

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.

Pinner Road	The eastern end of the area was the subject of a recent review and an extension in Devonshire Road is due for implementation in Feb 2014. Requests and Petition for parking controls in the western end near North Harrow are the subject of 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 and this road is included in the assessment reported in Appendix B to this report. Residents of Becmead Road have petitioned to have the Saturday parking restrictions removed. This request is also included in the assessment reported in Appendix B to this report. It is also being considered by ward councillors for funding from the Neighbourhood Investment Scheme (NIS)
Whitmore Road/Treve Avenue	This area was subject to a parking review between 2010 and 2012. Whitmore Road residents have petitioned for parking controls (reported elsewhere to this panel meeting) but there was no majority support at the previous statutory consultation. This scheme is included in the Assessment in Appendix B of this report
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.

<p>Roxborough Park/Avenue</p>	<p>A petition about parking pressures arising from vehicles associated with St Anselm's 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.</p> <p>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. The request has been assessed in Appendix B to this report.</p>
<p>Roads north of Greenhill Way eg St Kilda's Road/Disabled Parking provision</p>	<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 which is proving difficult for the councils parking enforcement team to deal with. 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 changes to the disabled bays in Havelock Place being relocated to Greenhill Way and additional disabled bays in Kimberley Road are due to be implemented shortly. Officers will continue to monitor the area.</p>
<p>Wealdstone</p>	<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.</p> <p>There is ongoing redevelopment in the immediate area and this may have an additional negative effect on parking in the area 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 .</p> <p>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>

<p>Stanmore</p>	<p>There continues to be complaints about parking in Green Lane but the majority of residents can't agree on a common form of control. A scheme of traffic calming and point no entry for traffic from Stanmore Hill into Green Lane is due to be implemented imminently as part of the St Joseph School 20 mph zone. No parking controls are due to be implemented as part of this scheme.</p> <p>A petition has been received from residents of Kerry Court/Kerry Avenue requesting additional hours of parking control due to its proximity to Stanmore Station. This is reported elsewhere in the reports to this panel meeting. The scheme has been assessed and is contained in Appendix B to this report. Problems of Parking in Dalkeith Grove, Dovercourt Gardens and Heronslea Drive continue to be received. This area is subject to a follow up review which was agreed by the panel at the October 2013 meeting.</p>
<p>Burnt Oak Broadway</p>	<p>Complaints continue to be received about parking and traffic congestion around The Krishna Avanti School, on Camrose Avenue which lies just west of the CPZ area, S106 funding is available to review traffic parking around the school and a consultation is ongoing. The results are expected to be reported to the next panel meeting.</p>
<p>Hatch End</p>	<p>The CPZ in roads around Hatch End Station which was agreed at the October 2013 panel meeting is due for implementation in March 2014. Some complaints continue to be received from people concerned about the uncontrolled service roads off Uxbridge Road and the lack of turnover and the effect on shoppers.</p>
<p>West Harrow</p>	<p>The effects of the two CPZ's in West Harrow and Honeybun Estate appear to have settled down and few complaints have been received in the last year. Some requests for small changes to parking in Blenheim Road outside the shops and in Vaughan Road outside the shops have been received since the follow up review. These are being considered for funding through the NIS route.</p>
<p>North Harrow</p>	<p>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 S106 funding recently triggered for reviewing parking around the redevelopment at the junction of Station Road/Pinner Road although occupation of the retail unit. 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. These areas have been the subject of consultation as part of the North Harrow parking review and the results of public consultation are the subject of a separate report to this panel meeting</p>

Harrow Weald	<p>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 which have been considered under the LSPP programme. Elms Road and Boxtree Road are the source of most complaints.</p>
Pinner	<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.</p> <p>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 and Pinner Green have recently been progressed using Neighbourhood Investment Scheme Funding. The area has been the subject of a large consultation and the results reported to the Portfolio Holder for Community Safety and Environment/. A decision on progressing elements to statutory consultation is awaited at the time of preparing this report</p>

South Harrow

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 continue to be received from roads either side the North eastern end of Northolt Road about commuter parking from Businesses and South Harrow Station. This area is subject to a mixture of differently timed single yellow lines but lies outside the South Harrow CPZ zone M. The requests for a parking review have been assessed and are included in **Appendix B** of this report

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 there own are unlikely to solve the issues and a CPZ may be required. This is the subject of public consultation due to be carried out in February 2014. The results are due to be reported to the next panel meeting.

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.

Petitions have been received from residents in Leathsail Road and Brendon Gardens who want parking controls which are reported separately to this panel meeting. These schemes have been assessed and shown in **Appendix B** to this report

Requests have been received from Newton Close estate, Jasmine Gardens and Sandringham Crescent (off Alexandra Avenue) and Rowe Walk. These have been assessed and shown in **Appendix B** to this report

<p>Canons Park Station</p>	<p>This area was the subject of consultation in 2012 and a number of different parking controls were implemented in March 2013. Residents in a number of roads have requested a single yellow line where previously there was no majority support. Some of these roads can 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. The panel agreed a follow up review at the October 2013 panel meeting. Resources are expected to become available in February 2014 to commence this review. The results of public consultation will be reported to a future panel meeting.</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. This is supplemented by a petition from residents in Byron Hill Road which is reported separately to this panel meeting 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. The request has been assessed and is contained in Appendix B to this report</p> <p>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. This work was agreed by the Panel in June 2013 to be funded from the Local Transport Fund and work is ongoing.</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 continued to be 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.</p> <p>In 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 area was subject to a public consultation and the results are reported separately to this panel meeting</p>
<p>Belmont</p>	<p>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 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. The area has been subject to a parking consultation and the results are reported separately to this panel meeting</p>
<p>Sudbury Hill Station Area</p>	<p>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, as part of a joint borough project covering cross boundary issues are carrying out a study in the area and TfL have recently announced that they have agreed funding to design a scheme and they effects on parking will be monitored.</p>