

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	This area was the subject of consultation and a scheme was implemented on 1 st May 2010. Double yellow lines were also installed at most junctions and bends within Headstone South Ward These have been subject to public consultation. Currently awaiting TfL approval to enable statutory consultation to proceed
Kenton Road	There were requests 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. Parking issues exist in Carlton Avenue close to Kenton Station but have recently not been the source of significant complaints.
Bessborough Road	Requests continue to be received about parking problems in the area. However a number originate from a number of developments in the area that are ‘permit-restricted’ and so would not be able to purchase a residents’ permit in any case. (See also West Harrow in the other areas section below)
Harrow View	Requests continue to be received in the last year about parking problems in the roads off Harrow View such as Salisbury Road, Buckingham Road, Balfour Road, which lie just outside Zones C, D and K.
Roxborough Park/Avenue	A petition about parking pressures arising from vehicles associated with St Athlems 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.

Roads north of Greenhill Way	<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. The situation is being monitored.</p>
Other areas	
Wealdstone	<p>There are some 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. There have been increasing complaints about parking pressures in Herga Road, Masons Avenue and Christchurch 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</p>
Stanmore	<p>There continue to be requests from Stanmore College to review parking issues around the college. Originally a parking review was to be carried out using funding from a S106 agreement following planning permission granted to the College. However the college revised its proposals and now there is no S106 funding available.</p> <p>Green Lane and adjacent roads has been the subject of continuing requests for additional parking controls and traffic management measures. 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.</p>
Burnt Oak Broadway	<p>This area has been the subject of re-consultation and the results are reported separately to this Panel meeting.</p> <p>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 small number of requests for parking control changes but there is no further review of this area planned.</p>

Hatch End	A review of parking in Uxbridge Road , service roads, immediate adjoining side roads and public car park has commenced and ongoing discussions are being held with the local residents and traders association. There is no immediate plans to consider a area wide CPZ in residential roads. The local residents association reports that there are split views on this issue.
West Harrow	Re consultation of residents following the scheme implemented in 2010 has occurred and the proposals will shortly be the subject of statutory consultation. The issues raised around Whitmore School, Merton Road and Honeybun estate together with Bessborough Road are also now being progressed in synchronisation
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 the retail unit has yet to be occupied Although there were some early fears of likely parking displacement from the implementation of the West Harrow CPZ this has 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 are a few roads which are the subject of r-consultation agreed by the Panel. There is a request from one of the ward councillors for an early review of the scheme but this automatic review process is discussed further in the report
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.

<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 a number of requests, including the police, to review parking in Pinner Green that lies just outside the CPZ. 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, which includes a doctors surgery. There have been requests from businesses to review parking and loading proposals in High Street, Bridge Street and Marsh Road. The main focus or problems in the last year has been around the High Street.</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 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 although it is likely that some of the parking comes from the extensive redevelopment that is taking place in the area. 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>Canons Park Station</p>	<p>This area is the subject of ongoing consultation and the results of a public consultation exercise are reported separately to this panel meeting</p>

<p>Harrow on The Hill</p>	<p>There have been some 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 are under consideration for double yellow lines or timed restrictions as there are reported difficulties for refuse vehicles and therefore raise concerns about emergency vehicle access. These are the subject of an ongoing consultation within the LSPP programme and have received significant objections.</p>
<p>Headstone Lane</p>	<p>The 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. Local parking controls are likely to lead to local displacement and a holistic treatment is required.</p>
<p>Belmont</p>	<p>There have been requests to introduce pay and display parking in front of retail units. 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.</p>