



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 20
FEBRUARY 2013

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, 12 February 2013

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?CId=252&MId=1295&Ver=4>

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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	Residents' Requesting Renewed School Crossing Patrol Support for Minet Infant and Junior School in Coldharbour Lane, Hayes	TOWNFIELD	1 - 6
4	7pm	Arcon Drive, Ballinger Way and Waxlow Way, Northolt - Petition Objecting to the Amended Proposals For At Any Time Waiting Restrictions	YEADING	7 - 12
5	7.30pm	Petition Requesting Restricted Parking in Ickenham Close, Ruislip	WEST RUISLIP	13 - 18
6	8.00pm	Petition Requesting Footway Parking to be Permitted in Corwell Lane, Hillingdon	BOTWELL	19 - 24

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PETITION REQUESTING RENEWED SCHOOL CROSSING PATROL SUPPORT FOR MINET INFANT AND JUNIOR SCHOOL IN COLDHARBOUR LANE, HAYES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Mhairi Stephens
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting cover for the School Crossing Patrol Officer on the crossing on Coldharbour Lane, Hayes due to staff absence.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for School Crossing Patrols.
Financial Cost	There are none associated with the recommendations in this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Townfield

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns about the recent lack of school crossing control support in Coldharbour Lane, Hayes.
2. Informs petitioners of the fact that the incumbent school crossing patrol officer is presently unavailable to provide the service.
3. Agrees that during the recruitment process currently being conducted, the first officer appointed be allotted to the Coldharbour Lane site, at least on a temporary basis until such time as the long term position with regard to staff absence is better understood.
4. Invites Minet Junior School to engage with the Council's School Travel Plan team to pursue further initiatives of potential benefit to the school and wider community.

PART 1 – MEMBERS, PUBLIC AND PRESS

Reasons for recommendation

This recommendation means there is no immediate financial implication to the Council and is the lowest risk option to help ensure residents safety.

Alternative options considered / risk management

Recruit a casual employee to cover high risk sites when staff absence requires this. However this suggestion would have financial implications, as there is currently no budget to cover this in the allocated cost code.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 53 signatures, of whom 32 are residents of the Borough, has been submitted to the Council via the Head Teacher of Minet Junior School under the following heading:

“Petition to the London Borough of Hillingdon to provide suitable cover on the crossing at Coldharbour Lane, in absence of our crossing lady as the road is extremely dangerous and our children are under considerable risk.”

2. The Cabinet Member will be aware that the Council has a small dedicated team of School Crossing Patrol Officers (SCPOs) who provide assistance to pedestrians during the morning and afternoon school peak periods at a limited number of priority sites across the Borough.

3. A SCPO had been assigned to the Zebra Crossing in Coldharbour Lane Hayes, near its junction with Avondale Drive, as shown on the attached location plan as Appendix A. Minet Infant and Junior Schools are located nearby on Avondale Drive and a significant percentage of the children cross at the crossing point to get to school.

4. Regrettably due to staff absence the site is not being covered by a SCPO.

5. A significant proportion of the children who travel to Minet Infant and Junior Schools in any way other than car will have to cross Coldharbour Lane, as Avondale Drive leads to Abbotswood Way, which is a no through road and the dominant catchment area is therefore on the opposite side of Coldharbour Lane to the two schools. At present the Infant school have approximately 480 students and the Junior School another 480, meaning there is a total of 960 children travelling to and from the school on a daily basis

6. Coldharbour Lane is a busy, congested, and wide 30 mph road and is sometimes used as a ‘Rat Run’ when The A312 Parkway becomes congested. The Zebra crossing benefits from a traffic island located at the crossing point.

7. The Cabinet Member will be aware that the Council is in the process of seeking to recruit further SCPOs for cover at other sites where there is both a demand and sufficient justification for such assistance. There is some difficulty in recruitment as the people who have the time and inclination to serve on a part time basis as SCPO are limited in number. Many SCPOs come from the community closely associated with the schools they serve and it may be that the Minet School community could help identify anyone who would be willing, able and suitable to fulfil such a role.

8. In light of the current situation regarding the provision of a dedicated SCPO at Coldharbour Lane, the Cabinet Member may be minded to ask officers to allocate one of the new SCPOs once recruited to this site, at least on a temporary basis.

9. The Cabinet Member will also be aware that the TfL-supported School Travel Plan programme is an invaluable route for schools in the Borough to achieve improvements either on the roads near their sites or even in many cases on the school grounds themselves. Arising from this programme, a traffic calming scheme and associated improvements were successfully delivered in Avondale Drive in 2011.

10. Minet Infant school has been working with the Borough's Road Safety and School Travel team to complete their School Travel Plan. In their most recent update 54% of the children who completed the class surveys indicated that they walk to school, almost all of these children will have to cross Coldharbour Lane on their way to and from school.

11. The Junior School, who submitted the petition, are not currently working with the Road Safety and School Travel team. The Cabinet Member may wish to encourage the school to engage with the School Travel Team as this can help deliver further benefits to the school as well as the adjacent community.

Financial Implications

There are no financial implications on the suggested solution however if the alternative is to be considered then there would be a cost. A typical employed SCPO costs the Council £425 per month.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The effect on residents would be beneficial on the site in question as they would quickly have an Officer to cover the crossing point on Coldharbour Lane.

There are currently 3 vacant positions for 3 sites which are currently being recruited for. The Coldharbour Lane site could be recruited from one of these vacant posts temporarily which means one site would have to wait longer for a School Crossing Patrol officer.

Consultation Carried Out or Required

n/a

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations set out above.

Legal

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

Relevant Service Groups

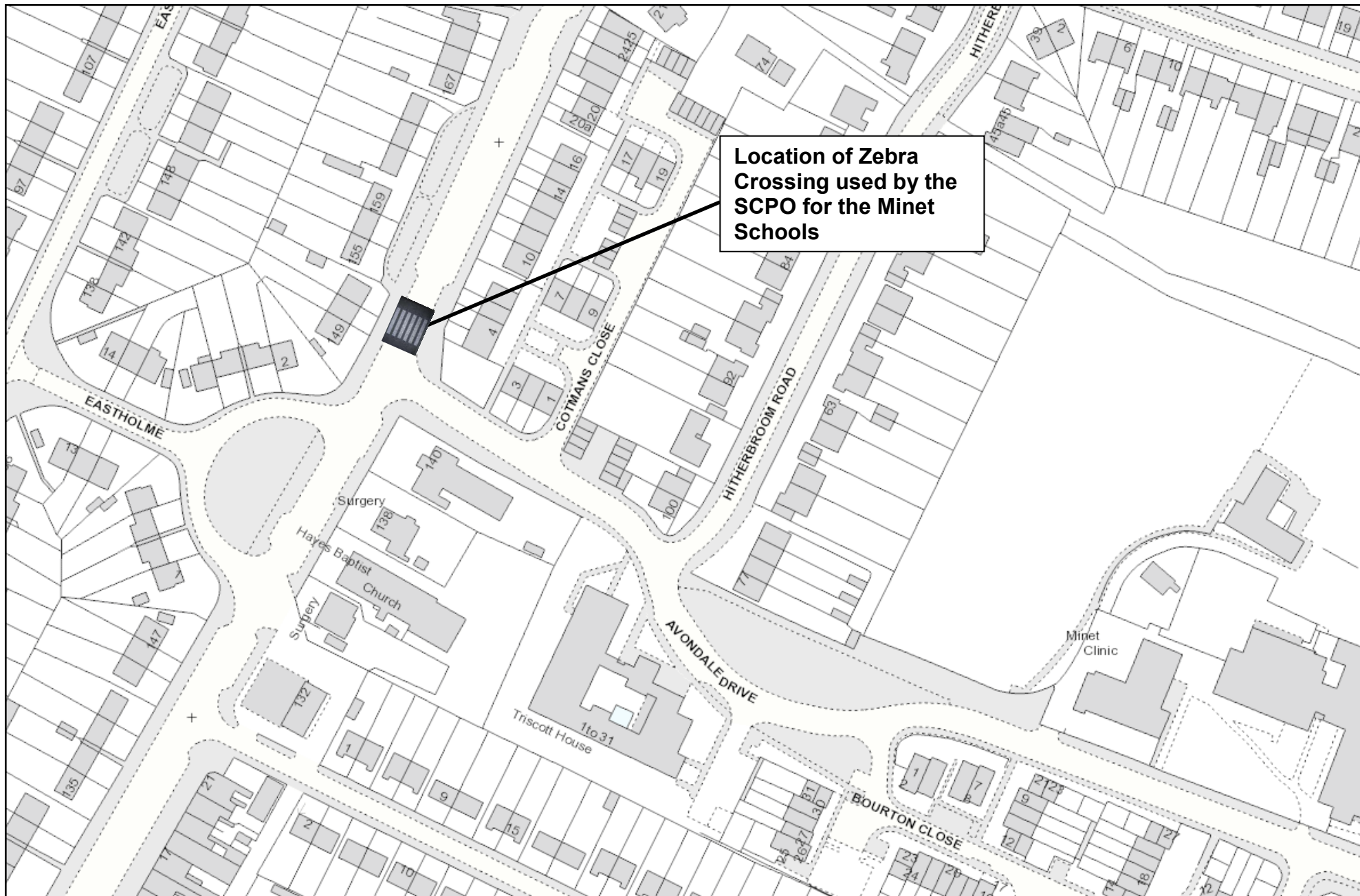
None at this stage.

6. BACKGROUND PAPERS

NIL

Petition Requesting Renewed School Crossing Patrol Support For Minet Infant And Junior School In Coldharbour Lane, Hayes – Appendix A

Location of Zebra Crossing used by the SCPO for the Minet Schools



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ARCON DRIVE, BALLINGER WAY AND WAXLOW WAY, NORTHOLT - PETITION OBJECTING TO THE AMENDED PROPOSALS FOR “AT ANY TIME” WAITING RESTRICTIONS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that residents of Arcon Drive, Ballinger Way and Waxlow Way have objected to the proposed “at any time” waiting restrictions within their road.
Contribution to our plans and strategies	The request can be considered in relation to the Council’s strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations in this report
Relevant Policy Overview Committee	Residents’ and Environmental Services.
Ward(s) affected	Yeading

2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their concerns regarding the amended proposals for “at any time” waiting restrictions in their roads.
2. Asks officers to include the petition request and the outcome of discussions with petitioners in the forthcoming report incorporating all representations received from the statutory consultation on amended proposals for “at any time” waiting restrictions in Arcon Drive, Ballinger Way and Waxlow Way.

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns with proposed “at any time” waiting restrictions that were amended following a previous consultation and petition from residents.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 66 signatures has been received from residents of Arcon Drive, Ballinger Way and Waxlow Way objecting to amended proposals for “at any time” waiting restrictions in their roads. Arcon Drive, Ballinger Way, Brazier Crescent and Waxlow Way are four roads which form part of the Grand Union Village development which spans the Borough boundary between the London Boroughs of Ealing and Hillingdon as shown on the plan attached as Appendix A to this report.
2. The signatures are attached to a standard letter which appears to have been delivered to each household in the Hillingdon part of the development and then submitted collectively as a petition. The 66 signatures represent 30 properties in the Hillingdon part of the Grand Union Village development.
3. The petition mentions several reasons why residents object to the proposed restrictions which are summarised under the following headings:
 - Unfair and biased survey.
 - It is discriminatory.
 - It will create a greater parking problem than we already have.
 - Easier option disregarded by Trinity Estate.
 - Insufficient parking.
 - Disruption to normal household activities.
 - Devaluation of property.
4. The Cabinet Member will recall hearing a similar petition from residents in November 2011 following the statutory consultation on waiting restrictions undertaken in June 2011. The outcome of the meeting with petitioners and the individual responses received from the statutory consultation on “at any time” waiting restrictions were subsequently reported to the Cabinet Member.
5. One of the recommendations in the report on the statutory consultation was to “ask officers to develop a revised proposal for statutory consultation and report back to the Cabinet Member and local Ward Councillors”. Following further meetings with local Ward Councillors and colleagues in Ealing, who were working on revised restrictions for their part of the development,

an amended scheme was developed that where possible incorporated the changes residents requested in the previous consultation.

6. The main changes to the Council's revised proposals are to reduce the extent of the "at any time" waiting restrictions on Waxlow Way to allow additional parking and to remove the double yellow lines from outside Nos 2 – 32 Ballinger Way and move them to the opposite side of the road. Formal consultation on an amended design took place between 26th September and 17th October 2012.

7. It appears from the petition that residents still have a number of reservations regarding the amended proposals for "at any time" waiting restrictions in their roads. It is therefore recommended that the Cabinet Member discusses with petitioners their on-going concerns and incorporates these in the forthcoming report on the statutory consultation for "at any time" waiting restrictions.

Financial Implications

There are none associated with the recommendation to this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

8. Statutory consultation for "at any time" waiting restrictions was conducted over a three-week period from 26th September to 17th October 2012.

5. CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

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.

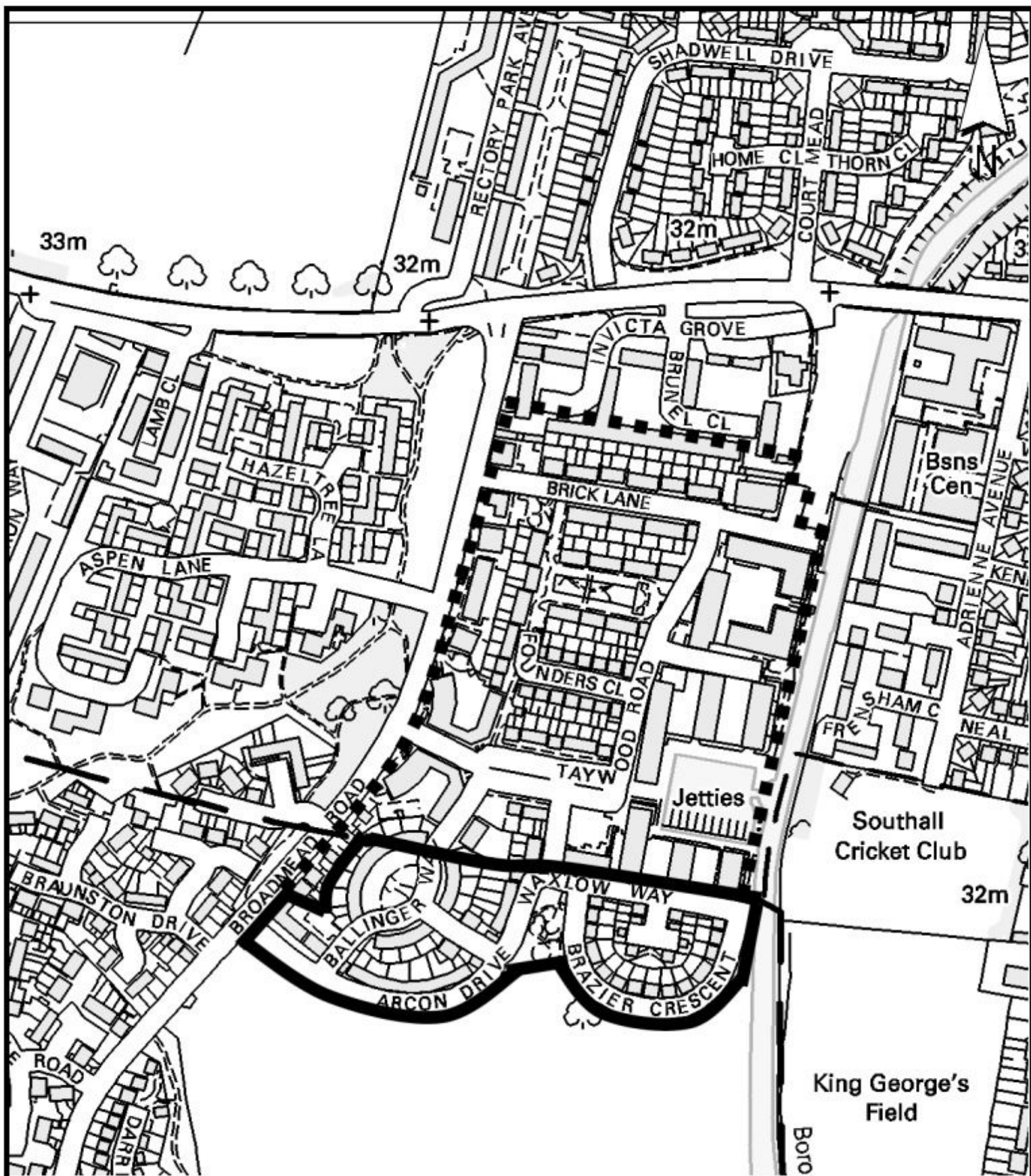
Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's On-Street Parking Control Programme and a consultation be carried out when resources permit there will need to be consideration 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.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL



Grand Union Village, Northolt

Appendix A

Date March 2012

Scale 1: 4000



Boundary of consultation area for proposed 'at any time' waiting restrictions in Hillingdon



Boundary of Grand Union Village development

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PETITION REQUESTING RESTRICTED PARKING IN ICKENHAM CLOSE, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting parking restrictions in Ickenham Close
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendation in this report
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with parking in Ickenham Close, Ruislip.
2. Subject to the outcome of the discussions with petitioners, asks officers to include the request in a subsequent review of the West Ruislip Parking Management Scheme.

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and inform them that the Council intends to include Ickenham Close in the next review of the West Ruislip Parking Management Scheme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 32 signatures from residents of Ickenham Close has been submitted to the Council under the following heading:

“The residents of Ickenham Close propose that parking restrictions be applied to all areas of Ickenham Close due to the continued use by commuter and off-peak travellers who use the close as a free car park for West Ruislip Station. This inhibits residents and their visitors / deliveries etcetera. from parking in close proximity to their dwellings / places of deliveries. As no restrictions are in place a constant stream of traffic drives around the close looking for free parking with no consideration for the residents and in some cases, discarding litter etcetera. from their cars once they have parked.

We would consider all restriction options and the times they would be imposed, but prefer the introduction of permits. We have the support of Councillor Philip Corthorne in the implementation of these parking restrictions.

We the undersigned support this proposals and confirm that we are residents and vehicle drivers who hold a full driving licence of Ickenham Close.”

2. Ickenham Close is a cul-de-sac off Ickenham Road just to the north of West Ruislip Underground Station. Attached as Appendix A is a location plan which also indicates the extent of the nearby West Ruislip Parking Management Scheme. As other roads in the vicinity of Ickenham Close have parking restrictions the road forms an attractive parking area for commuters.

3. Parking in Ickenham Close is already partly restricted, consisting of a mixture of ‘at any time’ and Monday to Friday 11am to Midday waiting restrictions. By way of this petition, residents are effectively asking for the entire road to now become a controlled parking area and have indicated they would prefer a residents’ permit parking scheme similar to the scheme in operation in other roads nearby.

4. In September 2011 the Council informally consulted the residents of Ickenham Close to see if residents would like to consider being included in a possible extension to the West Ruislip Parking Management Scheme. At that time the majority of residents that responded to the

consultation indicated they would prefer no change to the existing parking arrangements and therefore no further action was taken to introduce parking restrictions in Ickenham Close.

5. In October 2012 an extension to the West Ruislip Parking Management Scheme was implemented nearby in the layby next to the junction of Ickenham Close and Ickenham Road. Since this extension to the scheme has been installed it is probably likely that some non-residential parking may have been displaced into Ickenham Close.

6. The residents of Ickenham Close now appear to wish to reconsider parking restrictions with 17 out of the 31 households in the road signing this petition broadly in support of parking restrictions.

7. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, includes Ickenham Close within the next review of the West Ruislip Parking Management Scheme, which is scheduled to take place within 6-12 months of the most recent extension coming into operation or sooner if resources allow.

Financial Implications

There are none associated with the recommendation to this report.

4. 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 available options the Council have to address these concerns.

Consultation Carried Out or Required

Informal consultation has been carried out in Ickenham Close when residents were asked if they wanted to be part of an extension to the West Ruislip Parking Management Scheme. Due to a negative response Ickenham Close was not included in a subsequent statutory consultation on a detailed design for a possible extension to the scheme. The next review of the West Ruislip Parking Management Scheme is scheduled to take place between 6 and 12 months from October 2012.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications associated with the recommendations set out above.

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.

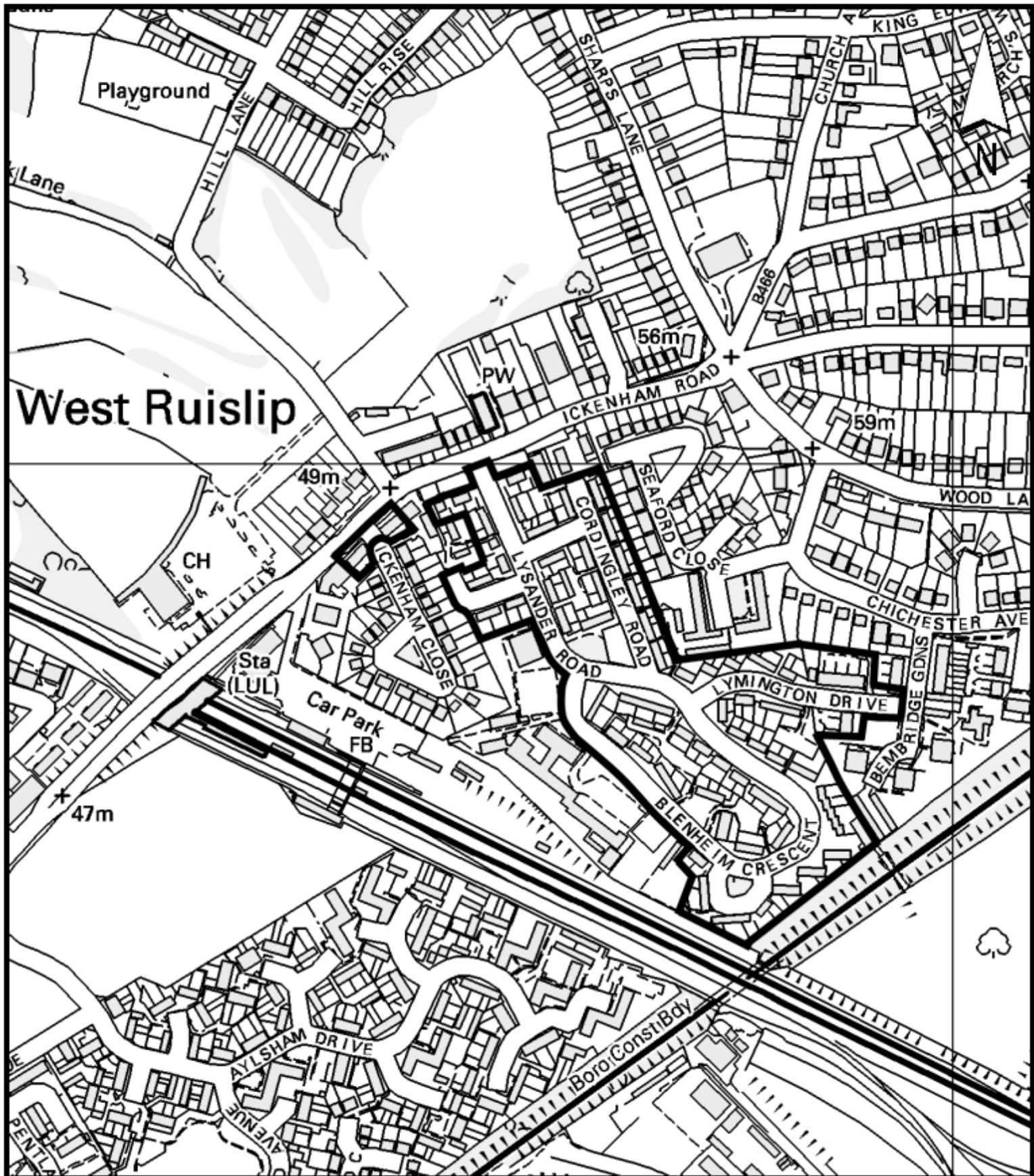
Should the outcome of the informal discussions with petitioners require that officers include the Petitioners request in a subsequent review of possible options under the Council's Parking Management Scheme and a consultation be carried out when resources permit there will need to be consideration of 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.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL



West Ruislip Parking Management Scheme

Appendix A

Date August 2012
Scale 1:4,500



Extent of the West Ruislip Parking Management Scheme Zone WR1

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PETITION REQUESTING FOOTWAY PARKING TO BE PERMITTED IN CORWELL LANE, HILLINGDON

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been submitted from residents of Corwell Lane, Hillingdon asking for approval to park on the footway.
Contribution to our plans and strategies	The request can be considered in association with the Council's criteria for Footway Parking Exemption Schemes.
Financial Cost	There are no financial implications associated with the recommendations in this report
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Botwell

2. RECOMMENDATION

That the Cabinet Member:

1. Considers the petitioners' request for footway parking in Corwell Lane, Hillingdon
2. Asks officers to add Corwell Lane between the junction of Lansdown Road and Harlington Road to the programme for Footway Parking Exemption Schemes so that subsequently, design and consultation with residents can be carried out when resources permit.

Reasons for recommendation

From initial investigation the layout of a section of Corwell Lane between the junction of Lansdown Road and Harlington Road will allow footway parking to take place in accordance with the Council's criteria. However, subject to the Cabinet Member's approval of the recommendations to this report, detailed investigation would be required before a scheme could be designed.

Alternative options considered / risk management

None as the petitioners made a specific request to park on the footway.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

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

"We, the undersigned, want Parking and Road Safety, London Borough of Hillingdon to consider Footway Parking to Corwell Lane, Uxbridge, Middlesex"

2. Corwell Lane is a residential road which has junctions with the A437 Harlington Road and West Drayton Road, as shown in the plan attached as Appendix A to this report. The road is divided into two sections by a barrier near the junction of Lansdowne Road to prevent through running traffic. It appears this petition represents the southern section of Corwell Lane as the majority of residents who have signed this petition live within this part of the road. Corwell Lane has footways approximately between 1.7 metres to 2.8 metres wide and are made up entirely of tarmac. The carriageway is approximately 6 metres wide and if cars are parked on both sides, it would impede access for large vehicles. The lead petitioner has pointed out that a fire engine has been obstructed in the past.

3. The Cabinet Member will be aware the Council can exempt roads from the Footway Parking Regulations and have approved criteria where it can occur. Parking would not be allowed on grass verges or paving slabs but as Corwell Lane has wholly tarmac pavements, then subject to further detailed investigation it may be possible to allow vehicles to park with two wheels on this surface. Footway parking could be recommended along parts of Corwell Lane where there is sufficient width for pedestrians on the remaining footpath. In these sections, motorists would be required to leave a minimum of 1.5 metres footway for the benefit and safety of pedestrian traffic.

4. If the Cabinet Member was to decide Corwell Lane could be exempted from the Footway Parking Regulations, the next stage is to undertake detailed investigation as to what utilities such as gas, water, telephone or electricity mains may be impacted by a footway scheme. Subject to the results of this investigation, a detailed design for formal consultation could be developed. The Cabinet Member will be aware that there is a large programme for these schemes and it is suggested the request for Corwell Lane be added to the programme.

Financial Implications

Investigation, design and consultation are undertaken within normal staff resources. The cost of introducing parking schemes will depend on the final details and this would not be known until consultation has been completed. The eventual cost of the work will need to be funded from a suitable source.

4. 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 available options the Council have to address these concerns.

Consultation Carried Out or Required

To add the request to the Council's programme for Footway Parking Exemption Schemes, so that subsequent design and consultation can be carried out. All residents of Corwell Lane between the junctions of Lansdowne Road and Harlington Road will eventually be consulted on a formal Footway Parking Exemption Scheme.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

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

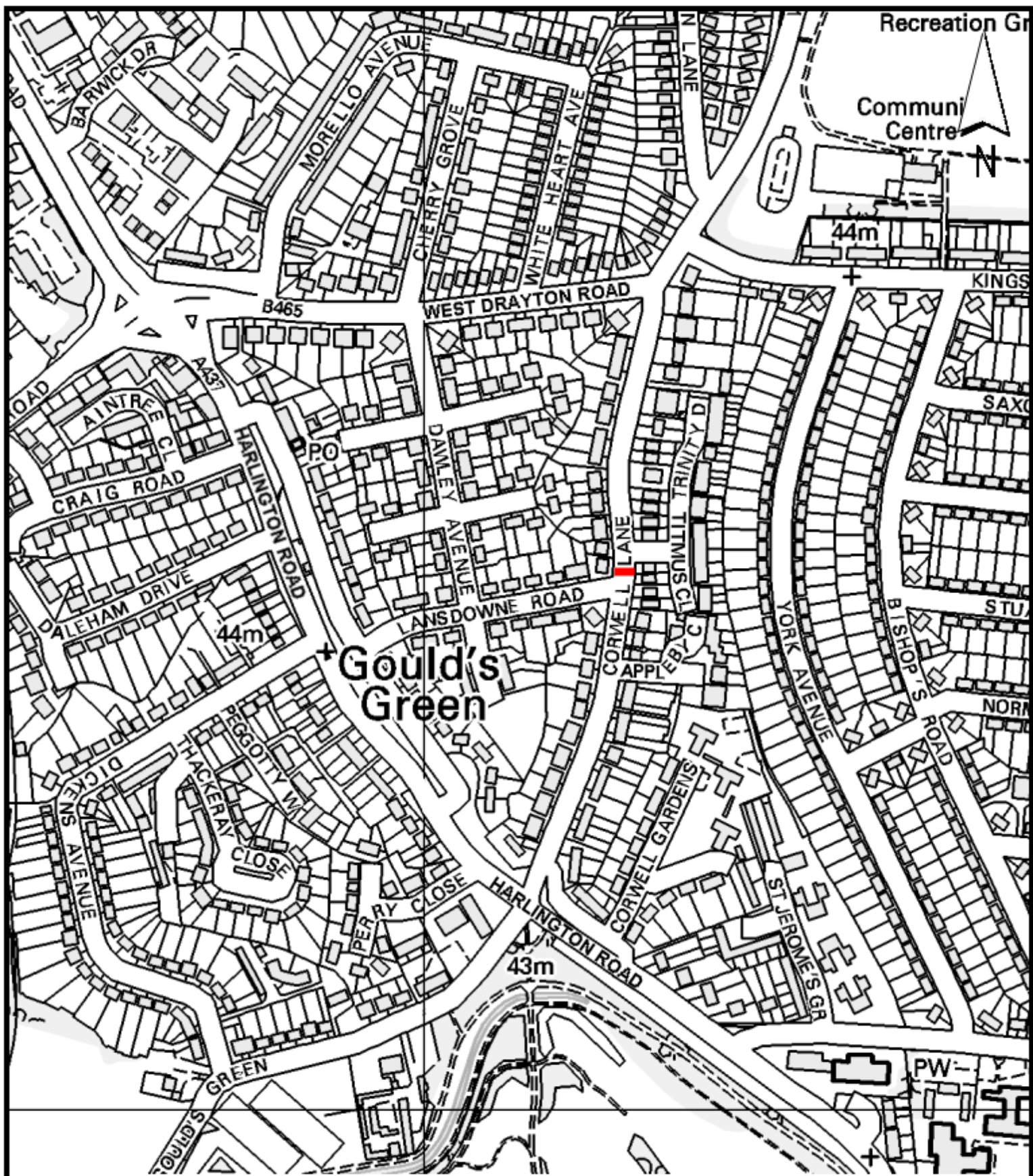
Should the outcome require that officers include the Petitioners request in a subsequent review of possible options under the Council's Parking Management Scheme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic 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.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL



Corwell Lane, Hillingdon

Appendix A

Date November 2012

Scale 1:4,000

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