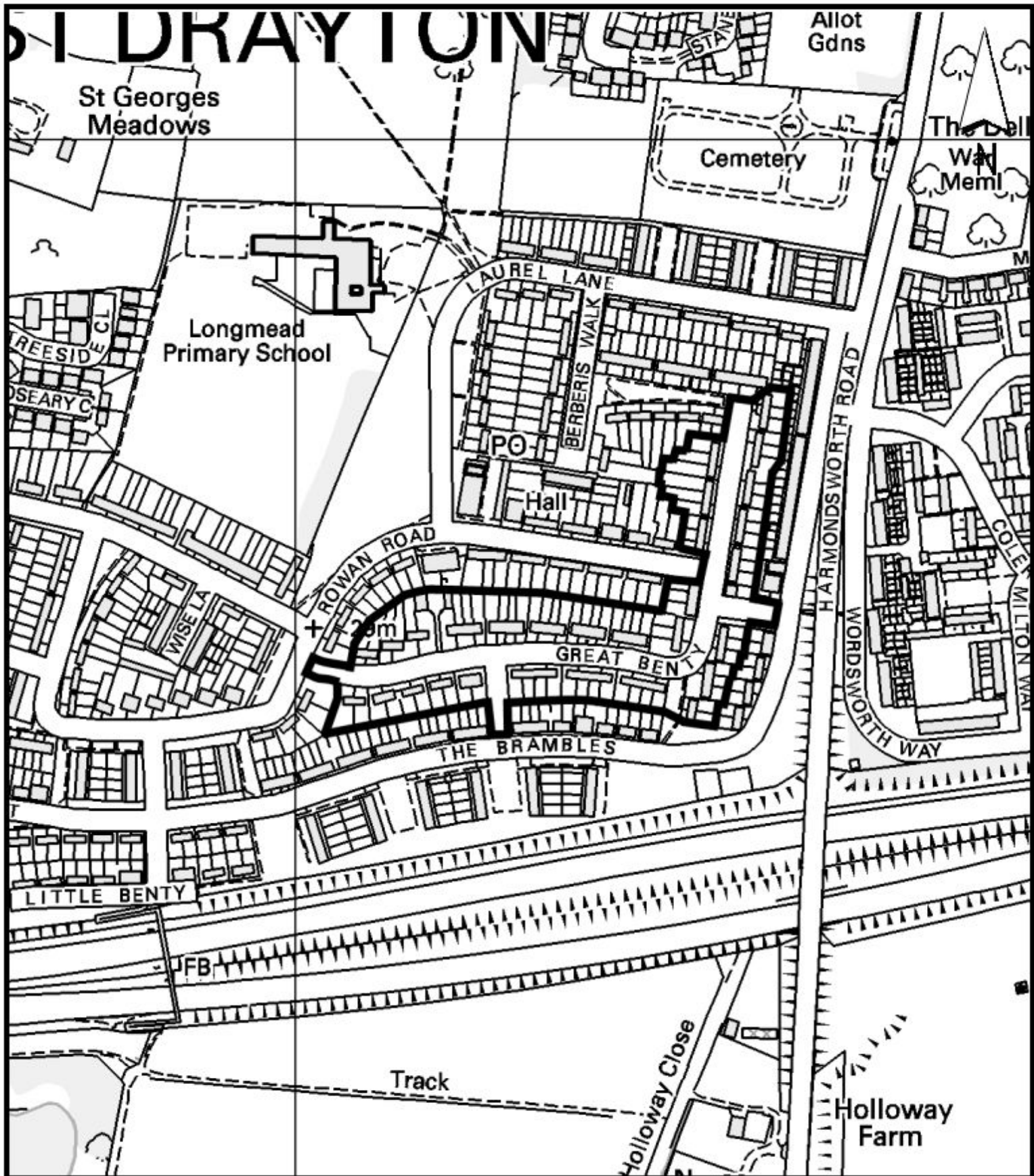
Corporate Property and Construction is in support of the recommendations in this report

Relevant Service Groups

BACKGROUND PAPERS

Petition received – 6th September 2011

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Great Benty, West Drayton

Appendix A

Date January 2012

Scale 1:4,000



Extent of Great Benty, West Drayton

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CHARVILLE LANE & GROSVENOR AVENUE, HAYES – PETITION REQUESTING TRAFFIC CALMING MEASURES	
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Cabinet Member(s)	Councillor Keith Burrows
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Cabinet Portfolio(s)	Planning, Transportation and Recycling
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Officer Contact(s)	Catherine Freeman Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition of 20 signatures has been received from residents requesting traffic calming measures on Charville Lane and Grosvenor Avenue
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Contribution to our plans and strategies	<ul style="list-style-type: none"> • Transport Strategy • Local Implementation Plan • Community Plan
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Financial Cost	There are no financial implications to this report
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Relevant Policy Overview Committee	Residents' & Environmental Services
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Ward(s) affected	Charville
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2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with the petitioners and considers their request for traffic calming measures on Charville Lane and Grosvenor Avenue**
- 2. Notes the ongoing works to develop proposals for traffic calming measures in Charville Lane**
- 3. Subject to (1) asks officers to include this request on the Council's Road Safety Programme for further investigation and the development of possible options**
- 4. Subject to (1) instructs officers to liaise with the Police and local Safer Neighbourhoods teams to investigate and if appropriate undertake some local enforcement**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions

Alternative options considered / risk management

These can be discussed in greater detail with petitioners

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 20 signatures has been submitted to the Council under the following heading *"We, the undersigned, are extremely fearful for the safety of pedestrians and other motorists due to the speed at which vehicles travel along Charville Lane and Grosvenor Avenue. This has created a rat-run on our estate that is unsafe for all concerned. We have submitted petitions in the past to no avail. We once again call on the Cabinet Member for Planning, Transportation [and Recycling] to take our concerns seriously and to install traffic calming measures to assist in tackling the speeding that takes place along these roads"*.
2. A plan showing the location of Charville Road and Grosvenor Avenue is attached as Appendix A to this report. These are predominately residential roads which form an indirect link between Uxbridge Road and Kingshill Avenue via Pole Hill Road.
3. As the Cabinet Member will be aware, the Council received a petition with 187 signatures from local residents in November 2008 concerning the speed and volume of vehicles using Charville Lane, Langdale Drive and Grosvenor Avenue.
4. The Cabinet Member will also recall hearing a petition at Charville Primary School in November 2011, at which school pupils and staff made suggestions for traffic calming measures in Charville Lane.
5. Following the earlier petition, the Council has undertaken surveys and is currently developing proposals to improve road safety in the area. However, it is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their continuing concerns with speeding traffic and endeavour to determine options that officers could include in their current investigations as part of the Road Safety Programme, that may have the support of residents, the emergency services and bus operators.
6. The Cabinet Member will also be aware that officers often liaise with the Safer Neighbourhood Teams (Metropolitan Police Service) and it is therefore suggested that input be sought from the Safer Neighbourhood Team responsible for the Charville Ward who have signed this petition.

Financial Implications

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are

introduced in Charville Road and Grosvenor Avenue, a budget will need to be identified but the cost will not be known until the final details have been agreed.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

5. 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 and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed

Corporate Property and Construction

There are no property or construction implications at this stage.

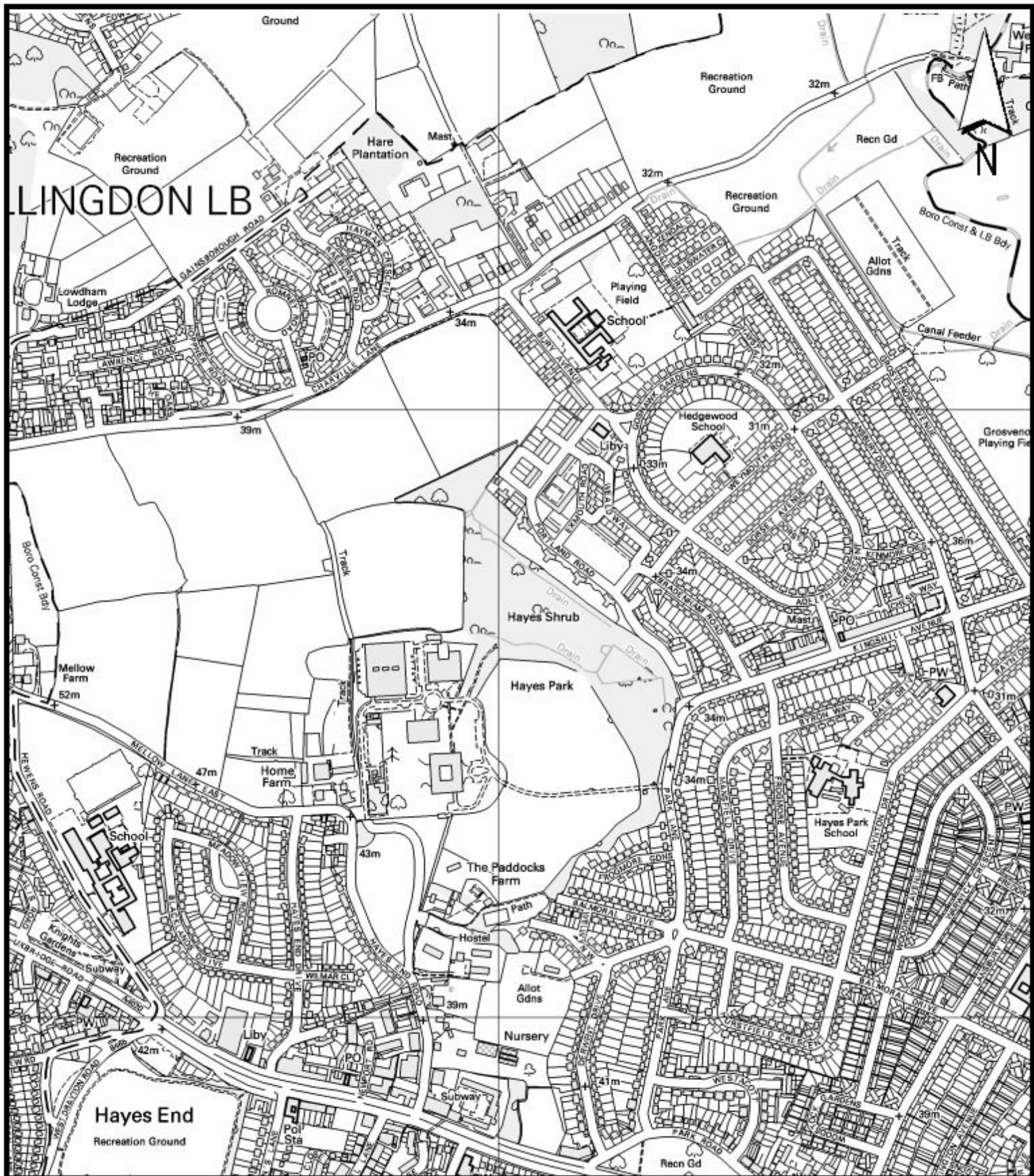
Relevant Service Groups

None at this stage

6. BACKGROUND PAPERS

- Petition requesting a traffic calming scheme and parking controls on Charville Lane, Langdale Drive & Grosvenor Avenue, Hayes, received February 2008
- Petition requesting traffic calming measures on Charville Lane and Grosvenor Avenue, received October 2011

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Grosvenor Avenue and Charville Lane area plan

Appendix A

Date March 2012

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TITLE: LONG DRIVE, RUISLIP - PETITION REQUESTING ADDITIONAL TRAFFIC CALMING	
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Cabinet Member	Cllr Keith Burrows
Cabinet Portfolio	Planning, Transportation & Recycling
Officer Contact	Caroline Haywood Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member of a petition requesting the raised tables installed in Long Drive, Ruislip are extended along the rest of the road.
Contribution to our plans and strategies	The request can be considered as part of the strategy for on street parking controls and 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	South Ruislip

RECOMMENDATION

That the Cabinet Member:

- 1. Considers the petitioners' request and discusses with them in detail their concerns with speeding;**
- 2. Asks officers to conduct a 24 hour / seven day speed and volume survey in the section of Long Drive between Queens Walk and The Fairway and report back to the Cabinet Member and Ward Members:**
- 3. Subject to the concerns raised by petitioners and the results of the survey, asks officers to investigate possible options under the Road Safety Programme when resources permit.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss in detail with petitioners their concerns. The success of traffic measures which address speeding are largely acceptable to local residents. These can

be identified with petitioners for further detailed investigation by officers within the Road Safety Programme.

Alternative options considered / risk management

These can be discussed with petitioners.

Comments of Policy Overview Committee(s)

Supporting Information

1. A petition with 34 signatures has been submitted to the Council from the residents of Long Drive between Queen's Walk and The Fairway, Ruislip in the form of a standard letter signed by each household and returned to the lead petitioner. The petition heading is as follows '*...to make our road a safer place by hopefully extending the speed bumps further up Long Drive.*'
2. Long Drive is a residential road situated within South Ruislip Ward. The road may be effectively divided into two sections at Queen's Walk. The northern section between Field End Road and Queen's Walk has three raised tables which were installed in March 2011 following requests from residents concerned with road safety. The southern section of Long Drive between The Fairway and Queens Walk, where the majority of the householders who signed the petition live, has no physical traffic calming measures, but is within the South Ruislip Parking Management Scheme. A plan of the area is shown on Appendix A.
3. The police reported personal injury accident data records for the 36 month period ending January 2012 shows there have been one accident in Long Drive between The Fairway and Queen's Walk. The accident involved a lone motorcycle, who lost control in wet weather.
4. Funding for traffic calming schemes where there is a high level of accidents is generally supported by Transport for London (TfL). The case for traffic calming measures can be supported by accident data and one of the standard criteria is six or more police reported personal injury accidents at the site of the proposed scheme. Long Drive with one slight personal injury accident therefore does not meet these criteria.
5. The Cabinet Member will, however, be aware that the Council's Road Safety Programme is a special capital budget, which the Council has available to implement measures where there are lower numbers of recorded accidents, and the programme can accommodate schemes developed with the benefit of local input. All schemes and funding is agreed by the Cabinet Member.
6. It is suggested therefore that the Cabinet Member discusses with the petitioners their specific concerns with road safety and endeavours to determine options that officers could investigate in detail as part of the Road Safety Programme.
7. The section of Long Drive between Queen's Walk and The Fairway benefits from a parking management scheme. This has resulted in less cars being parked on Long Drive which may have resulted in increased vehicle speeds. However should measures be identified residents will need to appreciate that they may be at the expense of some parking.
8. The Cabinet Member will be aware that in similar requests in the past, he has instructed officers to undertake an independent 24 hour, 7 day traffic speed and volume survey and depending on the results determines the case for further studies.

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

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 and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property & Construction

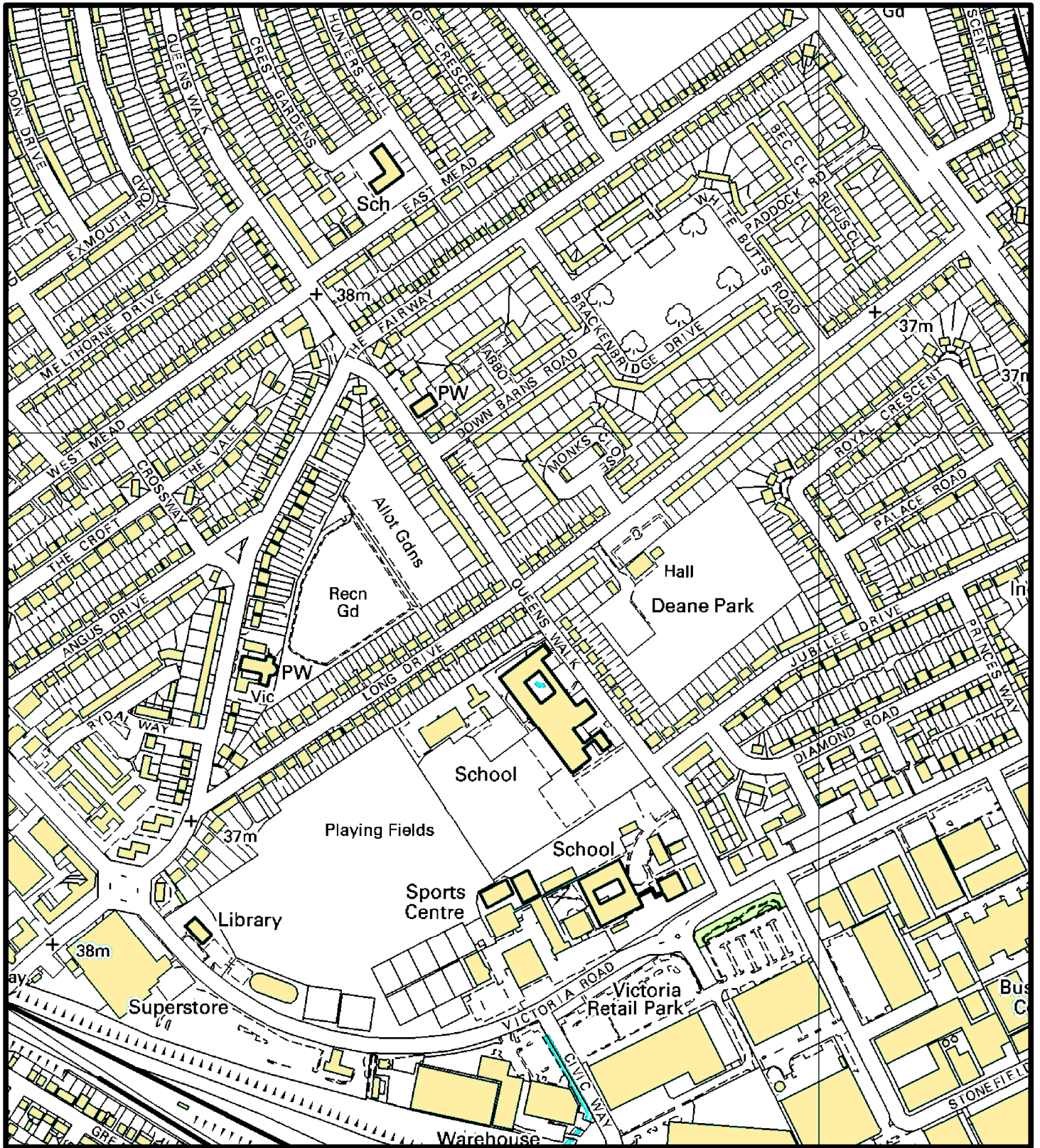
Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

BACKGROUND PAPERS

Petition received: 19th September 2011

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Area plan

Appendix A

Date March 2012

Scale N.T.S



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HIGH STREET, NORTHWOOD – PETITION REQUESTING A RESIDENTS’ PARKING SCHEME	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Danielle Watson Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents living in Northwood asking the Council to introduce ‘resident only parking’ in High Street, Northwood.
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Contribution to our plans and strategies	The request can be considered in relation to the Council’s strategy for on-street parking controls.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	Northwood
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RECOMMENDATION

That the Cabinet Member;

- 1. Meets and discusses with petitioners their concerns with parking in High Street, Northwood.**
- 2. Subject to the outcome of the discussions with petitioners and if appropriate, asks officers to add the request to the Council’s overall parking programme so consultation can be carried out on a parking scheme when resources permit.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns

Alternative options considered / Risk Management

None at this stage, as residents have requested a residents parking scheme. However, further options could arise from the discussion with petitioners.

Policy Overview Committee comments

None at this stage

Supporting Information

1. A petition with 40 signatures has been received from residents of Northwood under the following heading:

'We, the undersigned request that Hillingdon Council consider adopting High Street, Northwood into the residents' parking scheme'.

Of the signatures received, 22 were from residents of High Street, Northwood whilst the rest appear to be from residents of nearby roads.

2. High Street, Northwood forms part of the A4125 and is a mixture of residential properties which are mainly located on the west side of the road and commercial properties to the east side of the road with some residential accommodation above. The location of High Street Northwood is attached as Appendix A to this report. In front of the businesses there are parking areas inset into the footway that provides parking between Monday to Friday, 8am – 6.30pm to a maximum stay of 2 hours. Many of the residential properties in the High Street have had dropped kerbs constructed to provide access to off-street parking.

3. High Street, Northwood is one of Hillingdon's main distributor roads served by two bus routes, the 282 and H11, and is part of the emergency services route network. The High Street is on the periphery of the existing Northwood Parking Management Scheme that is operational Monday to Friday 1pm - 2pm and benefits from many local amenities including local shops, schools, and places of worship which is why it could be an attractive place for non-residents to park. It should be remembered however, that if the High Street were included in an extension to the existing Northwood Parking Management Scheme by law every section of road is required to be marked with either parking places or yellow lines.

4. The Cabinet Member will be aware there is a heavy programme of parking schemes and recently has considered reports for the completion of the current parking scheme programme. Following discussions with the petitioners, the Cabinet Member could decide a scheme for High Street, Northwood can be added to future parking scheme programme.

5. It is therefore recommended that the Cabinet Member meets and discusses with petitioners their concerns and subject to the outcome asks Officers to add the request to the Council's overall parking programme so consultation can be carried with local residents and businesses of High Street, Northwood. However, should the Cabinet Member agree with the recommendations laid out in this report, an informal consultation will show the level of support for a resident parking scheme in the High Street whilst at the same time giving those most affected an opportunity to comment on parking proposals. It is the Council's practice not to introduce controlled parking schemes if they do not receive the support of those most affected.

Financial Implications

There are none associated with the recommendations in this report. However if subsequently the Council were to consider the introduction of a parking scheme in High Street, Northwood suitable funding opportunities will be identified to fund the consultation and subsequent implementation.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in High Street, Northwood.

Consultation Carried Out or Required

None at this stage

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 and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of the Council's on street parking strategy and a consultation be carried out when resources permit there will need to be consideration of the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report.

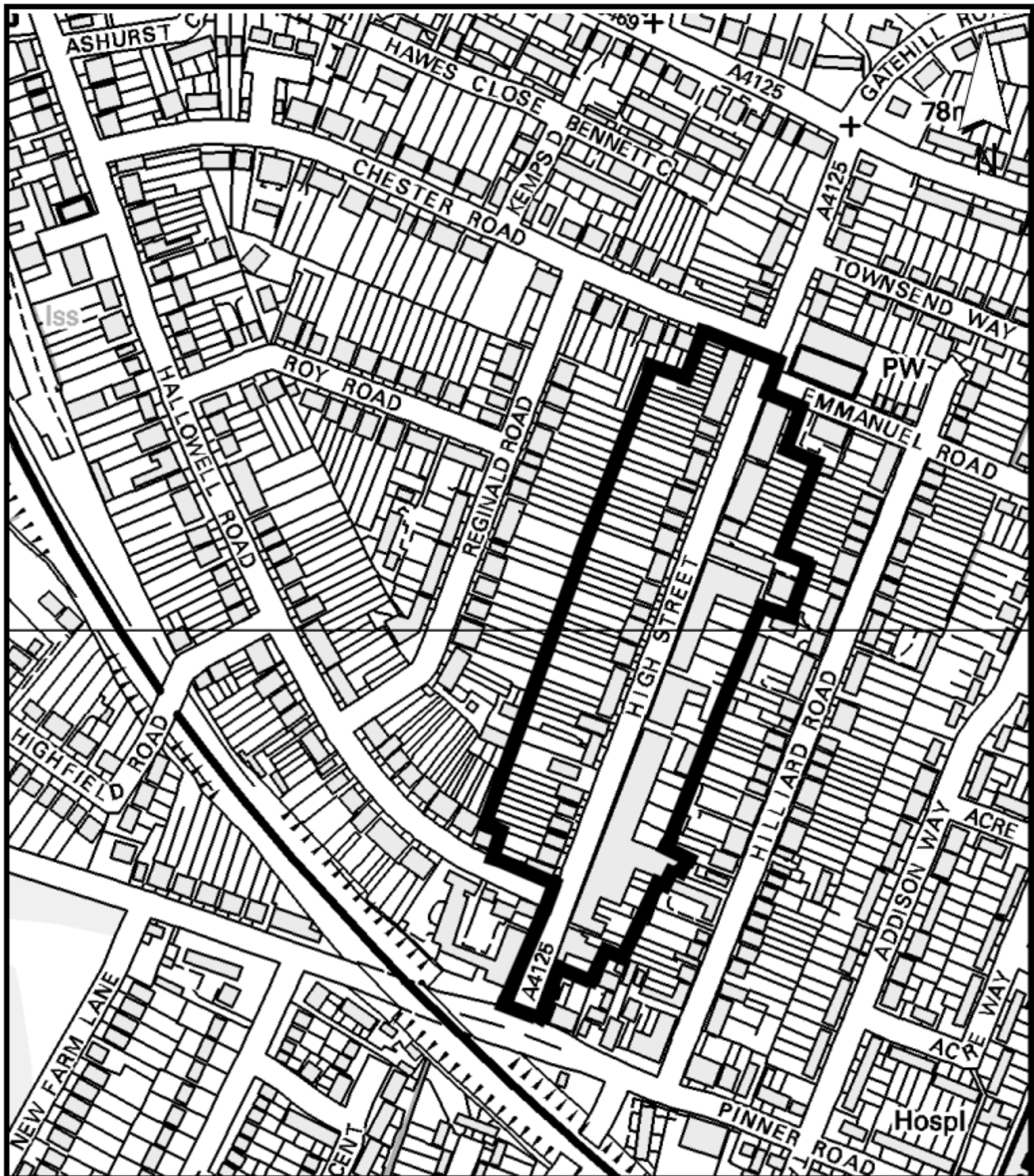
Relevant Service Groups

None

BACKGROUND PAPERS

Petition received – 26th September 2011

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High Street, Northwood

Appendix A

Date February 2012

Scale 1:3,500



Extent of High Street, Northwood

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CANDOVER CLOSE, HARMONDSWORTH – PETITION REQUESTING A RESIDENTS PARKING SCHEME	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Danielle Watson Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents living in Candover Close, Harmondsworth asking the Council to introduce 'resident only parking' in their road. This request can be considered in relation to the Council's programme for the introduction of managed parking schemes.
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Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	Heathrow Villages
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RECOMMENDATION

That the Cabinet Member;

- 1. Meets and discusses with petitioners their concerns with parking in Candover Close, Harmondsworth.**
- 2. Subject to the outcome of the discussions with petitioners, asks officers to include the request in a subsequent review of the Heathrow Parking Management Scheme.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate to include Candover Close in a subsequent review of the Heathrow Parking Management Scheme.

Alternative options considered / Risk Management

None at this stage

Policy Overview Committee comments

None at this stage

Supporting Information

1. A petition with 35 signatures has been received from residents of Candover Close, Harmondsworth, which represents 54% of household in the road under the following heading:

'We the undersigned wish to apply for residents parking in Candover Close, Harmondsworth. Parking within the Close has become almost impossible at times, it is a potential hazard to emergency vehicles and residents alike.'
2. Candover Close is a residential cul-de-sac situated east of Hatch Lane, Harmondsworth with 39 properties. Attached as Appendix A is a plan indicating the location of Candover Close.
3. In December 2006 residents of Candover Close were consulted on options to control parking in their road as part of a previous review of the Heathrow Parking Management Scheme. Responses received during this consultation indicated little support to change parking arrangements in their road. However, the Cabinet Member will be aware, it has often become apparent where parking schemes have been introduced that adjoining roads that do not perhaps suffer unduly from non-residential parking decide not to be included. The Heathrow Parking Management Scheme has been extended over the years and following inclusion of nearby roads, residents may now be experiencing parking transfer and therefore have approached the Council to part of a scheme.
4. Candover Close currently has a footway parking exemption which was requested in a petition from residents in January 1997, as a result parking enforcement has been suspending pending installation of a formal scheme. There have recently been proposals for 'at any time' restrictions on the junction, however objections have been received to these proposals which will be reported to the Cabinet Member in a separate report for his consideration.
5. It is therefore recommended that the Cabinet Member meets and discusses with petitioners their concerns and subject to the outcome asks Officers to add the request to the subsequent review of the Heathrow Parking Management Scheme.

Financial Implications

There are none associated with the recommendations in this report. However if subsequently the Council were to consider the introduction of a Parking Management Scheme in Candover Close as requested, an allocation would be required from a surplus of the Parking Revenue Account to fund the consultation and subsequent implementation.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in Candover Close, Harmondsworth.

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. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of the Heathrow Parking Management Scheme there will need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report

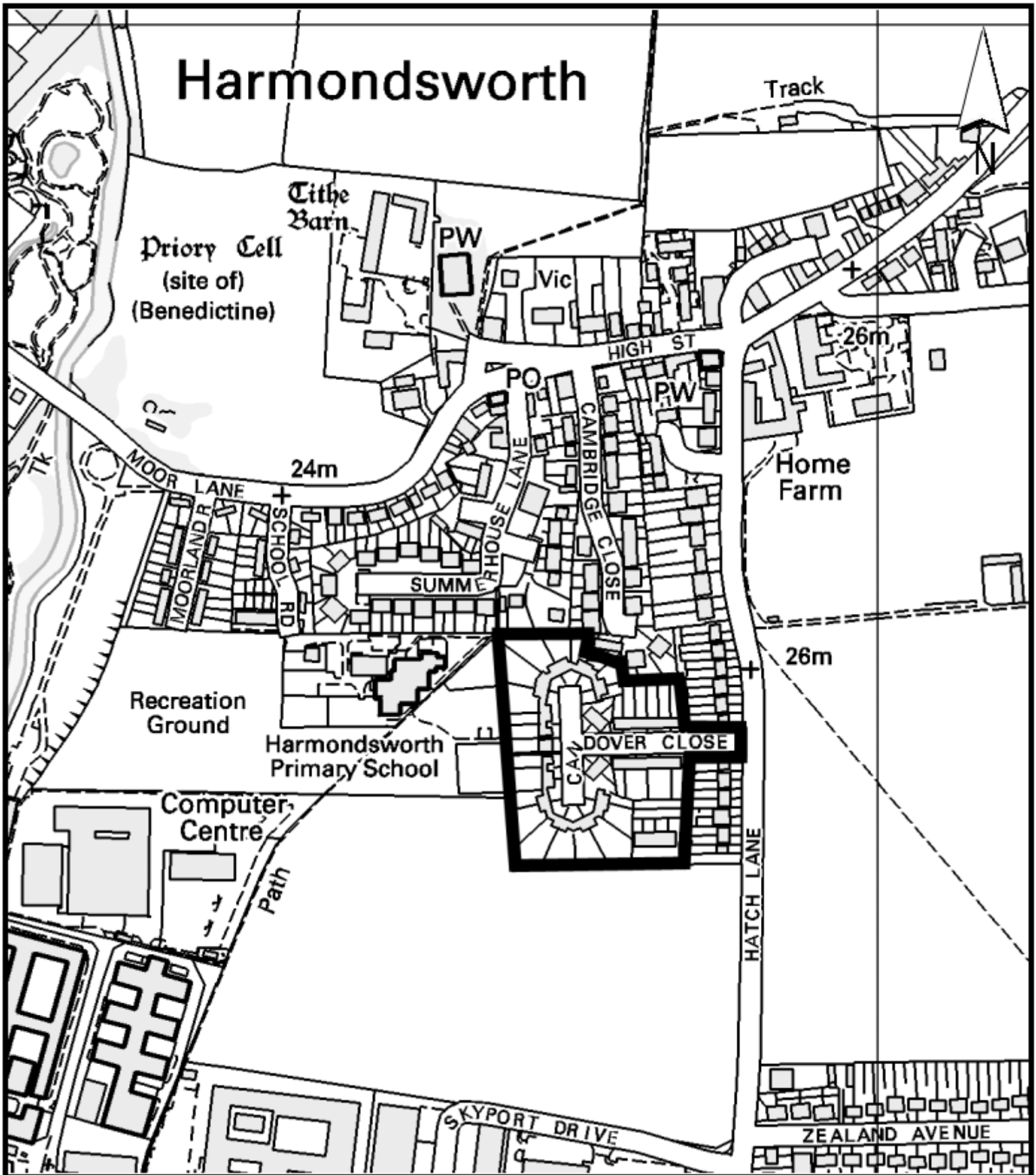
Relevant Service Groups

BACKGROUND PAPERS

Petition received – 14th November 2011

Petition received – January 1997

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Candover Close, Harmondsworth

Appendix A

Date January 2012

Scale 1:4,000



Extent of Candover Close, Harmondsworth

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AIRDRIE CLOSE & WEST QUAY DRIVE, YEADING - PETITION REQUEST TO 'STOP UP' ADOPTED PUBLIC FOOTPATH

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	John Fern Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a Petition has been received asking for the adopted public footpath that runs between Airdrie Close And West Quay Drive, Yeading to be 'stopped up'.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme
Financial Cost	Approximately £200 for consultation. There would be substantial additional costs involved to 'stop up' the highway.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Yeading

RECOMMENDATION

That the Cabinet Member;-

1. **Meets and discusses with petitioners their request for the adopted public footpath to be 'stopped up'.**
2. **Subject to the outcome of 1 above, considers the Petitioners request together with the advice given in the report by Officers and the Councils Legal Team and instructs Officers to carry out an informal consultation with residents to establish a wider residential view and report the results to the Cabinet Member.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member the opportunity to discuss with the petitioner the concerns over the Council's legal obligation as the Highway Authority to protect the rights of the public to use the adopted public highway.

Alternative options considered

There are no alternatives to consider as the Council will have taken all appropriate steps to ensure that the views of all persons who may be affected by a decision have been consulted before taking the appropriate action.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A Petition with 32 Signatures was submitted to the Council under the following heading *“Residents petition to keep the footpath between 7 & 8 Airdrie Close, Yeading fenced off”*.
2. The Glencoe Estate was developed in around 1995 and Airdrie Close was adopted in early 1996 together with a footpath that joins Airdrie Close with West Quay Drive. Other such footpaths throughout the estate were also adopted at the same time.
3. The footpath has a tarmac surface and street lighting at the Airdrie Close end and was constructed to provide residents in various roads and closes on the Glencoe Estate access to West Quay Drive and Marina Approach together with the Marina’s with residential moorings and restaurant.
4. It is understood that at some time in the past, due to anti social behaviour along the path, residents erected a wooden fence across the path thereby blocking its use to the public.
5. In April 2011 the Council received correspondence from Solicitors on behalf of the lead Petitioner asking for the footpath to be ‘stopped up’. This was to enable the lead petitioner who lives adjacent to the footpath to purchase the land and incorporate it within his property.
6. The Council replied at that time that they did not wish the footpath to be stopped up and thanked the writer for bringing the matter of the obstruction to the Council’s attention. They said that every effort would be made to re-open the path as they have a duty to protect the rights of the public to the use and enjoyment of any highway. The overgrowth would be cut right back which would open up the way and make it safe and accessible.
7. In July 2011 the Council has also received a letter of support for the stopping up of this footpath from John McDonnell the Member of Parliament for Hayes & Harlington a copy of which is attached at Appendix A.
8. Although this footpath has been blocked by residents there is prima facia evidence of use in the past. Officers were of the view that the footpath is necessary and should be retained for the benefit of the wider public. The footpath is a convenient route which links the estate roads to the north of the footpath to West Quay Drive, Marina Approach and the Marina with its residential moorings and restaurant.
9. The Petition Hearing was heard at the Civic Centre on 12th October 2011. At the hearing the petitioner voiced that the matter had been presided over by a Council Committee some years earlier however he was not in possession of any exact details at that time. The Cabinet Member asked that officers investigate the history to the petitioners claims and that the petition be re-submitted to a future hearing once this information has been received

10. Following the hearing officers investigated the history to the petitioner's claims and a search was conducted of Council records however no trace of any formal request to 'stop up' the footpath could be found. The petition was therefore re-submitted to a future petition hearing on 22nd February 2012.
11. The Petition Hearing was heard at the Civic Centre on 22nd February 2012. At the hearing the petitioner was informed of the fact that no trace of any Committee Minutes had been found relating to the matter.
12. The petitioner presented the Cabinet Member with a letter from the Council dated 2nd November 1998 showing that the matter was to be presided over at the Environmental Committee on 15th December 1998. Following this further information the Cabinet Member asked that officers investigate this further and that the petition be re-submitted to the next petition hearing in March 2012.
13. Investigation by officers has found that following a report by officers to the Environmental Committee held at the Civic Centre on 15th December 1998 listing residents concerns about this footpath in Airdrie Close and listing it within paragraph 16.5 of their report the Committee resolved that – 'when funds become available, approval be given to initiate the formal closure procedure for the footpaths listed in paragraph 16.5 of the officers report'.
14. Following this new information being brought to light officers have now obtained further Legal advice on the matter. There are three options available to the Council: -
- a) Start procedures through the Courts to stop up the adopted public highway. This could leave the Council open to criticism and possible Judicial Review on the grounds that it is not reasonable to do so until all relevant considerations have been taken into account. The decision would be based on the view of those in the Petition and not the wider public who may be affected The Committee Report previously authorising the stopping up was based on evidence dating back to 1998 and not that of the present time. The views of the owner of the land would also not have been sought. Given the lapse in time since the previous committee report, it is reasonable for the Council to look at the matter afresh taking into account all relevant considerations now in play.
 - b) Take action to open up the footpath. Once again this could leave the Council open to criticism and possible Judicial Review on the grounds that it is not reasonable to do so until all relevant considerations have been taken into account. It is important that the views of the land owner and the wider community are consulted on before taking these steps particularly in light of the fact that the highway has been blocked for a considerable amount of time.
 - c) Consult with the land owner and all the residents who would be affected by any decision and based on the results of the consultation, advise the Cabinet Member to direct that officers should either take the necessary steps to open up the footpath OR to take the necessary action to instigate the procedure to 'stop up' the adopted public highway – this would ensure that the wider public are consulted together with the owner and utility companies. The results would be up to date and the Council will have taken everything into account and be able to make an informed decision.
15. As a result officers are of the opinion that option c) above would ensure that everything has been taken into account when considering this matter and that the Council will have acted correctly and reasonably in determining the matter.

Planning

There are no planning issues.

Safety, Security and Crime

There is no evidence of any anti-social behaviour on this footpath. The footpath when re-opened will be cleared back to ensure it is safe and accessible. The Local Safer Neighbourhood Officers will also be informed.

Financial Implications

The financial implications of consultation can be met from existing highways budgets. Should the decision be taken to re-open the footpath and undertake clearance of undergrowth then this can also be met from existing highways budgets; However there is no identified budget for 'stopping up' the highway, and therefore a budget would need to be identified and any necessary approval processes undertaken to allocate it if this is undertaken.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The decision will have taken into consideration the views of all residents who may be affected and the Council will have carried out its statutory duty to assert and protect the public's right to use adopted public highway.

Consultation Carried Out or Required

No consultation required.

CORPORATE IMPLICATIONS

Legal

The Council has various powers to stop up an adopted public highway. In this particular case, the Council would have to apply to the Magistrates Court for an order to stop up the footpath in accordance with Section 116 of the Highways Act 1980. In deciding whether or not to 'stop up' the way the Court would need to be satisfied that the way was 'unnecessary' for public passage. This report shows that officers are able to demonstrate that they will have taken all appropriate action to ensure that the views of the public have been taken into consideration and that the Cabinet Member will be able to make an informed decision in line with Section 116 of the Highways Act 1980.

Following the informal consultation exercise, should the Council decide to apply to the Court to stop up the highway, officers should obtain further legal advice as to the procedures to be followed and in particular the requirements for formal statutory consultation.

BACKGROUND PAPERS

Appendix A

Plan
Photographs of the footpath

FROM: JOHN NEWSON
Senior Project Engineer
Engineering Consultancy

TO: RICHARD FARRANT
Divisional Director
Highway Management

EXTN: 3684

Location: 4 East. C.Centre

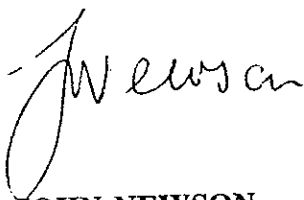
MY REF: JN/1.06

DATE: 29 February 1996

SECTION 38 AND 104 WORKS

I enclose for your information a list of schemes which were adopted as from 1 March 1996.

A copy of the adoption drawings has been sent to both David White and Denise Westlake, for the updating of the Highways Register.



JOHN NEWSON
Senior Project Engineer
Engineering Consultancy

Copies to: David White (4E)
Denise Westlake (3W)
Jeannine Rodmell (4E)
David Fishlock (3S)
John Clavin (3E/13)

enc. 1996/2

(JN-Sect.38)

ADOPTION OF ROADS AND/OR SEWERS

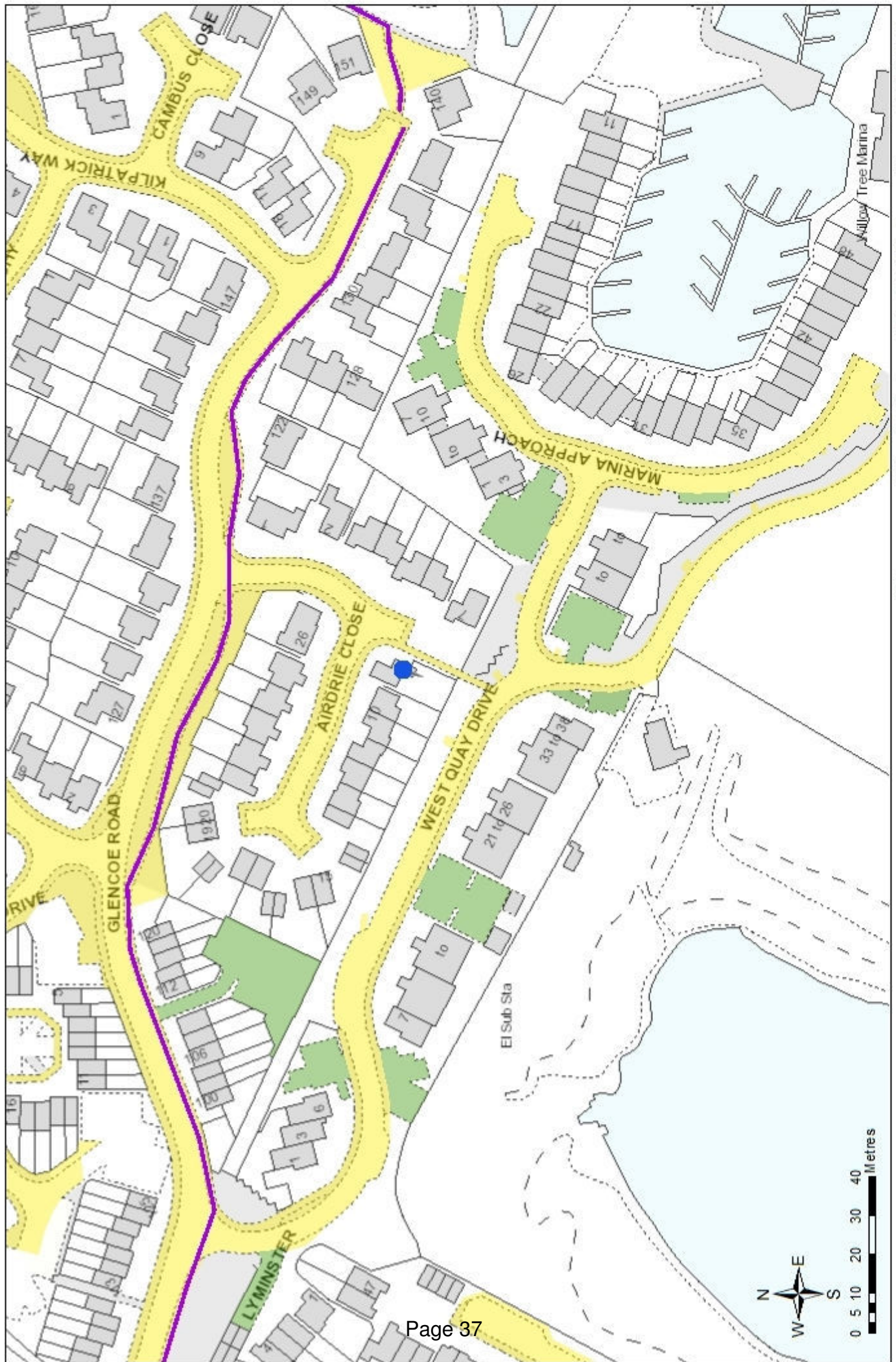
	HIGHWAYS		SEWERS	
	lin.m	S.W. lin.m	F.W. lin.m	MHS No.
Willow Tree Lane (Bovis Phase 2) (Glenarchy Close, Kilpatrick Way, Cambus Close, Airdrie Close).	634 (plus 81m	441 additional	414 footway)	31
Willow Tree Lane (Bovis Phase 4) (Telford Way (part)).	76 (plus 25m	66 additional	63 footway)	6
Willow Tree Lane (Bovis Phase 5) (Telford Way (part)).	61	44	14	5
Willow Tree Lane Sewer Diversion (Phase 6 Jollys Lane) Section 104/116	-	35 (additional	37 lengths)	10
		146 (new	157 lengths)	12
		111 (old)	120 lengths)	2
Victoria Road, South Ruislip Access to Sainsburys	84	56	-	2
	855m			

Previous Adoptions (95/96)

1995/3	-Nil-	
1995/4	Peplow Close	84m
	Heathcote Way	107m
1995/5	-Nil-	
1995/6	Meadowlea Close	100m
1996/1	Various	<u>1025m</u>
		<u>1316m</u>

Revised totals as at 1.2.96

	D.Tp Categories	Length at 1.4.95(Km)	Additions since 1.4.95	Revised Length(Km)
1	Principal Motorways	0	-	0
2	Principal built-up	47.8	-	47.8
3	Principal non built-up	8.7	-	8.7
4	Classified B roads built up	24.	-	24.4
5	Classified B roads non built up	0	-	0
6	Classified C roads built up	34.7	-	34.7
7	Classified C roads non built up	11.9	-	11.9
8	Unclassified roads built up	440.	2171m	442.2
9	Unclassified roads non built up	14.1	-	14.1
10	Footpaths	80.2	381m	80.6



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Democratic Services

Location: 3E/05
Ext: 0472
DDI : 01895 250472
My Ref: NLS/ST

To: DAVID JONES, Asst. Performance & Modernisation Manager, 3S/04

c.c. YEADING WARD COUNCILLORS
Cllrs David Allam, Janet Duncan
Sid Garg

CABINET MEMBER FOR PLANNING,
TRANSPORTATION & RECYCLING
Councillor Keith Burrows

JEAN PALMER - Deputy Chief Executive and
Corporate Director Planning, Environment,
Education and Community Services

JALES TIPPELL - Head of Transportation &
Planning Policy

Date: 29 June 2011

PETITION FOR CONSIDERATION BY CABINET MEMBER FOR PLANNING & TRANSPORTATION

I am writing to inform you of the receipt of a emailed petition (copy attached) that will need to be considered by the Cabinet Member for Planning, Transportation & Recycling in due course. The petition is in relation to:-

- Residents' petition to keep the footpath between 7 & 8 Airdrie Close, Yeading fenced off. The lead petitioner is Mr J Reeves, 8 Airdrie Close, Yeading, Middx UB4 9SR. The petition has 32 valid signatures (Yeading Ward). I have advised the organiser that a report will be prepared on their petition and that they have the right to speak at a meeting with the Cabinet Member before a decision is made. They have also been advised of the names and addresses of their Ward Councillors.

Officers should now prepare a report for consideration and contact the petition organisers direct if there is any more information needed or advice that can be offered to them. I will let you know when we have a date for the petition to be heard by the Cabinet Member.

NIKKI STUBBS
Democratic Services Manager

28 JUN 2011

32 sigs
YEADING WARD

27th June, 2011

London Borough of Hillingdon
4W/07 Civic Centre
High Street
Uxbridge
UB8 1UW

For the attention of Keith Burrows

Dear Mr Burrows

RE: 8 Airdrie Close, Yeading, Middlesex, UB4 9SR

I refer to a letter sent from J Fern of which I attach a copy.

I am also forwarding a petition which represents a majority percent of Airdrie Close and effective houses if opening up of alley between 7-8 goes ahead.

After seeing the support we have gained I hope you would look on it more favourably of keeping it closed and therefore relinquish the adopted public highway status which at the moment is just a bit of waste ground.

I look forward to your reply.

Yours sincerely



Mr Reeves

Cc: John McDonald



HILLINGDON

LONDON

Brooks & Partners Solicitors
Lyons House
2 Station Road
Frimley
Surrey GU16 7JA



Ref: SJ/REEVES

3 June 2011

Dear Sirs,

Re: Your Client: Mr J Reeves
Property: 8 Airdrie Close, Yeading, Middlesex, UB4 9SR

Thank you for your letter of 27 April 2011 concerning the stopping up of the footpath that runs between Airdrie Close and West Quay Drive beside number 8 Airdrie Close.

I can confirm that this footpath is Adopted Public Highway.

I have consulted with the ^{KEITH BURROWS} Cabinet Member for Planning, Transportation and Recycling and he has confirmed that the Council would not agree to a stopping up order for this footpath.

I understand from your letter that the path has been blocked off with the agreement of other home owners due to their concerns regarding burglaries and is not useable at the present. I thank you for pointing this out to us; this action is not legal as it constitutes an obstruction to the public highway. As the Highway Authority we have a legal duty to assert and protect the rights of the public to the use and enjoyment of any highway and in this respect we will now have to take action to re-open the way. We will be cutting back the overgrowth and ensuring that the path is clear and useable for the public to use.

Highways Inspection
Planning, Environment, Education & Community Services
T.01895 277557 F.01895 277516
jfern@hillington.gov.uk www.hillingdon.gov.uk
London Borough of Hillingdon,
4W/07 Civic Centre, High Street, Uxbridge, UB8 1UW



INVESTOR IN PEOPLE



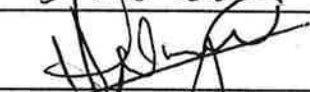


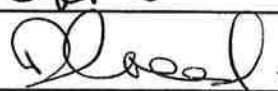



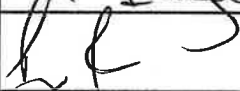
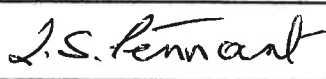

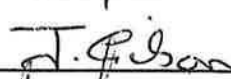

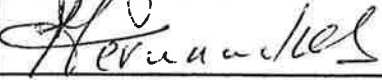

NEIGHBOURS

Despite the walkway/alley between 7 and 8 Airdrie Close has been fenced off for some 10 years and the maintenance has not been carried out by the Borough in this time, the London Borough of Hillingdon are thinking of opening up this area for public access.

Apparently the reason it was closed off by the residence all those years ago was because of the increase in burglary's and total undesirable elements using it as a cut through.

The council will keep this blocked up if they see we have enough support.

Please sign below:

<u>No:</u>	<u>Address</u>	<u>Signature</u>
7	AIRDRIE CLOSE, HAYES UB4 9SR	
7	AIRDRIE CLOSE, HAYES, UB4 9SR	
7	Airdrie close, Hayes UB4 9SR	
7	Airdrie close, Hayes UB4 9SR	
5	AIRDRIE CLOSE HAYES UB4 9SR	
1	AIRDRIE CLOSE HAYES UB4 9SR	
1	AIRDRIE CLOSE HAYES	
10	AIRDRIE CLOSE HAYES UB4 9SR	
10	AIRDRIE CLOSE HAYES UB4 9SR	
11	" "	
26	Airdrie close Hayes UB4 9SR	
25	Airdrie Close Hayes UB4 9SR	
25	Airdrie Close Hayes UB4 9SR	
23	Airdrie close - UB4 9SR	
23	Airdrie close UB4 9SR	
16	AIRDRIE CLOSE UB4 9SR	

16	Airdrie Close, UB4 9SR	Natalie Wood
13	Airdrie Close UB4 9SR	Ann White
4	Airdrie Close UB4 9SR	Rebecca
4	Airdrie Close UB4 9SR	Amelia Wood
2	Airdrie Close UB4 9SR	Frankie Wood
15	Airdrie Close UB4 9SR	Eliza
15	Airdrie Close UB4 9SR	Louise Branchflower
15	Airdrie Close UB4 9SR	Hannah Branchflower
19	Airdrie Close UB4 9SR	Georgina Wood
21	AIRDRIE CLOSE UB4 9SR	MARIE BRANCHFLOWER
21	AIRDRIE CLOSE UB4 9SR	BB Branchflower
21	AIRDRIE CLOSE UB4 9SR	Ally Wood
137	GLENCOE ROAD UB4 9SN	Jessica
133	GLENCOE ROAD UB4 9SN	Sally
3	Airdrie Cl UB4 9SR	Rebecca
8	AIRDRIE CL UB4 9SR	P. Reeves



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Tuesday, 28 June 2011

Jean Palmer - Director
Planning, Environment and Community Services
London Borough of Hillingdon
Civic Centre
UXBRIDGE
Middlesex
UB8 1UW

Please scan letter & my arrangements & refer to letter

John McDonnell MP

Member of Parliament for Hayes & Harlington
Constituency Office, Pump Lane
HAYES, Middlesex. UB3 3NB

☎ - 020 8569 0010
Fax - 020 8569 0109

LON BORO OF HILLINGDON
RECEIVED
05 JUL 2011
PLANNING, ENVIRONMENT
& COMMUNITY SERVICES GROUP

DOCUMENT
Post Log
05 JUL 2011
SCANNED

Our Ref: PLA.REE0611-1
Your Ref:

Dear Jean

Re: Mr & Mrs Reeves, 8 Airdrie Close, Yeading, Middlesex UB4 9SR

I am writing on behalf of my constituents Mr & Mrs Reeves who recently visited one of my weekly advice surgeries deeply concerned about the Council's proposal to re-open the footpath between Airdrie Close and West Quay Drive.

As you may remember this footpath was closed about 10 years because of the increase of burglaries in the area as the footpath was used as an escape route for burglars and all sorts on anti social behaviour.

Since the footpath has been closed there has been a dramatic decrease in burglaries and anti social behaviour in the area and the residents feel a lot safer.

I understand a petition has been presented to your office by the residents who will be affected by the re-opening of the footpath as they are extremely anxious about activities that will once again start up with the re-opening of the footpath which will impede on their quality of life.

I am therefore writing to request a review of your decision to re-open the footpath.

Thank you for your assistance, I await your reply.

Yours sincerely

John McDonnell MP
Member of Parliament for Hayes & Harlington

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Tuesday, 28 June 2011

Jean Palmer - Director
Planning, Environment and Community Services
London Borough of Hillingdon
Civic Centre
UXBRIDGE
Middlesex
UB8 1UW

Please scan letter & my arrangements & refer to letter 1.p

John McDonnell MP

Member of Parliament for Hayes & Harlington
Constituency Office, Pump Lane
HAYES, Middlesex. UB3 3NB

☎ - 020 8569 0010
Fax - 020 8569 0109

LON BORO OF HILLINGDON
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Yours sincerely

John McDonnell MP
Member of Parliament for Hayes & Harlington

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Brooks

& Partners

SOLICITORS

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law@brooks-partners.co.uk

Website:
www.brooks-partners.co.uk

Also at Farnham:

45B Farnborough Road
Farnham, Surrey GU9 9AQ

DX: 50132 Aldershot

Telephone: 01252 711505

Facsimile: 01252 733151

Email:
law@brooks-partners.co.uk

Our Ref: SJ/REEVES

Date: 27 April 2011

FAO John Fern - Highways
London Borough of Hillingdon
Civic Centre 4/07
High Street
Uxbridge UB8 1UW



Dear Sirs

Our Client: Mr J Reeves

Property: 8 Airdrie Close, Yeading, Middlesex UB4 9SR

We act on behalf of the above named client, the registered proprietor of 8 Airdrie Close. Our client's property is located in a development which was originally built by Bovis Homes. Bovis Homes still own some of the land within the development, which includes a pathway adjoining our client's property. We enclose herewith a copy of the Land Registry plan showing the path highlighted pink.

Bovis Homes have informed us that this pathway has in fact been adopted by you. We would be grateful if you would confirm whether this is correct, as our client wishes to incorporate this land within the title for his property.

If the pathway has in fact been adopted by you, we would be grateful if you would confirm whether you will agree to a Closing Order/Stopping Up Order

For your information, please note the end of the pathway has been blocked off with the agreement of other home owners due to their concerns regarding burglaries, and therefore this pathway is not actually in use.

We would be grateful if you would advise us of your response as a matter of urgency.

Yours faithfully

BROOKS & PARTNERS

Direct e-mail: salesha.jackson@brooks-partners.co.uk

Principal:

Michael T Brooks - Solicitor

Solicitors:

Deborah S Prance LLB
Lauren Jackson BSc
Shirah Real LLB*
Salesha Jackson LLB
Kate Middleton LLB

Executives/Licensed

Conveyancers:

Ian D Temple F.Inst.L.Ex.
Simon A Brooks Soc. LC
Vickie Sturman F.Inst.L.Ex.
June Hood F.Inst.L.Ex.
Tom Ingleton Soc.LC
Vickie Frith M.Inst.L.Ex.

Consultant:

Simon Groves - Solicitor

Director of Finance & Strategy:

Graham Knight

SOLICITORS
FOR THE ELDERLY

resolution
first for family law

Page 59

STEP
Society of Trust and
Estate Practitioners

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