

Appendix D

List of Significant Parking Issues Raised. (This list is not meant to list every individual request) The extent of the existing CPZ zones and hours of control can be found in the booklet “Parking in Harrow – the regulations explained” which was supplied to all councillors and available on the council’s website.

Harrow Town Centre	
Pinner Road	The eastern end area was the subject of a recent review. Implementation of the changes in 2 phases is due for January-March 2013. (It was always programmed that the western end of Pinner Road would be contained in the North Harrow area review).
Kenton Road	There were requests several years ago from residents of Woodway Crescent and Rufford Close to join Zone S. Two consultations were held to ascertain resident’s views. However no majority support has been able to be secured as what the residents have asked for is not technically feasible. Residents have recently identified their wish to be reconsidered. Parking issues exist in Carlton Avenue close to Kenton Station but have recently not been the source of significant complaints. However requests for reviewing the roads off Kenton Road east of the Station have been received in the last year
Bessborough Road	Requests for parking controls were subject to consultation and some changes were implemented in December 2012. Likely that after settling in there will be requests for further small changes
Harrow View	Requests continue to be received about parking problems in the roads off Harrow View such as Salisbury Road, Buckingham Road, Balfour Road, which lie just outside Central Harrow Zones C, D and K.
Roxborough Park/Avenue	A petition about parking pressures arising from vehicles associated with St Anselms School and Church together with commuters has been received. Although part of Zone E the area does not benefit from residents parking permits and the parking bays are free. Although these are some distance from the town centre and station it is not reported that they are regularly taken up by commuters. This results in parents parking in undesirable locations and causing obstruction. Ongoing work by the Senior Road Safety Officer working with the school attempts to mitigate problems. The local community request some double yellow lines and parking controls, including converting free bays to pay and display to manage the situation. Some residents have asked for double yellow lines and it is likely that designing a scheme to meet majority local views will be challenging.

Roads north of Greenhill Way/Disabled Parking provision	<p>There continue to be reports of problems in these roads especially from delivery vehicles compounded by the number of blue badge holders using the area. This is resulting in parking in the centre of the road, double parking and obstruction. There have been changes to parking and additional disabled parking bays being provided in the area as a result of the Station Road two way bus project. There are proposed changes in the town centre which could cause additional difficulties for the disabled. It is therefore considered that a holistic review of disabled parking is undertaken throughout the town centre in respect of provision and management</p>
Other areas	
Wealdstone	<p>There continues to be requests from roads east and west of the High Street requesting additional hours of control within the CPZ. Residents of the area around Grant, Canning and Peel Roads have highlighted parking problems especially at evenings which they attribute mainly to parking from new developments, some permit restricted, and want additional hours of control. Residents from Belmont Road have requested consideration of a CPZ. There have been increasing complaints about parking pressures in Herga Road, Christchurch Avenue and especially Masons Avenue . Some of these have been attributed to overspill from Harrow Leisure Centre and change of use of local halls. There are also isolated requests from areas like Harley Road/Crescent to be consulted re possible extension to the CPZ although it is hoped these will be addressed as part of S106 works associated with Kodak.</p>
Stanmore	<p>There continue to be requests from and around Stanmore College to review parking issues around the college. Green Lane and adjacent roads has been the subject of continuing requests for additional parking controls and traffic management measures including a full closure of Green Lane. However it has not been possible to obtain any majority support for proposals and there are no plans to re-consult residents in the near future. It is planned to consult on a 20mph zone around St Josephs school Green Lane in 2013/14</p>
Burnt Oak Broadway	<p>This area has been the subject of re-consultation and the results are reported separately to this Panel meeting. The Krishna Avanti School, which lies just west of the CPZ consultation area, has funding available to review parking around the school. It was not included in the above review as originally programmed due to a further planning application being submitted and will be the subject of a separate review when the outcome is fully known.</p>
Edgware	<p>Zone TB. There have been a few requests for parking control changes but the area, which is bounded by Barnet and influenced by Edgware Town Centre has been generally static. There is no further review of this area planned.</p>

Hatch End	The results of statutory consultation on introducing pay and display parking in Grimsdike car park and on-street bays on Uxbridge Road close to Station reported to Feb 2013 TARSAP. Public consultation results on possible CPZ in residential roads is also reported to Feb 2013 TARSAP.
West Harrow	Following consultation some changes around West Harrow CPZ zones V & W have been implemented effective from 1 st January 2013. There continues to be requests from residents living outside the zones who want permits to park within the CPZ. Additional parking controls have also been implemented around Whitmore School and along Treeve Ave and Lascelles Ave. A CPZ has been implemented in Honeybun Estate South and some small issues raised are likely to settle down in next 6 months
North Harrow	A number of requests for parking controls have come from the roads to the north of Pinner Road. They cite problems from staff at the Bus Garage, commuters and shoppers and use of the community centre on Station Road. There is funding available for reviewing parking around the redevelopment at the junction of Station Road/Pinner Road although occupation of the retail unit has only recently been agreed. Some additional on street parking bays were provided in March 2012 as part of GLA Outer London Funding including upgrades to the entrance of the public car park. There have been requests for making adjustments to loading and unloading in Pinner Road between Station Road and George V Ave to help local businesses. Although there were some early fears of likely parking displacement from the implementation of the West Harrow CPZ this has so far not materialised in complaints.
Rayners Lane	This area has been the subject of a parking review and changes became effective on 1 st Dec 2011. There has been recent consultation on some additions and changes including CPZ extensions in Central Ave North and Alfriston Ave which are due to be implemented in March 2013. There is ongoing dialogue with residents in Southbourne Close on carrying out statutory consultation on a possible 24/7 new style CPZ. Comments have been made about double parking in Rayners Lane between Imperial Drive and Village Way. Surveys have been carried out to quantify the problems with a view to introducing specific loading provision. These are currently being assessed.
Harrow Weald	There have been complaints about parking in the roads off High Road Harrow Weald that are attributed to staff from the Bus Garage and commuters/workers. There are also a number of complaints about parking at or in close proximity to junctions which would benefit from double yellow lines. Elms Road and Boxtree Road are the source of most complaints.

<p>Pinner</p>	<p>This was the first CPZ introduced in the borough and was last reviewed around 2004. Complaints continue to be received from residents in West End Lane and adjacent roads about commuter parking. There have been requests to extend the CPZ in the Oakhill Avenue/Paines Lane area to the east of the CPZ due to displaced parking and the increasing distance that commuters and business workers are prepared to walk to the Station/Pinner centre. Requests to increase the local CPZ control hour have been received from Barrow Point Avenue. There have been requests from businesses to review parking and loading proposals in High Street, Bridge Street and Marsh Road. The main focus of problems in the last year has been around the High Street.</p> <p>A small section of residential parking and double yellow lines at High Street/Church Lane have been progressed using Neighbourhood Investment Scheme Funding and are due for implementation Feb/March 2013. Due to limitations they have not been able to address all the local concerns.</p>
<p>South Harrow</p>	<p>Requests for pay and display parking have been received from traders in the service road at the south western end of Northolt Road due to commuter parking. Complaints continue to be received about commuter parking in the roads adjacent to Northolt Park Station although consultation several years ago did not show majority support for a CPZ. Complaints have been received from roads either side the North eastern end of Northolt Road about commuter parking from Businesses and South Harrow Station. A considerable number of complaints have been received about parking problems in Welbeck Road, Scott Crescent, Eliot Drive and Coles Crescent. Much of the problems are attributed to users of the premises in The Arches which are leased by TfL. Many of the businesses are of the vehicle repair or storage category and currently make use of local residential roads for on- street storage. Yellow line controls on their own are unlikely to solve the issues and a CPZ may be required. However there is the question of displacement and the effects of parking once the redevelopment in the area is complete. Consequently no parking review/CPZ is currently programmed.</p> <p>There have been requests for changes to the parking control hours in Stanley Avenue as a result of the redevelopment of the Biro House site and this was the subject of a recent petition. There is funding available under a S106 agreement to carry this out. However there has been difficulty in obtaining the funds and this is ongoing.</p> <p>Requests have been received from Newton Close estate, Jasmine Gardens and Sandringham Road (off Alexandra Avenue) to deal with non resident parking and this is a site of increasing complaints.</p>

<p>Canons Park Station</p>	<p>This area has the subject of ongoing consultation and a scheme was agreed at the November Panel meeting which is due to be implemented in March 2013. There are several areas which did not exhibit majority support for parking measures but which showed equal levels. There is some local concern that Double Yellow Lines should be provided on sections of Whitchurch Lane and that changes should be made to the operational hours of the CPZ in Donnefield Avenue but these requests came after statutory consultation. A review has been recommended 6 months after implementation some of which could be funded from a S106 agreement for redevelopment of the former Government Offices although this would only cover 400m from the perimeter of the site and has yet to be triggered.</p>
<p>Harrow on The Hill</p>	<p>There continues to be requests for implementation of a CPZ however formalising parking would result in a reduction of parking which indications suggest would be unpopular. A number of junctions have recently been under consideration as part of LSPP for double yellow lines or timed restrictions as there are reported difficulties for refuse vehicles and therefore raise concerns about emergency vehicle access. These have proved very challenging to resolve and its likely that any CPZ would be equally difficult. There have been reports of problems for traffic and especially buses travelling along High Street some of which is attributed to blue badge holders. Implementing loading restrictions could adversely affect adjacent businesses and a holistic approach is required to ensure blue badge holders don't simply cause problems in an adjacent length of road.</p>
<p>Headstone Lane</p>	<p>The continues to be complaints about the level of commuters using residential roads around the station although some double yellow lines implemented at junctions have mitigated the safety effects. Complaints in the last year have focused around local schools where a mixture of commuter parking and school traffic are the problems highlighted.</p>
<p>Queensbury Station</p>	<p>Although the station is within Brent the effects of commuter parking in roads within Harrow have been the subject of a considerable number of complaints within the last year. These have extended from roads in the north leading towards Camrose Avenue and also to the south in roads such as Winchester Road and the immediate area. At Mollison Way shopping parade subject to recent improvements there have been some requests for introducing pay and display parking. Reynolds Drive is the source of many complaints as it was implemented over 10 years ago with footway parking bays marked across driveways and is unique in Harrow but was the resident's desire at the time. The SNT have recently reported issues raised by residents. Local parking controls are likely to lead to local displacement and a holistic treatment across a large area is required.</p>

Belmont	There have been requests to introduce pay and display parking in front of retail units where bays are occupied often all day. There are two local public car parks which in addition to Hatch End are the only ones not charged for. In addition there have been requests for parking controls in nearby roads such as Kenmore Avenue/Elgin Avenue suffering existing parking displacement. A holistic approach to parking in the area is needed.
Sudbury Hill Station Area	This area has an existing one hour CPZ Mon-Fri covering the area round the two stations in Harrow off Greenford Road implemented around 8 years ago. There have recently been complaints about commuter parking in the peripheral areas not covered by the CPZ which could be due to increasing usage of the stations and increased distance that passengers are willing to regularly walk from their parking location. It could also be that a 1 hour 11am to 12 noon restriction may no longer be the most appropriate time but this would require survey and integration. Westrans are carrying out a study in the area and more information may become available.