

MOTIONS

8.1 MOTION FROM COUNCILLOR RILEY

That Council fully supports the submission made by the Administration to the MOPAC Draft Public Access and Engagement Strategy consultation document and notes the main concern from the proposed strategy of there being only one publicly accessible police station in a borough the size and shape of Hillingdon is not realistic and the proposed location is not in the interests of our residents.

Council acknowledges that, like Hillingdon Council, the Mayor of London has received reduced funding from central government. However, unlike Hillingdon who have put residents first and demonstrated that by managing finances and operating efficiently it is possible to avoid potentially damaging cuts to front line services, the Mayor has simply chosen the easy route of blaming the Government and saying that this is all that he can do.

Council agrees that the Mayor should reconsider his approach to this matter and review his proposals to ensure that our residents continue to receive a police service that works for them in the long term, not just a police function with a short term vision.

8.2 MOTION FROM COUNCILLOR D.MILLS

That Council notes the publication by the Boundary Commission, for consultation purposes, of the proposed new parliamentary constituencies for England.

Council notes that the proposals for London include the creation of a new 'Hillingdon and Uxbridge' Constituency which includes two wards from the London Borough of Ealing; Northolt Mandeville and Northolt West End. Council further notes that the proposed new constituencies separate the Ruislip wards, thus continuing to ignore natural boundaries and community affiliations.

Council notes that the majority of responses by both individuals and organisations, including residents' associations, to the original Commission's proposals, were opposed to the inclusion of the two Northolt wards and in favour of joining together four Ruislip wards.

Council notes that, although the Boundary Commission must work within numbers as laid out by statute - that is that every constituency in England (except two covering the Isle of Wight) must have an electorate of between **71,031** and **78,507**, and, therefore, any proposal to amend the make-up of the proposed new constituencies will have an effect on the make-up of neighbouring constituencies, there are, in fact, a number of possible alternatives available to achieve a better outcome whilst still meeting the parameters set out above.

Council, therefore, authorises the Head of Democratic Services in conjunction with the Leader of the Council, to respond with a counter proposal to establish three Constituencies, of which two will consist entirely of Hillingdon wards, recognising the fact that there is no natural boundary or affiliation to justify the

inclusion of Northolt Mandeville and Northolt West End Wards within the proposed Hillingdon and Uxbridge Constituency and that meets the wishes of the community for keeping the Ruislip wards together.

8.3 MOTION FROM COUNCILLOR DUNCAN

That this Council is concerned that recent evidence has shown that Housing Benefit is not always delivered by the Council in a way that encourages people to start, resume or continue work.

Further to the Council's recent review of Housing Benefits and recommendations approved by Cabinet this Council therefore agrees that the monitoring and management system of Housing Benefit should include delivery timescales, once all documentation is in place to enable determinations to be made. This would help to provide clarity, improve efficiency, save money, avoid evictions and encourage people to start or continue working. Council therefore requests Cabinet to consider this matter and make the appropriate changes

8.4 MOTION FROM COUNCILLOR MORSE

That, to clarify the conflicting reports about the potential to develop Northolt as a Commercial airport, the Council authorise the Chief Executive to undertake the following actions:

- 1) seek legal advice to confirm the MOD has authority to increase commercial flights at Northolt.
- 2) propose the introduction of Public Safety Zones around the airport to provide modern safety measures that are an improvement on safeguarding planning rules.
- 3) open consultation with the MOD about what developments are taking place at Northolt, to clarify if the development is for the operational needs of the RAF which does not need planning permission, and to identify development that supports commercial operations needing planning permission.
- 4) consult with the MOD about environmental concerns raised by residents as the ARK report commissioned by the MOD talks about initially raising aircraft movements to 20,000 and then leasing the airport to a commercial company with the potential for 50,000 aircraft movements.
- 5) negotiate with the MOD to seek a reduction to 5,000 movements for commercial aircraft at Northolt to improve the environment.