



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 27 MARCH
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, 19 March 2013

Contact: Danielle Watson
Tel: 01895 250472
Fax: 01895 277373
Email: nohalloran@hillington.gov.uk

This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieDocHome.aspx?Categories=>

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk



INVESTOR IN PEOPLE

Useful information

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

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

Please switch off any mobile telephones and BlackBerries™ before the meeting. Any recording of the meeting is not allowed, either using electronic, mobile or visual devices.

If there is a FIRE in the building the alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.



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.	7 pm	Petition requesting traffic calming measures for Kings College Road, Ruislip.	Eastcote & East Ruislip	1 - 8
4.	7 pm	Petition requesting for a zebra crossing outside Hayes Park School in Raynton Drive.	Charville	9 - 14
5.	7.30 pm	Petition requesting for restricted parking in Thirlmere Gardens, Northwood.	Northwood	15 - 20
6.	8 pm	Petition requesting for residents only parking in Crosier Road, Ickenham.	Ickenham	21 - 26

This page is intentionally left blank

KINGS COLLEGE ROAD, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition with 27 signatures has been received from local residents requesting additional traffic calming measures on Kings College Road.
Contribution to our plans and strategies	The Council's Road Safety Programme.
Financial Cost	There are no financial implications to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Eastcote and East Ruislip

2. RECOMMENDATIONS

That the Cabinet Member:

- 1. Meets with the petitioners and considers their request for traffic calming measures on Kings College Road.**
- 2. Subject to (1), asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options.**

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. The Council has received a petition with 27 signatures from local residents requesting additional traffic calming measures on Kings College Road.
2. The northern section of Kings College Road has playing fields on both sides of the road, as well as various sports facilities. The southern section of Kings College Road consists of residential properties with off-street parking. A location plan is attached as Appendix A to this report.
3. In April 2008, the Council received a separate petition with 159 signatures from residents requesting traffic calming measures on Kings College Road between its junctions with Park Avenue and Evelyn Avenue and on Park Avenue between its junctions with Bury Street and Kings College Road. In response to this petition the Cabinet Member asked officers to investigate the feasibility of adding both Kings College Road and Park Avenue to the Council's Vehicle Activated Signs (VAS) programme as well as undertaking traffic surveys in these roads.
4. Subsequently, the Council agreed to include Kings College Road in Phases 10 and 11 of the Council's VAS programme and these signs were installed during 2009. Kings College Road has been kept on the VAS programme.
5. In March 2011, following detailed investigations and consultation, the Council installed traffic calming measures on sections of Kings College Road and Park Avenue. The measures installed on Kings College Road include two raised tables and a traffic island north of its junction with Evelyn Avenue as well as 'slow' markings with new red surfacing on both approaches to its junction with Evelyn Avenue, as shown in Appendix B to this report.
6. The Cabinet Member will also be aware of a Transport for London funded Accident Remedial Scheme recently installed at the roundabout junction of Eastcote Road, Kings College Road and Windmill Hill. The design of this scheme was required to take into account the turning manoeuvres of buses and the new measures include wider approach islands, improved street lighting, additional signage, enhanced anti-skid surfacing and improved pedestrian facilities.
7. It is recommended that the Cabinet Member discusses with petitioners and local Ward Councillors their concerns with vehicle speeds which may help determine options that officers could investigate further as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from a suitable funding source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from 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 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.

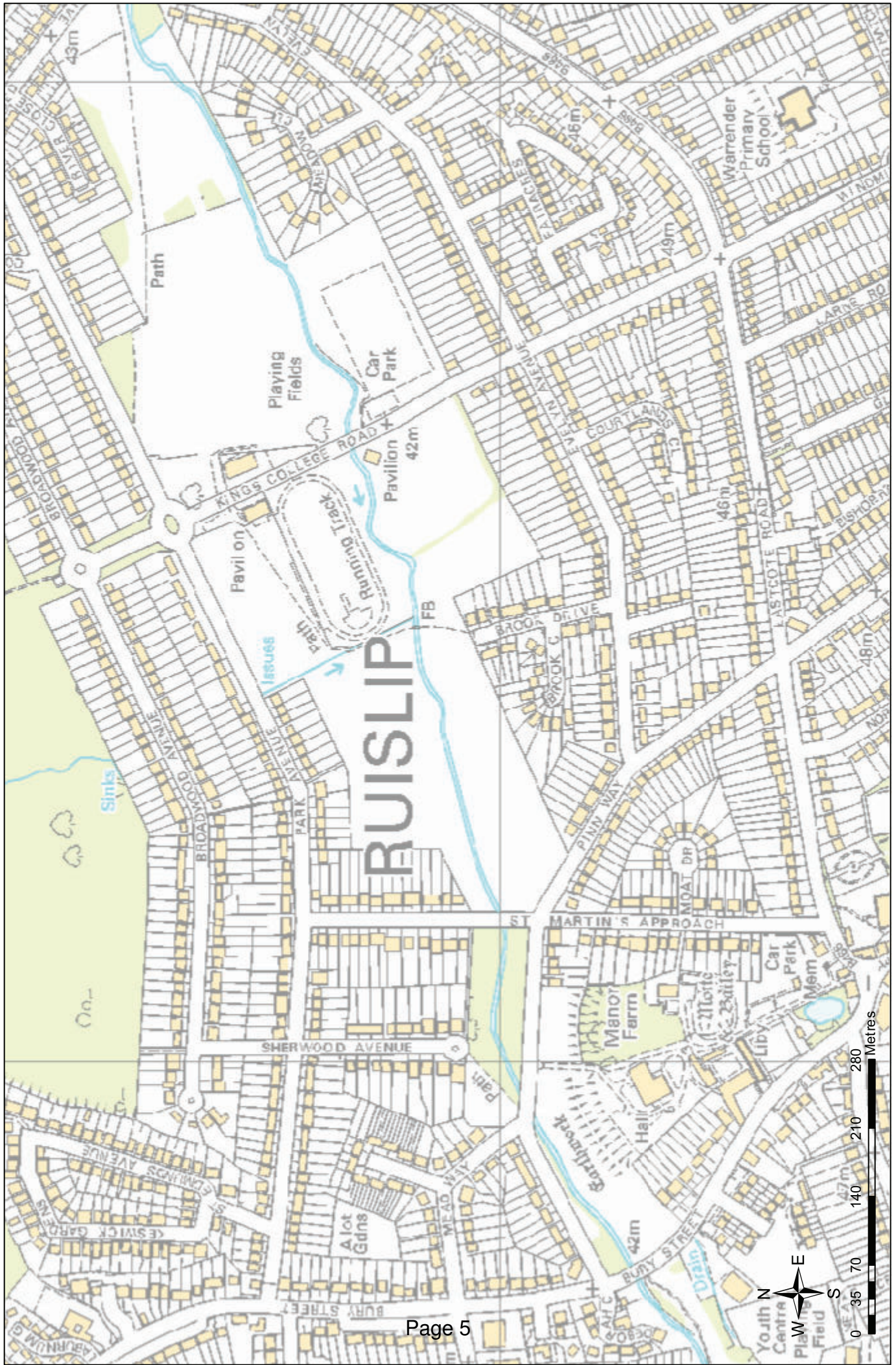
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL

This page is intentionally left blank



This page is intentionally left blank

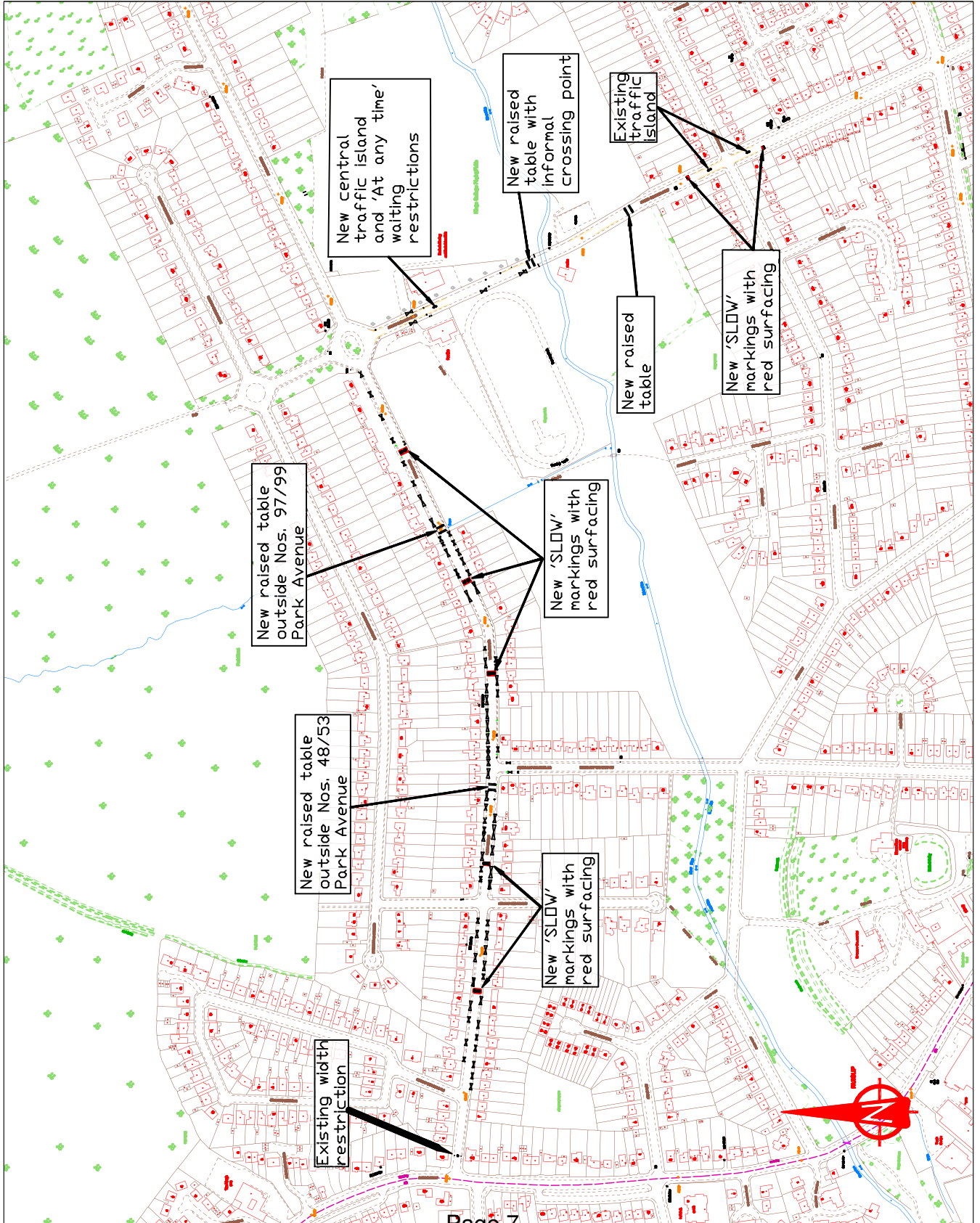
Notes:

This map is based upon Ordnance Survey data and is reproduced on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or other legal action. London Borough of Hillingdon 100019283 2012



Project
Park Avenue & Kings College Road, Ruislip

Description Existing traffic calming scheme	
Scale NTS	Drawn CF
Checked (Initial/Date)	Checked (Initial/Date)
Project No.	Drawing No.
	Rev.



This page is intentionally left blank

RAYNTON DRIVE, HAYES – PETITION REQUESTING A ZEBRA CROSSING

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received an ePetition with 38 signatures requesting a zebra crossing outside Hayes Park School in Raynton Drive.
Contribution to our plans and strategies	<ul style="list-style-type: none">• Transport Strategy• Local Implementation Plan
Financial Cost	There are no financial implications to this report
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATION

That the Cabinet Member:

1. **Meets with the petitioners and considers their request for a zebra crossing outside Hayes Park Primary School in Raynton Drive.**
2. **Notes the current proposals to improve road safety in the vicinity of Hayes Park Primary School.**
3. **Subject to (1) asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options.**

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. An ePetition with 38 signatures has been submitted to the Council under the following heading *"We the undersigned petition the council to place a zebra crossing outside Hayes Park School in Raynton Drive. In the last 2 weeks 3 children have nearly been knocked over outside the school. It is far too dangerous!"*
2. Hayes Park Primary School is located in Raynton Drive, as shown on the location plan attached as Appendix A to this report. Raynton Drive is within a 20mph zone and benefits from existing traffic calming measures including speed cushions as well as a raised table outside the school entrance. This site has previously been included in the Council's School Crossing Patrol service and it is hoped that this service will be maintained in the near future.
3. The Cabinet Member will be aware of the Transport for London (TfL) funded 'School Travel Plan' programme which is a road safety based initiative that draws upon school concerns to develop measures of benefit to pupils in their journey to and from school. Participating schools generate their own Action Plans with support from the Council, which are then used as the basis for bids to TfL in order to secure funding for appropriate traffic schemes and their associated works.
4. The Cabinet Member will also recall that the Council has recently installed a zebra pedestrian crossing in Kingshill Avenue near the junction with Frogmore Avenue to help improve pedestrian safety in the vicinity of Hayes Park School. Current proposals which are at the implementation stage include junction improvements and new pedestrian refuge islands at the junctions of Raynton Drive with Lansbury Drive and Balmoral Drive.
5. It is therefore recommended that the Cabinet Member meets with petitioners to discuss their concerns in more detail and subject to the outcome asks officers to add the request to the Council's road safety programme so subsequent detailed investigations can be undertaken.

Financial Implications

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from a suitable funding source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

None at this stage.

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

In relation to a zebra crossing the following should be noted:

- Any zebra crossing should be introduced in accordance with the Council's powers contained in The Road Traffic Regulation Act 1984 ("the Act");
- Any zebra crossing should be indicated in the manner prescribed in The Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997("the Regulations").

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

- I. Consult with the chief officer of police about their proposal to do so;
- II. Give public notice of that proposal to do so; and
- III. Inform the Secretary of State in writing.

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

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

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

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

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

EPetition, which ran from 04/10/2012 to 15/11/2012.

APPENDIX A

This map is based upon Ordnance Survey data. The Ordnance Survey is a registered trademark of the Survey of England. All rights reserved. Unauthorised reproduction, in any form or by any means, is prohibited. Ordnance Survey copyright. Ordnance Survey may lead to prosecution or civil action. Ordnance Survey is a registered trademark of the Survey of England. All rights reserved. London Borough of Hillingdon 100019293 2013



HILLINGDON
LONDON

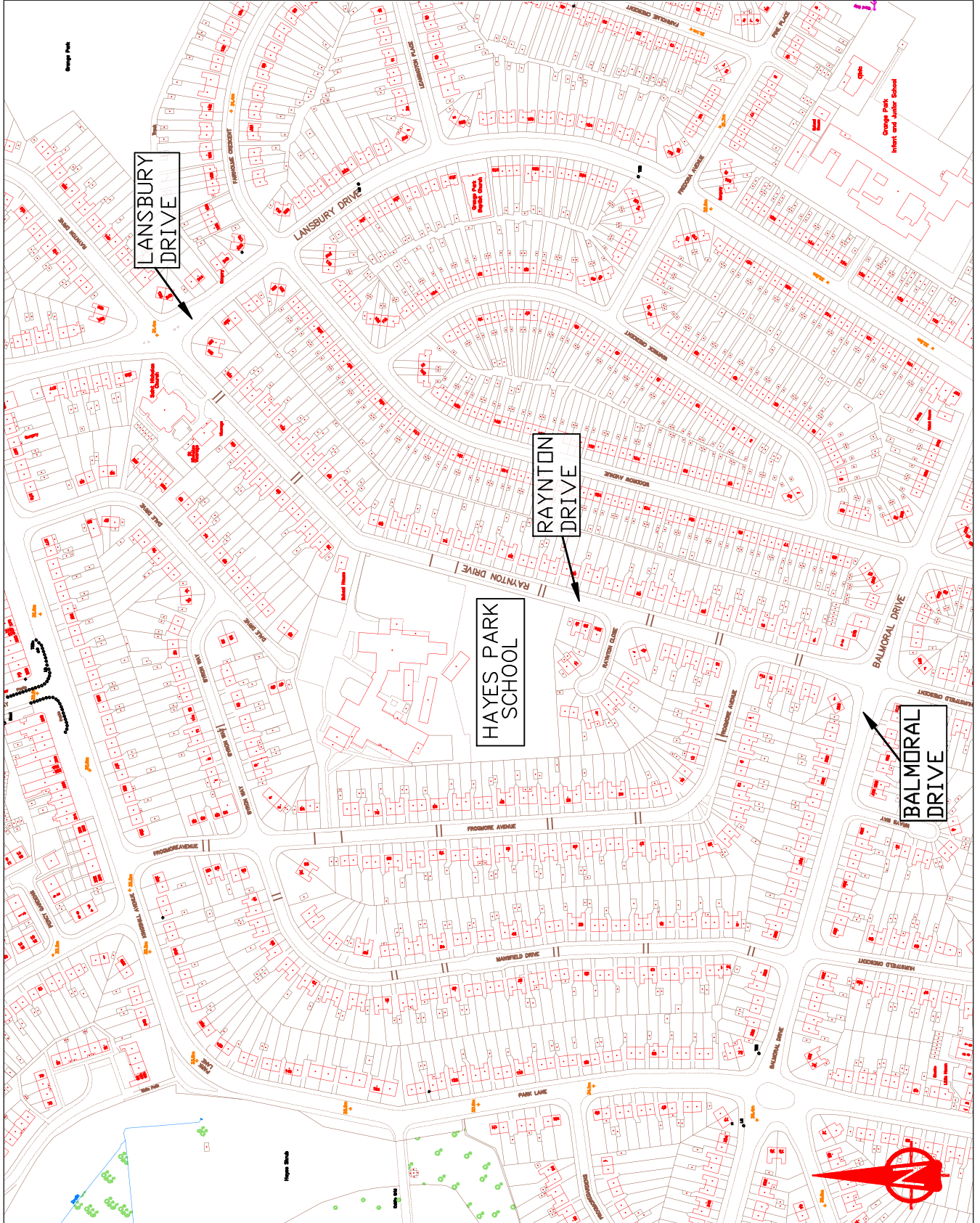
Project

Raynton Drive,
Hayes

Description

LOCATION PLAN

Scale	Drawn	Checked
NTS	CF	02/13
Project No.	Drawing No.	Rev.



This page is intentionally left blank

THIRLMERE GARDENS, NORTHWOOD - PETITION REQUESTING A PARKING SCHEME

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 the Council has received a petition requesting parking restrictions are introduced in a section of Thirlmere Gardens, Northwood. A plan of the area is attached as Appendix A.
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 to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for parking restrictions in Thirlmere Gardens**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's parking programme for further investigation.**

Reasons for recommendation

Although parking schemes are not generally considered for small sections of roads, 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 23 signatures has been submitted to the Council from residents who live in the southern section of Thirlmere Gardens under the following heading:

“Re: Parking in Thirlmere Gardens, Northwood, Houses numbered 26 – 60 (18 houses)

Due to an increase in parking of cars from Mount Vernon Hospital – the undersigned residents wish for restricted parking to be considered in the lower end of Thirlmere Gardens

It has been suggested that a no parking between the hours of 11.00 and 14.00 from Monday to Friday be considered, with residents being issued with permits for display between these times.

We look forward to your response”

2. In an attached letter submitted with the petition, mention is made to a previous informal consultation with all households in Thirlmere Gardens on options to manage the parking. Responses to this consultation which was undertaken in September 2011, it indicated the majority of residents were happy with the existing parking arrangements. From the responses received and in accordance with Council practice it was subsequently recommended that Thirlmere Gardens would not be included in an extension to the Northwood Parking Management Scheme at that time.

3. However, it would appear from the helpful information provided by the lead petitioner that the parking situation has deteriorated in Thirlmere Gardens during the last six months. It has been suggested to residents by some of the hospital staff who are parking in Thirlmere Gardens that the Hospital Trust has revoked their permits and they have been directed to “park in the estate down the road”.

4. The Cabinet Member will be aware that it is the Council’s usual strategy to introduce parking restrictions for an entire street to address concerns of non-residential parking. The aim of such schemes is to prohibit all day parking not associated with those living in the road for the benefit of residents and their visitors. However, this petition seems to be asking for a parking scheme in what appears to be a self contained section of Thirlmere Gardens. It is therefore recommended to meet with the petitioners and discuss their request in detail for parking restrictions in their section of Thirlmere Gardens and subject to the outcome of these discussions, considers the most appropriate course of action.

Financial Implications

There are none associated with the recommendations to this report however, if the Council were to consider the introduction of parking restrictions in Thirlmere Gardens, funding would need to be identified from a suitable source.

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

Informal consultation undertaken in September 2011.

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, however, notes that if Members wish to implement parking restrictions at Thirlmere Gardens a suitable funding source will need to be identified.

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.

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

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

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

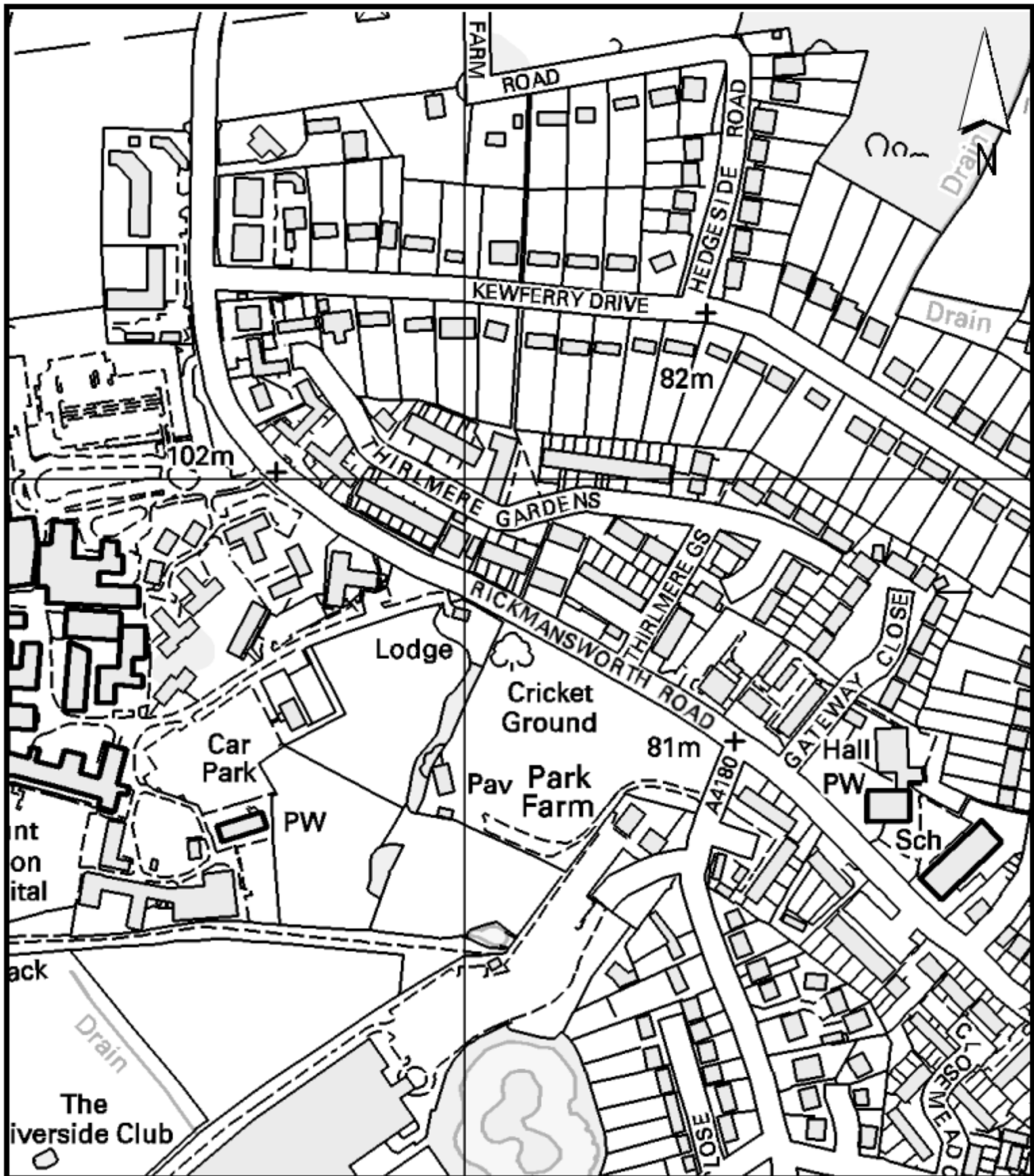
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.

This page is intentionally left blank



Thirlemere Gardens, Northwood

Appendix A

Date February 2013

Scale 1:3,000

This page is intentionally left blank

PETITION REQUESTING RESIDENTS ONLY PARKING IN CROSIER ROAD, ICKENHAM

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

1. HEADLINE INFORMATION

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

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with the petitioners and considers their request for parking restrictions in Crosier Road, Ickenham.**
- 2. Decides if a scheme for Crosier Road can be added to the Council's parking scheme programme for further investigation when resources permit.**

Reasons for recommendation

The petition hearing will provide the opportunity to hear directly the concerns of the petitioners.

Alternative options considered / risk management

These will be discussed in greater detail with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 40 signatures has been submitted to the Council with the following request:

“Most roads adjacent to Ickenham station are “Residents Only Parking”. The situation in Crosier Road is now becoming intolerable. There is a car park at Ickenham Station, so why do we have to put up with this? Sometimes vehicles are parked so far onto the walkway that it is difficult to get by, especially with a pram.

The addresses submitted herewith are petition for “Residents Only Parking” during times specified Monday to Saturday for the following reasons:

To allow residents to park in their own road

Restriction of pavement, pedestrian movement due to vehicles parked half on pavement

Restriction to large vehicles using road i.e. refuse collection and emergency vehicles

Nuisance due to restricted view and egress when leaving driveways

Wear and tear on pathways due to vehicle parking.

A £40 per annum charge would apply for a second vehicle but visitors would be given a permit.....

It would be advisable to go for Monday to Saturday between 9am to 5pm. This is as for Willow Tree Close on the other side of the railway.

Saturday to avoid parking when events are at Wembley. But if you have any views please indicate.

I have spoken to Councillor Hensley about this who advised this course of action. ”

2. Crosier Road is a residential road between Glebe Avenue and Lawrence Drive, Ickenham. Due to the close proximity to Ickenham Underground Station and local amenities Crosier Road is an attractive area for non-residents to park. The location of Crosier Road and the extent of the Ickenham Parking Management Scheme is indicated on the plan attached as Appendix A.

3. This petition has been signed by 36 households of Crosier Road which represents 74% of the total number of households in the road. Petitioners have indicated they would like to see a residents’ parking scheme implemented in Crosier Road operational 9am to 5pm Monday to Saturday in line with the scheme nearby in Willow Tree Close.

4. The Cabinet Member will be aware that the Ickenham Parking Management Scheme has gradually expanded from starting from the basis of an individual road Willow Tree Close, in March 2011. Over time, residents of surrounding roads have identified the benefits of the scheme and consequently other roads have slowly been added to the scheme after going through the usual consultation processes. As the Parking Management Scheme in Ickenham was only installed relatively recently and currently only consists of four roads near Ickenham Station, some residents of other roads in the area may not yet feel that a scheme is needed. Members have previously decided not to impose a comprehensive parking scheme over a wide area in the local vicinity. Instead they agreed to approach the problem in small 'bite-sized' areas, to allow schemes to be progressed in areas where there was an indication of general support, usually by residents petitioning the Council.

5. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme and carry out an informal consultation with the residents of Crosier Road to establish the overall level of support for parking restrictions and the possible layout of the scheme. The outcome of this consultation will be reported back to Ward Councillors and the Cabinet Member to assist the Council in making a decision on how best to proceed.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Crosier Road, funding would need to be identified 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

If the Council subsequently investigate the feasibility to introduce parking restrictions in Crosier Road, consultation will be carried out with residents to establish if there is overall support.

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.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.



Crosier Road, Ickenham

Appendix A

Date January 2013

Scale 1:4,000



Extent of Crosier Road, Ickenham



Extent of Ickenham Park Management Scheme Zone IC

This page is intentionally left blank