

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

23 NOVEMBER 2015

Chair:	* Councillor Barry Kendler	
Councillors:	* Jeff Anderson	* Jerry Miles
	* Susan Hall	* Mrs Vina Mithani
	* Ameet Jogia	* Nitin Parekh
Advisers:	Mr L Gray	* Mr A Wood
	† Dr Anoop Shah	
In attendance: (Councillors)	Manjibhai Kara	Minute 79
	Georgia Weston	Minute 75
	Anne Whitehead	Minute 77

- * Denotes Member present
- † Denotes apologies received

66. Attendance by Reserve Members

RESOLVED: To note that there were no Reserve Members in attendance.

67. Right of Members 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	Agenda Item
Manji Kara	8 – Information Report: Petitions

Anne Whitehead 12 – Wealdstone Area Parking Review – Statutory Consultation Results

Georgia Weston 10 – Headstone Lane Area Parking Review – Public Consultation

68. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 12 - Wealdstone Area Parking Review - Public Consultation

Councillor Susan Hall declared a pecuniary interest in that she owned a business in Wealdstone. She was not present in the room while the matter was considered and voted upon.

Agenda Items 10 & 13 - Headstone Lane Area Parking Review - Public Consultation; South Harrow Area Parking Review - Public Consultation

Councillor Ameet Jogia declared a non-pecuniary interest in that he lived in Headstone Lane, was a Member of the Harrow East Conservative Association, on Headstone Lane, and was a regular visitor at the Lohana Centre. He would remain in the room whilst the matters were considered and voted upon.

Agenda Item 8 - Information Report: Petitions

Councillor Manji Kara declared a non-pecuniary interest in that he was Ward Councillor for Belmont. He would remain in the room whilst the matter was considered and voted upon.

Agenda item 8 - Information Report: Petitions

Councillor Barry Kendler declared a non-pecuniary interest in that he was Ward Councillor for Edgware. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 13 - South Harrow Area Parking Review - Public Consultation

Councillor Jerry Miles declared a non-pecuniary interest in that he was Ward Councillor for Roxeth. He would remain in the room whilst the matter was considered and voted upon.

Agenda item 8 & 10 - Information Report: Petitions; Headstone Lane Area Parking Review - Public Consultation

Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was Ward Councillor for and was a Member of the Harrow East Conservative Association which was located on Headstone Lane. She would remain in the room whilst the matters were considered and voted upon.

Agenda Item - 8 Information Report: Petitions

Councillor Nitin Parekh declared a non-pecuniary interest in that he was Ward Councillor for Edgware. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 10 - Headstone Lane Area Parking Review - Public Consultation

Councillor Georgia Weston declared a non-pecuniary interest in that she owned a property located within the Headstone Lane Controlled Parking Zone. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 12 - Wealdstone Area Parking Review - Public Consultation

Councillor Anne Whitehead declared a non-pecuniary interest in that she was Ward Councillor for Wealdstone. She would remain in the room whilst the matter was considered and voted upon.

69. Minutes

RESOLVED: That the minutes of the meeting held on 3 June 2015 be taken as read and signed as a correct record.

70. Public Questions

To note that two public questions had been received. One had been responded to and in line with the statement made by the Chairman, the recording had been placed on the website.

As the individual who submitted the second public question was not present to put his question at the meeting, the Chair's written response would be sent to him after the meeting.

71. Petitions

RESOLVED: To note the receipt of the following petition, which was referred to the Divisional Director, Commissioning Services, for consideration:

Petition presented by on behalf of, Harrow, containing 47 signatures, with the following terms of reference:

'We the duly undersigned: urge Harrow council to address the safety issues and environmental concerns arising from the parking and violation of Highway Code at Kerry Court, Kerry Avenue and the junctions thereof – both with each other: at the cross roads with Valencia Avenue; Glanleam Road and Kerry Avenue North – and those junctions of Kerry Court with London Road, Stanmore.

We request that the aforesaid Kerry court and Kerry Avenue are made specific, "Residents Only" controlled parking zones e.g. H2 – with no private hire licenced passenger vehicles allowed to park at any time.

In the alternative that the parking restrictions currently fixed for 10 am to 11 am and 3 pm to 4 pm, Monday to Saturday be extended Monday to Sunday and with a further prohibition on parking between 5.30 pm and 8 pm with an additional stipulation that there be no private hire licenced passenger vehicle allowed to park at any time.

This would serve to protect residents, pedestrians and other road users from the existing problems of parking congestion, parking obstruction, a risk of accidents from traffic driving up and around the areas mentioned above and the danger to residents' vehicles pulling out of or backing out of drives on Kerry Avenue South and the further danger to pedestrians walking in and about Kerry Avenue South and Kerry Court.'

72. Deputations

RESOLVED: To note that none were received.

73. Reference from Council

The Panel received the following references from the Council meeting of 24 September 2015.

1. Petition submitted by Belmont Circle businesses regarding the parking and traffic management plan for Belmont Circle Area, as approved at the Panel meeting of 10 December 2014.

The Panel agreed to discuss the Reference under agenda item 7 – Information Report: Petitions, in relation to the Belmont Circle item.

RESOLVED: That the reference be received and noted.

RECOMMENDED ITEMS

74. Road Safety Plan

The Panel received a report of the Divisional Director, Commissioning Services which set out the Council's updated Road Safety Plan.

A revised version of the report was tabled at the meeting.

Following a brief introduction to the report, officers responded to Panel Members' questions and comments as follows:

- there had only been one fatal accident involving a cyclist in the borough in 2015. The cyclist in question had not been wearing protective or high visibility gear. There were no traffic engineering measures that could have been implemented that could have prevented this fatality;

- the increase in the number of KSIs (killed or seriously injured) in the borough was a worrying trend. This could be attributed to the fact that an increasing number of people in the borough were choosing to walk or cycle. Additionally, in recent years, the number of school-age children had increased significantly across the borough. The Council's road safety officer and school travel planner were working closely with schools on road safety initiatives, however, this upward trend in KSIs would be investigated further;
- the serious accident on Clamp Hill, involved an elderly driver who had a medical condition;
- the Council's KSI statistics and accident database were not always the most up-to-date as it could take up to three months for confirmed accident information to filter through to officers. One of the Mayor of London's priorities was to reduce the number of KSIs in London and the Council was working to ensure this was done locally.

Following comments from the Chair, an officer undertook to ensure that future road safety reports would provide a more detailed breakdown of the KSI data and any comparisons of the data would be done with a wider range of other London Boroughs.

The Chair's proposal that the Road Safety report be sent to all Ward Councillors, for information, was agreed by the Panel.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That the implementation of the Road Safety Plan by officers, be approved.

Reason for Decision: A road safety plan was an effective way to show that Harrow was discharging its duty under the Road Traffic Act 1988. The Act required authorities to prepare and carry out a programme of measures designed to promote road safety. A local road safety plan was a vital part of the evidence to show how this was being undertaken in Harrow.

The Panel wished it to be recorded that the Recommendation was agreed unanimously.

75. Headstone Lane area parking review - Public Consultation

The Panel received a report of the Divisional Director, Commissioning Services which set out the results of the public consultation carried out in the Headstone Lane area in September 2015 regarding the possibility of implementing a controlled parking scheme.

Following a brief overview of the report, an officer responded to Panel Members' questions as follows:

- if the proposed parking controls were agreed, they would free up more parking spaces. Local residents would be eligible to request parking permits;
- the number of Pay and Display (P&D) bays had not yet been calculated and this information would be advised in due course;
- the consultation results had been very close with regard to the implementation of parking controls, the majority of respondents had indicated that they were in favour of some sort of parking controls being introduced in Headstone Lane;
- the final provisions of a parking control scheme were designed not merely on the basis of residents' views, but took into account consultation results, the views of local Ward Councillors as well as the advice of relevant traffic officers. For example, officers were obliged to heed operational or statutory requirements and amend schemes accordingly.

A Member back benching made the following points:

- residents living in the area should not be obliged to pay to park near their homes;
- a five-hour parking restriction in the area, meant that local residents' family members and other visitors such as healthcare workers, carers were obliged to pay parking charges both in the morning and in the afternoon. The scheme should be changed so that these individuals only paid once for the entire period of their visit;
- there were a large number of properties in the vicinity of Broadfields with no access to parking;
- CPZs should be designed to prevent commuter parking and should not prevent local residents from parking near their homes.

An officer stated that:

- officers were exploring alternative ways of introducing these schemes. It was anticipated that residents would be eligible to receive 1 free visitor permit per day, which would include lunchtimes;
- the number of P&D bays in the area would need to be restricted as it would not be possible to permit unrestricted parking on the public highway. The Department for Transport had a responsibility to maintain traffic flow throughout the city and expected local authorities to support it in this;
- officers were obliged to balance the needs of residents, traders, drivers, pedestrians and shoppers equally when designing a scheme.

The proposed removal of long-term parking provision in the area would free up short-term parking spaces.

The Chair added that the Council also had a duty to meet the Mayor of London's priorities in terms of parking, traffic, road safety and modal shift.

It was noted that the wording of paragraph 4 of the Recommendation would be made clearer by the adding of a full stop after the words 'Headstone Lane' and beginning a new amended sentence at 'And in Courtenay Avenue (between Secker Crescent and Pinner Park Avenue).'

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That

- (1) a controlled parking zone including resident permit bays be introduced operating Monday to Friday, 10 am – 3 pm within the boundary shown in Appendix E in the following roads and that eligibility for permits be restricted to the following addresses:
 - Headstone Lane (Nos. 155 to 291 odds, 194 to 350 evens, Letchford House and Letchford Terrace),
 - Long Elmes (207 to 283 odds and 200 to 252 evens),
 - Chantry Road,
 - West Chantry,
 - Chantry Place (public highway section only),
 - Mullion Close,
 - Broadfields,
 - Randon Close,
 - Fernleigh Court,
 - Barmor Close, and
 - Parkfield Avenue (Nos. 23 to 63 odds, 42 to 94 and Laura Court);
- (2) shared use bays ("pay & display" and permit holders) and "Pay & Display" bays be introduced in Long Elmes and Headstone Lane by the shopping parades with a tariff of 10p per 20 minutes for pay and display (first 20 mins per day free);
- (3) a loading bay be introduced in Long Elmes to operate Monday to Saturday 8 am to 6.30 pm;
- (4) Monday to Saturday 8 am to 6.30 pm waiting restrictions be introduced in Headstone Lane and be introduced in Courtenay Avenue (between Secker Crescent and Pinner Park Avenue);
- (5) "At any time" waiting restrictions (double yellow lines) be introduced at junctions, crossing points, along narrow sections of carriageway and at bends throughout the consultation area.

Reason for Decision: To regulate parking in the Headstone Lane area as detailed in the report. The measures were in response to requests from residents and businesses to address parking problems in their area to maintain road safety and accessibility for vehicular traffic.

The Panel wished it to be recorded that the Recommendation was agreed by a majority of votes.

Councillors Jeff Anderson, Susan Hall, Barry Kendler, Jerry Miles, Mrs Vina Mithani and Nitin Parekh voted for the Recommendation.

76. Whitmore Road area Parking Review - Statutory Consultation Results

The Panel received a report of the Divisional Director, Commissioning Services which set out the results of the statutory notification exercise carried out in the wider Whitmore Road area between 17 September and 7 October 2015 regarding the introduction of parking controls.

Following a brief overview of the report, officers responded to Panel Members questions and comments as follows:

- the Recommendation in the report had been formulated taking into consideration the views of all relevant stakeholders and responses to the statutory consultation;
- the issue of ongoing traffic congestion opposite the bus stop on Whitmore Road would be monitored.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That

- (1) the traffic regulation orders be amended as shown in **Appendix D** of the officer report, to address the formal objections for the Whitmore Road area parking review proposals, that the objectors (along with other residents) be informed and that officers proceed with the order making and implementation of the scheme;
- (2) a new Controlled Parking Zone operating Monday to Friday, 10 am – 1 pm be introduced in the following streets with permit eligibility restricted to the following addresses:
 - Whitmore Road (Nos. 71 to 81 odds and 2 to 72 evens)
 - Bessborough Road (Nos. 102 – 128 and 1 & 2 Roxeth Farm)
 - Treve Avenue
 - Porlock Avenue (Millook, Field End, School House & Jarvis Cottage)

- (3) minor changes be made to the permit bay layout outside Nos 71 to 77 Whitmore Road including the addition of two permit parking bays as advertised;
- (4) 3 Shared Used bays (“pay & display” and permit holders) be introduced in Whitmore Road adjacent to the playing fields as advertised with an unlimited maximum period of stay;
- (5) Pay and Display parking bay be installed in Porlock Avenue along playing fields in current unrestricted section as advertised;
- (6) the proposed waiting restrictions be amended as follows:
 - the proposed waiting restrictions on the north side of Whitmore Road (Nos. 80 to 92) be implemented operating Monday to Friday, 8-10 am and 4-6.30 pm;
 - the proposed waiting restrictions on the north side of Whitmore Road (Nos. 2 to 70) be implemented operating Monday to Friday, 10 am to 1 pm;
 - the proposed waiting restrictions on the east side of Bessborough Road be abandoned;
- (7) the Controlled Parking Zone proposals in Whitmore Road west of the junction with Treve Avenue / Porlock Avenue not be implemented.

Reason for Decision: To regulate parking in the wider Whitmore Road area as detailed in the report. The measures were in direct response to residents’ requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

The Panel wished it to be recorded that the Recommendation was agreed unanimously.

77. Wealdstone Area Parking Review - Public Consultation

The Panel received a report of the Divisional Director, Commissioning Services which set out the results of the public consultation carried out in the wider Wealdstone area in August and September 2015 in relation to the proposed introduction of parking controls in the area.

Following a brief overview of the report by an officer, a Member back benching stated that:

- she had attended the local stakeholders’ meeting regarding the proposed scheme. Residents’ concerns included lack of off-road parking in the area, particularly in the vicinity of Bruce Grove and Ladysmith Road, both during the day and in the evening;

- there were a number of new housing developments in the area without any allocated parking;
- the public question from the co-chair of the 8th/12th Scout Group was an indication of the problems encountered by drivers and pedestrians in the area. She added that it was important for the Council to support local community organisations such as the Scouts.

The Chair stated that further objections might be received at the Statutory Consultation stage. However, the Council had a responsibility to balance the differing needs of residents when devising parking schemes.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

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

- (1) a new Controlled Parking Zone including resident permit bays operating Monday to Sunday, 8 am and Midnight be introduced in Ladysmith Road, Bruce Road and Claremont Road;
- (2) addresses in Ladysmith Road, Bruce Road, Claremont Road and High Street nos 123 – 157 (odds), be eligible to apply for permits in the new zone;
- (3) ‘At any time’ waiting restrictions be introduced in Wolseley Road at the entrances to the Baptist Church and Ambassador House;
- (4) “At any time” waiting restrictions (double yellow lines) at junctions be introduced in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

Reason for Decision: To regulate parking in the wider Wealdstone area as detailed in the report. The measures were 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.

The Panel wished it to be recorded that the Recommendation was agreed unanimously.

78. South Harrow Area Parking Review - Public Consultation

The Panel received a report of the Divisional Director, Commissioning Services which set out the results of the public consultation carried out in the wider South Harrow area in August/September 2015 regarding changes to parking controls in the area.

Following a brief overview of the report, officers responded to Panel Members questions and comments as follows:

- it was true that a number of roads which were not in the existing Controlled Parking Zone had been experiencing issues with displaced parking and with lack of access for emergency services and refuse collection vehicles.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That

- (1) Wyvenhoe Road be included within the existing South Harrow Controlled Parking Zone, zone M, to operate Monday to Saturday 10.00 am to 11.00 am and 2.00 pm to 3.00 pm;
- (2) a new Controlled Parking Zone be created to operate from Monday to Saturday between 8.00 am and 6.30 pm in the following roads or sections of road as follows:
 - Torrington Drive
 - Brendon Gardens
 - Leathsail Road
 - Corbins Lane between Northolt Road and no. 79 Corbins Lane;
- (3) a new Controlled Parking Zone operating Monday to Saturday 10 am – 9 pm be created in the following roads:
 - Sherwood Road
 - Stanley Road
- (4) 'At any time' waiting restrictions be introduced in Corbins Lane adjacent to and opposite to the entrances to Sainsbury's car park and service yard;
- (5) 'At any time' waiting restrictions (double yellow lines) be introduced at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

Reason for Decision: To regulate parking in the wider South Harrow area as detailed in the report. The measures were 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.

The Panel wished it to be recorded that the Recommendation was agreed unanimously.

RESOLVED ITEMS

79. Information Report: Petitions

The Panel received a report of the Divisional Director, Commissioning Services which set out details of the petitions that had been received since

the last Panel meeting and provided details of the Council's investigations and findings where these had been undertaken.

Following a brief overview of the report, officers responded to Panel Members questions and comments as follows:

Petition 1 – Belmont Circle – Request for Controlled Parking Zone to be reviewed

- the pedestrian guard railings on both sides of Kenton Lane between Belmont Circle and the shopping parade extending westwards made it difficult for pedestrians to access the footway. Recent traffic surveys had shown that there was an extremely high level of traffic in those streets, leading to queuing and displaced parking;
- the two free Council-owned car parks in the area tended to be used for long-term parking as they were not subject to enforcement action. This meant there was little parking for customers wishing to use the shops and restaurants in the area.

A Member, who was not a Member of the Panel, suggested that the implementation of the following measures would alleviate some of the issues faced by residents, traders, drivers and pedestrians using Belmont Circle:

- the introduction of 8.00 am to 6.30 pm parking restrictions along Kenton Lane, which would free up additional parking spaces;
- removal of the guard railings or the introduction of gaps in the railings to allow pedestrians to access the footway, which would increase footfall for the local traders;
- not relax the waiting restrictions on Kenmore Avenue as this would cause additional parking problems;
- introduce a maximum 4-hour limit on parking in the two free Council car parks;
- the phasing of the lights at the pedestrian crossing be reconfigured to give priority to pedestrians;
- improve the design of consultation documents sent to residents to provide more detailed information to enable them to make informed choices regarding the introduction of local parking schemes.

The Chair advised that he and the Portfolio Holder for Environment, Crime and Community Safety had recently visited the petitioners, who had indicated that they would welcome the introduction of pay and display bays in the Northern side of Belmont Circle. He added that consultation documents had been revised and amended recently. He proposed the following motion:

1. the Portfolio Holder for Environment, Crime and Community Safety and officers be requested to consider introducing parking charges and a Monday to Saturday 4-hour maximum stay in the two free council car parks in Belmont Circle;
2. the Portfolio Holder for Environment, Crime and Community Safety be requested to raise concerns with TfL regarding the re-phasing of the traffic lights in Belmont Circle, to favour pedestrians;
3. Double Yellow Lines (DYLs) be changed to Single Yellow Lines on the Western arm of Kenton Lane, there be more robust enforcement of this and the DYLs on the Southern arm of the road be retained.

The motion was put to the vote and won unanimously.

Following further questions from the Panel, officers advised that:

- there was limited scope to introduce inset parking bays as their implementation was expensive and required removal of footway to provide additional carriageway. Furthermore, the footways in Belmont Circle were considerably higher than the carriageway;
- the levels of congestion were significantly higher than usual for this class of road, which meant that the choice of parking controls that could be implemented was limited;
- it would advisable retain the full length of the guard railings for reasons of health and safety, as many local school children frequented the local shops;
- officers would discuss the request to re-phase the traffic lights with Transport For London, following discussions with the Portfolio Holder for Environment, Crime and Community Safety;
- officers would discuss the changes requested to the free Council car parks with the Portfolio Holder for Environment, Crime and Community Safety.

Officers responded to Panel Members questions and comments on the petitions below as follows:

Petition 2 – Kenton Road between Westfield Drive and Kenton Park Avenue (Double yellow lines)

- Kenton Road was part of the Strategic Road Network, and had large volumes of traffic, particularly at junctions, which made it unsuitable for the introduction of parking controls.

Petition 3 – Radley Gardens - Opposition to one way section near to the school

- the point no entry scheme should proceed on an experimental basis for a period of eighteen months after which it would be reviewed.

Petition 4 - Donnerfield Avenue – Requesting extra spaces or changing scheme to 24 hours zone

- segregating the P&D bays from residents' parking would remove the ability of others to park in the area to use the park for example;
- officers would look into whether the P&D bays could be Capitalised and confirm this with Panel Members after the meeting.

Petition 5 – Pangbourne Drive - Request to be included in CPZ

- the petitioners' request for Pangbourne Drive to be included in the Canons Park area parking scheme could not be progressed due to the cost associated with doing this. However, the request would be included in the Controlled Parking Zones and Parking Schemes – Annual Review report which would be submitted to the February 2016 Panel meeting.

Petition 8 – Sussex Road – Request to be included within CPZ

- the Somerset Road CPZ would shortly be consulted on. Consultation documents would be dispatched on 1/2 December 2015 and residents would have until 4 January 2016 to respond. The deadline could not be extended as the results of the consultation would need to be collated and analysed in time to submit a report to the February 2016 meeting of the Panel.

Petition 11- Whitmore Road – Objection to proposed CPZ

The Panel agreed to discuss this petition as part of agenda item 11, Whitmore Road Area Parking Review – Statutory Consultation Results.

Petition 14 – Canning Road area – Request for review of hours in part of zone CA

- this request would be included in the Controlled Parking Zones and Parking Schemes – Annual Review report which would be submitted to the February 2016 Panel meeting.

Petition 15 – Westleigh Gardens – Request to extend double yellow lines

- this request would be included in the Controlled Parking Zones and Parking Schemes – Annual Review report which would be submitted to the February 2016 Panel meeting.

RESOLVED: That the report be noted.

80. Information Report: 2015/16 Traffic and Parking Schemes Programme update

The Panel received a report of the Divisional Director, Commissioning Services which provided an update on progress with the 2015/16 traffic and parking management programme of works, including those schemes funded by Transport for London (TfL) and those included in Harrow's Capital Programme.

Officers responded to Panel Members questions and comments as follows:

- extensive speed surveys were carried out at the 20 mph zones in the borough. The majority of these were located in the vicinity of schools. Traffic officers liaised with TfL and compared local data with that of other boroughs. These measures had resulted in good levels of speed reduction and accident reduction. TfL had a monitoring system which was used to record before and after data in order to evaluate the effectiveness of schemes;
- maps were regularly updated as part of the legible London initiative. This was a branded sign and there was therefore a need to ensure consistency of design;
- cycle mirrors were being piloted by TfL across London, however, these were not being piloted in Harrow currently;
- works were ongoing at the Whitmore Road westbound bus stop;
- more detailed design work was underway in the vicinity of Harrow Weald bus garage as part of the 2016/17 local safety scheme programme;
- the proposed cycle link from Long Elmes to College Road would be located near Weald Lane. This would require adjustments to the existing signalised crossing, which officers had been discussing with TfL.

Members emphasised the importance of ensuring that residents understood that Controlled Parking Zones, which were expensive to develop and implement, were only introduced following extensive consultation with all relevant stakeholders and at their request.

RESOLVED: That the report be noted.

81. Information Report: Harrow Cycling Strategy 2015 - 2018

The Panel received a report of the Divisional Director, Commissioning Services which set out the Harrow Cycling Strategy 2015-18, which would be submitted to Cabinet in January 2016 for adoption.

Following a brief overview of the report, an officer responded to Panel Members comments and questions as follows:

- there was good take up of the Bikeability training, where levels 1 and 2 were offered to all year 5 and 6 pupils and levels 1, 2 and 3 being offered to all secondary schools in the borough during school holidays. Additionally, a 'Tour de Harrow' cycle event was organised on Kenton Recreation Ground during the summer and there was a 4-week cycle loan scheme open to all residents.

RESOLVED: That the report be noted.

82. Any Other Urgent Business

In accordance with the Local Government (Access to Information) Act 1985, the following item was included late on the agenda for the reason set out below:

- a Member of the Panel advised that the one-way system from Highlands to the Parkway was causing confusion among motorists and was a health and safety risk that needed to be looked at. He requested traffic officers to look into changing this as a matter of urgency;
- he added that parking issues on Collier Drive outside Stag Lane School had worsened considerably recently and this situation needed to be closely monitored by the Parking Enforcement team.

RESOLVED: That the above issues be noted.

(Note: The meeting, having commenced at 6.30 pm, closed at 8.15 pm).

(Signed) COUNCILLOR BARRY KENDLER
Chair