

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

5 FEBRUARY 2014

Chairman:	* Councillor John Nickolay	
Councillors:	* Nizam Ismail * Manji Kara * Ajay Maru	* Jerry Miles * Mrs Vina Mithani * Sachin Shah (1)
Advisers:	† Mr L Gray * Dr Anoop Shah	* Mr A Wood
In attendance: (Councillors)	James Bond Susan Hall Janet Mote Anthony Seymour Bill Stephenson	Minute 203 Minute 201, 205, 206 Minute 203, 206 Minute 203,206 Minute 203

- * Denotes Member present
- (1) Denotes category of Reserve Member

194. Attendance by Reserve Members

RESOLVED: To note the attendance at this meeting of the following duly appointed Reserve Member:-

Ordinary Member

Councillor Mrinal Choudhury

Reserve Member

Councillor Sachin Shah

195. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 7 – Information Report: Petitions

Councillor Sachin Shah declared a non pecuniary interest in that Petition number 19 related to Rayners Lane, where there was a Children's Society shop and he was an employee of the Children's Society. He would remain in the room whilst the matter was considered and voted upon.

Councillor Janet Mote declared a non pecuniary interest in that she was the local authority Governor at St John Fisher Church of England School. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 9 – North Harrow Parking Review – Results of Public Consultation

Councillor Ajay Maru declared a non pecuniary interest in that the Harrow West Labour Party's offices were located on Blenheim Road, West Harrow and he was Ward Councillor for Kenton West. He would remain in the room whilst the matter was considered and voted upon.

Councillor Jerry Miles declared a non pecuniary interest in that the Harrow West Labour Party offices were located on Blenheim Road. He would remain in the room whilst the matter was considered and voted upon.

Councillor Janet Mote declared a non pecuniary interest in that she was the local authority Governor at St John Fisher Church of England School. She would remain in the room whilst the matter was considered and voted upon.

Councillor Sachin Shah declared a non pecuniary interest in that the Harrow West Labour Party's offices were located on Blenheim Road, West Harrow and he was Ward Councillor for Queensbury. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 9 – North Harrow Parking Review – Results of Public Consultation

Councillor Asad Omar declared a non pecuniary interest in that he lived within the area of the Parking Review. He would remain in the room whilst the matter was considered and voted upon.

Councillor Mrs Vina Mithani declared a non pecuniary interest in that she was Ward Councillor in Kenton West. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 11 – Belmont Circle Area Parking Review – Public Consultation

Councillor Stephen Greek declared a pecuniary interest in that he lived within the area of the Parking Review and had responded to the Consultation. He would remain in the room whilst the matter was considered and voted upon.

Councillor Mrs Vina Mithani declared a non pecuniary interest in that she was Ward Councillor in Kenton West. She would remain in the room whilst the matter was considered and voted upon.

196. Members' Right to Speak

RESOLVED: In accordance with Executive Procedure Rule 40.1 – Part 4D of the Constitution, the Panel agreed that the following Members could speak at the meeting:

Councillor	Item
James Bond	9
Susan Hall	6, 7, 9, 11
Stephen Greek	7
Janet Mote	7, 9
Anthony Seymour	7, 9
Sasikala Suresh	9
Bill Stephenson	9

197. Minutes

RESOLVED: That the minutes of the meeting held on 8 October 2013 be taken as read and signed as a correct record, subject to the following amendment on page 1:

In attendance: Anthony Seymour Minute 192
(Councillors)

198. Tabled Documents

RESOLVED: That the following documents be tabled:

Amended pages 100-102 of the main agenda;

Enlarged versions of pages 127, 157 and 189-190 of the main agenda;

Appendix G – Belmont Circle Area Parking Review: Stakeholder meeting minutes;

Appendix F – Queensbury Area Parking Review: Stakeholder meeting minutes.

199. Public Questions

To note that five public questions had been received and two responded to, and in line with the statement made by the Leader of the Council and in line with the statement made by the Leader of the Council (see Note 2 above) the recording has been placed on the website.

Public Questions 2 and 3 were withdrawn. A written response would be provided to questions 4 and 5 as the questioners were not present at the meeting.

200. Petitions

RESOLVED: To note the receipt of the following petitions, which were referred to the Corporate Director of Environment and Enterprise for consideration:

Petition presented by Councillor Krishna James on behalf of the residents of Charlton Road, Harrow, containing 20 signatures, with the following terms of reference:

'We, the undersigned, are opposed to the introduction of parking permits costing each household on the street in Charlton Road.'

Petition presented by a resident of Kenton Park Avenue, on behalf of residents in the area, in opposition to the petition entitled 'Local Safety Parking – Kenton Park Avenue, presented by Councillor Yogesh Teli at the Cabinet meeting of 12 December 2013

'We the undersigned present the following reasons in opposition to the petition dated 12 December 2013.

1. The current proposal of double yellow lines between house numbers 41-55 (outer bend) will in effect create greater possibility of accidents. Introducing double yellow lines will enable motorists to approach the outer bend at higher speeds. This will reduce safety of residents, pedestrians, cyclists and motorists.
2. Implementing double yellow lines on the outer bend will create poor visibility because cars will be parked on the inner bend. This will create a blind corner hence dramatically affecting the safety of motorists, cyclists and pedestrians.
3. There is already a shortage of parking on the road forcing residents and shoppers to use all available spaces. Introducing a large section of double yellow lines between houses 41-55 (outer bend) will make the situation worse. The proposal will impact local shops and other businesses including Solicitors and Funeral Services. This will also force residents and visitors to park on other parts of the street.

We urge Harrow Council to do an extensive survey of vehicle movements and make robust inquiries about any difficulty for Council bin collection vehicles. The residents do not feel this is an issue.'

201. Deputations

RESOLVED: That, in accordance with Executive Procedure Rule 50 (Part 4D of the Constitution), the following deputations be received:

1. Roxborough Residents' Association – Dangerous, obstructive and illegal parking on Roxborough Avenue is resulting in congestion and cars driving on the pavement thereby endangering the lives of pedestrians

Before a pedestrian is hit by a car we would propose changes to parking (Double yellow lines and controlled parking bays) that would ease congestion that has caused lethal pavement driving.

Cars are blocking residents' driveways, parking on kerbs and grass verges and parking in residents' bays without permits. Parking without due care for the safety of pedestrians mean children in particular cannot be seen by cars and nor can they see over the cars as they attempt to cross.

There is abuse of residents as they enter and leave their homes, damage to vehicles and access by fire engines and ambulances is prohibited. Residents have raised concerns for over 20 years but the situation has now reached a crisis with a breakdown of law and order and lives at risk.

Following questions and comments from Panel Members, the deputies stated that:

- the local Safer Neighbourhood Team (SNT) had been alerted to the situation, however, the SNT were not always able to respond immediately as and when incidents happened;
- residents had written to St Anselm's regarding these incidents, but had not received a response;
- there were two volunteer stewards employed by the school, however, they were only available in the mornings.

An officer advised that the introduction of single or double yellow lines would not necessarily resolve the issues faced by residents. He undertook to liaise with the enforcement team regarding breaches of parking regulations in the vicinity of the school during school hours.

An adviser to the Panel stated that longer term solutions such as new cycle schemes and segregated cycle paths would encourage people to drive less and cycle more and that the Council should be supporting such initiatives.

Members were of the view that the School should be encouraged to be more proactive and to take greater responsibility in tackling these issues. The Portfolio Holder for Environment and Community Safety stated the introduction of CCTV cameras on Roxborough Avenue may help to resolve these issues and undertook to contact the school head to discuss the matter further.

2. Residents of Becmead Avenue

- 1) The Saturday morning traffic restriction which prohibits parking between 11.00 am-12.00 midday is removed.
- 2) The yellow line which is in place to restrict parking be re-painted in Becmead Avenue, as it has faded to almost zero, following the refurbishment of the pavement in the summer of 2013.
- 3) That the Council consider additional traffic calming measures in Becmead Avenue, as the present measures are inadequate.

The deputees added that both residents and traders were experiencing high volumes of traffic, speeding and congestion in the area.

Following questions from Members, the deputees stated that:

- residents would be in favour of parking restrictions imposed from Monday-Friday, but not on Saturdays. In their view, this would help alleviate the problems outlined in the deputation.

Following questions and comments from Panel Members, an officer stated that:

- the issue of motorists speeding was a borough-wide issue and enforcement was difficult;
- 20-mph zones had been introduced in the vicinity of most schools in Harrow, and a third of the borough now had 20-mph zones. Residents in this area had been consulted and rejected a 20-mph restrictions being imposed in the area. The introduction of traffic calming measures would require a statutory consultation before implementation and officers regularly reviewed problem areas.

RECOMMENDED ITEMS

202. Controlled Parking Zones and Parking Schemes - Annual Review

The Panel received a report of the Corporate Director of Environment and Enterprise which provided information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It also set out any requests for parking schemes received by the Council and recommended a programme of work for 2014/15.

An officer advised that:

- the annual review was the means by which the programme of parking management schemes were set for the forthcoming financial year, and took into account progress to date, available budgets and current issues. It also included assessments of existing CPZ's and requests

for new or extended CPZs, including petitions and other representations received during the last 12 months;

- most of the schemes in the current programme would be completed in 2014/15 and no additional funds would be available to include any new schemes which were on the waiting list. Funding was subject to confirmation of the Capital Funding Allocation at the Cabinet meeting of 13 February 2014.

Following questions and comments by Members of the Panel, an officer advised that:

- Queensbury station fell within the Borough of Brent, and there was a CPZ in existence there, however, some of the roads surrounding the station where there were issues with commuter parking, were in Harrow and are dealt with in the Queensbury CPZ report on the agenda for this meeting;
- there were no plans or funds available to introduce a CPZ in the vicinity of the Hive football stadium as traffic and parking issues in this area were not as severe as had been anticipated originally;
- parking schemes could take up to two years to design and implement and this was due to the extensive public and statutory consultation process. Follow up reviews of schemes already implemented would only be carried out if significant issues regarding a scheme were reported by the public. These would be reported to the Panel for their consideration and possible inclusion in the programme.

Resolved to RECOMMEND: (to the Portfolio Holder for Community Safety and Environment)

That:

1. the priority list of parking management schemes for 2014/15 as shown in **Appendix B** of the officer report, subject to confirmation of the capital funding allocation at Cabinet on 13 February 2014, be approved;
2. officers be authorised to carry out scheme design and consultation on the schemes in **Appendix B** of the officer report;
3. officers be authorised to implement the schemes in **Appendix B** of the officer report, subject to a further report and receiving the Panel's recommendation to proceed,
4. any substantive requests to undertake a parking review on an existing scheme be considered by the Panel for inclusion in the annual programme of work.

Reason for Recommendation: To prioritise the Controlled Parking Zones and Parking Schemes programme for 2014/15.

203. North Harrow Parking Review - Results of Public Consultation

The Panel received a report of the Corporate Director of Environment and Enterprise which set out details of the results of the public consultation carried out relating to the North Harrow parking review. The consultation proposals had been developed taking into account feedback from residents and traders in the area. An officer advised that:

- consultation responses had been tabulated on a road by road basis and this data had been shared with the local Ward Councillors;
- the Council would be required to carry out a statutory consultation of the scheme agreed by the Panel. However, it had also carried out an informal consultation early on in the process with relevant stakeholders to allow them to have an input into the proposals and influence the final proposal agreed for statutory consultation;
- the proposals had been developed on the basis of majority support from consultees on a road by road basis and part road basis, rather than by the consultation area as a whole.

Following questions and comments by Panel Members and Ward Councillors in attendance, an officer stated that:

- a majority of respondents in the consultation had opted for working day parking controls, as opposed to an hour in the morning and an hour in the afternoon in other areas. The Council is committed to supporting traders in the area and, have been developed measures to ensure a regular turnover of parked vehicles in nearby parking spaces;
- it was possible to reduce the scale and extent of proposals at the statutory consultation stage but not to increase it. Thus some roads close to those favouring parking controls, but where responses had been at most marginal, had been included to take account of displaced parking with that statutory consultation factor in mind;
- the area suffered from a number of different parking related issues;
- any parking restrictions introduced from Monday to Friday would include bank holiday Mondays, consistent with the rest of the borough;
- it was noted that a question in the questionnaire for the Belmont Circle consultation (regarding changing opinion if based on a neighbouring street indicating support) had not been included for the North Harrow consultation due to an oversight and the question will be included in all future consultation questionnaires;
- officers would reiterate at statutory consultation stage that it is possible to reduce the scale and extent of proposals as a consequence of

feedback but that it was not possible to add to or increase the scope of proposals;

- officers had been in discussion with staff at St. John Fisher School regarding the introduction of a permit scheme to facilitate some parking for parents of children at the school during school drop off and pick up times in the Cambridge Road car park.

The Chairman stated in his opinion that Cambridge Road should be omitted from the scheme, as there was clearly no majority support for the scheme and significant opposition. With regard to Lincoln Close as only one resident responded to the questionnaire he felt this was insufficient to take forward a scheme. The Chairman therefore proposed a motion that paragraphs 2 and 3 of the officer recommendation in the report be omitted. This motion was seconded and agreed unanimously.

Resolved to RECOMMEND: (to the Portfolio Holder for Community Safety and Environment)

That the following proposals be taken forward to formal Statutory Consultation:

1. a controlled parking zone as shown on **Appendix E** with operational times of Monday – Friday 8.00 am to 6.30 pm, be introduced in the following roads,:
 - Argyle Road
 - Blenheim Road
 - Canterbury Road (part)
 - Collapit Close
 - Cornwall Road
 - Cumberland Road
 - Durham Road
 - Gloucester Road
 - Lancaster Road
 - Norfolk Road
 - Northumberland Road (part)
 - Somerset Road
 - Suffolk Road
 - Surrey Road
 - Sussex Road (part)
 - Westmorland Road
2. “at any time” waiting restrictions (double yellow lines) be introduced throughout the consultation Area, at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths.

Reason for Recommendation: To control parking in the County Roads area as well as the surrounding roads located near to North Harrow Station. The

measures are in direct response to resident requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

204. Queensbury Area Parking Review - Public Consultation

The Panel received a report of the Corporate Director of Environment and Enterprise which set out the results of the public consultation carried out in the wider Queensbury area to consider the introduction of parking controls in the area and sought agreement to proceed with a statutory consultation.

An officer made the following points regarding the report:

- on the whole, the proposed measures had been formulated following detailed analysis of the consultation results. However, some of the proposed measures were not supported by residents but had been included in the scheme on the grounds of safety and benefit to the local community;
- it was clarified that double yellow lines prohibited all vehicles from parking whilst residents' parking permit schemes allowed only residents with permits to park in marked parking bays. Amendments to any existing traffic orders would require that additional consultation be carried out and that any changes be advertised;
- consultation results tended to reflect the current situation and consultees were not always aware of the potential impact of implementation of parking controls in their area for example, the occurrence of increased displaced commuter parking on the borders of any CPZ area;
- the CPZ around Queensbury station in streets in the borough of Brent operated from (Mon-Sat)10.00am – 3.00pm;
- Hogarth, Constable and Collier Roads have not been included in the proposed scheme.
- In Everton Drive officers indicated that the consultation results demonstrated majority support for parking controls from those that responded to the questionnaire.

A Member of the Panel proposed a motion that Everton Drive be removed from the proposed scheme as the majority (number of properties) of residents on this street had not reported any significant parking issues. This proposal was seconded and agreed by majority. The Chairman proposed a motion that the whole of Reynolds Drive be included in the proposed scheme because of the possibility of parking displacement and that the officer recommendation be amended to reflect this. This motion was seconded and agreed unanimously.

Resolved to RECOMMEND: (to the Portfolio Holder for Community Safety and Environment)

That the following roads and measures be considered for statutory consultation:

1. Charlton Road – (west side odd numbers) - double yellow line, no parking at any time, be installed from Queensbury Circle to approximately 15 metres south of Moorhouse Road including the island gaps to the service road;
2. Charlton Road – (west side odd numbers) - single yellow line operational Monday to Saturday 8.00 am to 6:30 pm be installed from Moorhouse Road to Court Close;
3. Charlton Road – (east side even numbers) single yellow line operational Monday to Saturday 8.00 am to 6:30 pm be installed from Queensbury Roundabout to the property boundary of #232/234;
4. Honeypot Lane – (no. 206 to no. 302 and no. 219 to no. 339) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8.00 am - Midnight;
5. Honeypot Lane – (the north-eastern slip road, fronting no. 180 to no. 302) – double yellow line, no parking at any time, be installed at the entry points of the slip road off the main Honeypot Lane carriageway;
6. Honeypot Lane – (the north-eastern slip road, fronting no. 180 to no. 204) – northeast side install Pay and Display parking bays operating Monday to Saturday 8.00 am to 6:30pm with the tariff of £0.10 per 20 minutes and on southwest side install single yellow line operating Monday to Sunday 8.00 am – midnight;
7. Lawrence Crescent – a new Controlled Parking Zone (CPZ) be created operating Monday to Friday 11.00 am – 12.00 noon be installed;
8. Malvern Gardens – (Honeypot Lane to no. 93 and no. 112) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8.00 am – Midnight;
9. Mary Close and Ruth Close – single yellow line operational Monday to Friday 3.00 pm to 4.00 pm including slip road from Honeypot Lane;
10. Mary Close and Ruth Close – (slip road from Honeypot Lane) double yellow line, no parking at any time, be installed 15 metres either side of the vehicle entrance to playing fields;
11. Millais Gardens – a new Controlled Parking Zone (CPZ) be created operating Monday to Friday 11.00 am – 12.00 noon be installed;

12. Mollison Way – (east of Constable Gardens) – extend existing double yellow lines both sides of road approximately 8 metres;
13. Mollison Way – (east of Constable Gardens, north side even numbers) – single yellow line operational Monday to Saturday 8.00 am to 6:30 pm be installed from end of double yellow lines to the property boundary of nos. 74/76;
14. Mollison Way – (east of Constable Gardens, south side odd numbers) – single yellow line operational Monday to Friday 11.00 am – 12 noon be installed from end of double yellow lines to the property boundary of nos. 31/33;
15. Mollison Way – (north and south shopping parades) – install Pay and Display Monday to Saturday 9.00 am – 6:30 pm with the tariff of £0.10 per 20 minutes;
16. Mollison Way – (Turner Road to Cotman Gardens) – to note the installation of parking inset parking bays and waiting in accordance with the Mollison Way Bus Route Improvement Scheme which is separate from this parking review;
17. Moorhouse Road – (both sides including across service road entrance) double yellow line, no parking at any time, be installed from Charlton Road to approximately 18 metres into Moorhouse Road;
18. Reynolds Drive – a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday at any time;
19. Turner Road – (Borough boundary to roundabout, southwest side odd numbers) – double yellow lines from borough boundary to northwest side of driveway of no. 1 Turner Road;
20. Turner Road – (Borough boundary to roundabout, southwest side odd numbers) – single yellow line operational Monday to Saturday 8.00 am to 6:30 pm be installed from double yellow lines detailed above to existing double yellow line at roundabout;
21. Turner Road – (Borough boundary to roundabout, northeast side, even numbers) - single yellow line operational Monday to Friday 11.00 am – 12 noon be installed from borough boundary to existing double yellow line at roundabout;
22. Turner Road – (south-western side of roundabout) - single yellow line operational Monday to Friday 11.00 am – 12 noon be installed around southwest side of roundabout between existing double yellow lines;
23. Turner Road – (roundabout to Camrose Avenue) - a new Controlled Parking Zone (CPZ) be created operating Monday to Friday 11.00 am – 12 noon and 3.00 pm – 4.00 pm and Saturday - Sunday 11.00 am – 12 noon;

24. Winchester Road - (Honeypot Lane to no. 40 and no. 41) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8.00 am – Midnight;
25. Winchester Road – (northwest side even numbers) – single yellow line operational Monday to Sunday 8.00 am – midnight from no. 40 to Malvern Gardens;
26. Introduce “at any time” waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths throughout the consultation area.

Reason for Recommendation: To regulate parking in the wider Queensbury area as detailed in the report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

205. Belmont Circle Area Parking Review - Public Consultation

The Panel received a report of the Corporate Director of Environment and Enterprise which set out the results of the public consultation carried out in the wider Belmont Circle area regarding the implementation of parking controls in the area.

Following discussions about possible Pay and Display bays the Portfolio Holder for Community Safety and Environment stated that there were plans to introduce 20-minutes free parking throughout the borough in the spring of 2014. This measure would be affordable for motorists and would help businesses.

An officer stated that the proposals had been developed on the basis of the consultation results and additional feedback from stakeholders in the form of petitions and correspondence.

Resolved to RECOMMEND: (to the Portfolio Holder for Community Safety and Environment

That the following roads and measures be considered for statutory consultation:

1. a Controlled Parking Zone including resident permit bays, “pay and display” bays and shared use bay (as detailed in the officer’s report) be introduced operating Monday to Saturday, 8.00 am – 6.30 pm in:
 - Bellamy Drive
 - Kenmore Avenue – from Belmont Circle to no. 236 Kenmore Avenue,
 - Elgin Avenue – from Kenmore Avenue to 60 Elgin Avenue,

- Belmont Circle,
 - Kenton Lane – the Health Centre to Kingshill Drive,
2. a Controlled Parking Zone including resident permit bays in Dobbin Close operating Monday to Friday, 8.00 am – 6.30 pm,
 3. “at any time” waiting restrictions be introduced at:
 - Kenmore Avenue / Elgin Avenue junction,
 - Kenmore Avenue / Belmont Circle junction
 - Kenton Lane – Health Centre to Belmont Circle
 - Weston Drive – Belmont Circle to York Avenue
 - Elgin Avenue – on the bend adjacent to 115 Elgin Avenue
 4. peak hour loading restrictions 8.00 am to 9.30 am and 4.00 pm to 6.30 pm, Monday to Saturday be introduced in Kenmore Avenue (east side) between Belmont Circle roundabout and Elgin Avenue,
 5. “at any time” waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths be introduced throughout the consultation area.

Reason for Recommendation: To regulate parking in the wider Belmont Circle area as detailed in the report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area in order to maintain road safety and accessibility for vehicular traffic.

RESOLVED ITEMS

206. Information Report: Petitions

The Panel received a report of the Corporate Director of Environment and Enterprise which set out details of the petitions that had been received since the last meeting of the Panel and provided details of the Council’s investigations and findings where these had been undertaken.

The Chairman stated that the Panel would consider petition numbers 1, 2, 8, 10, 18, 20, and 23 in the report. The remaining petitions would be discussed under subsequent agenda items.

Petition 1 Kenton Park Parade , Proposed loading bay – In support of and against proposal and 8 - Kenton Road, Kenton - Objection to Proposed double yellow lines

Members stated that the implementation of a loading bay in the shopping parade would help to alleviate the petitioners’ concerns and improve road safety in the area.

The responses and objections to the double yellow line proposals were being collated by officers and would be subject to further discussions with the Portfolio Holder for Community Safety and Environment.

Petition 2 Becmead Avenue, Kenton – Request to remove parking restrictions on Saturday morning.

An Officer stated that the option of alternative funding through the Neighbourhood Investment Scheme (NIS) to carry out this request was still under consideration.

Petition 10 - St Joseph School Belmont - request for zebra crossing Kenton Lane

An officer advised that the possibility of introducing a zebra crossing would be further investigated, however, there were set criteria for the introduction of zebra crossings. A number of measures such as dropped kerbs and upgrade of the subway had been implemented in recent years.

The officer also mentioned that there was a subway under Kenton Lane close to the school which had been the subject of recent upgrades involving the school and pupils to include better lighting and a new entrance to the rear of the school and a mural designed by the children.

A Member stated that there was a perception among some residents that subways may not be safe and therefore tended not to use them. Another Member stated that consideration should be given to the patients using the Belmont Health Centre and any zebra crossing would be best placed near the Centre.

Petition 18 - Belsize Road Harrow Weald - request for footway parking

An officer confirmed that no Fixed Penalty Notices had been issued for footway parking contraventions over the last two years.

Petition 20 - Eastcote Lane Objection to Parking Controls

Following questions and comments from Panel Members, an officer advised that discussions with the Portfolio Holder for Community Safety and Environment had been held regarding bus priority in Eastcote Lane. Some double yellow lines had been omitted from the scheme, and the proposals now included the mini roundabout at the Kings Road junction, moving the zebra crossing further along the road, introduction of traffic islands. He added that this route corridor would be re-evaluated in 2015.

Petition 23 - Kenton Park Avenue Kenton request for double yellow lines

An officer stated this request had not met the criteria for the Local Safety Parking Programme (LSPP) and would not be taken forward.

RESOLVED: That the report be noted.

207. Information Report: 2013/14 Traffic and Parking Schemes Programme update

The Panel received a report of the Corporate Director of Environment and Enterprise which set out progress with the 2013/14 traffic and parking schemes programme of works and included schemes funded by Transport for London and those included in Harrow's Capital Programme.

RESOLVED: That the report be noted.

208. Any Other Urgent Business

The Chairman stated that this was the final meeting of the Panel in the current Municipal Year and he thanked advisers, Members and officers for their hard work and contribution to the work of the Panel over the past year. The Adviser to the Panel also thanked the Chairman and officers, in particular Paul Newman, who was due to retire shortly.

209. Extension of Guillotine

In accordance with the provisions of Executive Procedure Rule 48.2 (Part 4D) of the Constitution:

RESOLVED: At 9.59 pm to continue until 10.45 pm.

(Note: The meeting, having commenced at 7.30 pm, closed at 10.45 pm).

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman