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Date: 9 December 2025

Dear Mr Khan,

**Additional parking penalties and related charges for the London Borough of Harrow**

On 4 December 2025, London Councils' Transport and Environment Committee (TEC), considered a proposal for changing the level of Additional Parking Charges applicable on borough roads in the London Borough (LB) of Harrow. In accordance with the relevant legislation, TEC have instructed me to seek your approval for a change to these charges.

The report considered by the Committee in reaching its decision is attached to this letter and can also be found on our website.

The report sets out LB Harrow's proposal to change from penalty charge Band B to Band A across the borough. This change is intended to help improve compliance with essential traffic and parking management measures. I am therefore writing to request your approval of the proposed banding change set out above in accordance with the Traffic Management Act 2004.

LB Harrow is seeking to implement the change from 1 April 2026 if this request is approved. It would be beneficial therefore, if you were able to consider this matter at the earliest opportunity so the legal process can continue.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "S Boon", written over a horizontal line.

Stephen Boon  
Chief Operating Officer

cc: Seb Dance – Deputy Mayor for Transport

# London Councils' Transport and Environment Committee

## Additional Parking Charges for the London Borough of Harrow

Item No: 11

**Report by:** Mital Patel

**Job title:** Transport Officer

**Date:** 4 December 2025

**Contact Officer:** Mital Patel

**Telephone:** 020 7934 9647

**Email:** mital.patel@londoncouncils.gov.uk

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**Summary:** This report details the proposal by the London Borough of Harrow (LB Harrow) to amend the penalty charge banding from Band B to Band A across the borough.

**Recommendations:** Members are asked to note and discuss the following recommendations:

- Approve the proposal to change the penalty banding in LB Harrow
- Note the proposed implementation date for the change is 1 April 2026

**Background:**

1. Under the provisions set out in the Traffic Management Act 2004 (Schedule 9), which repealed similar provisions in the Road Traffic Act 1991, London Councils' Transport and Environment Committee is responsible, subject to agreement by the Mayor of London and possible veto of the Secretary of State, for setting additional parking charges on borough roads. These additional parking charges include:
  - penalties for contraventions of parking regulations including any surcharges or discounts;
  - release from wheel clamps;
  - removals from the street;
  - storage charges and disposal fees
2. The discount payment rate for early payment has been set at 50%. The amount of any surcharge has not changed since this was set at 50% by Schedule 6(6)(1) of the Road Traffic Act 1991.

3. The Transport and Environment Committee (TEC) has reviewed the level of additional parking charges regularly since 1992, when they were first set. London as a whole saw the introduction of a two-tier banding regime designed to set apart areas of high concentration such as central London and urban town centres where the pressures on parking and congestion were at their greatest (Band A) and areas that fell outside of central London where pressures were not as significant (Band B).
4. In 2006, TEC undertook a major review of the charges and differential penalty levels within Bands A and B were introduced to recognise the distinction between more serious contraventions where parking is not permitted such as yellow lines or parked in a designated disabled bay without displaying a valid Blue Badge (classified as 'higher level' penalties), and less serious contraventions where parking is permitted but regulations have been contravened such as overstaying on a pay and display bay or parked outside the markings of the bay (classified as 'lower level' penalties).
5. Four years later, in 2010 following a further review, saw an increase in the penalty levels for the more serious contraventions and these levels were introduced in 2011 for both on and off-street parking penalty charges and were set at:

<b>2011 Penalty Charge Levels</b>	<b>Higher Level</b>	<b>Lower Level</b>
<b>Band A</b>	£130	£80
<b>Band B</b>	£110	£60

6. By 2023, it had been 12 years since the London boroughs and City of London's penalty charges in London were last reviewed; and there was evidence of a correlation between an increase in non-compliance and the perception that Penalty Charge Notices (PCNs) were not set at sufficient levels to be viewed as a 'financial' deterrent by some motorists to not to contravene road parking regulations.
7. In addition to the above, due these ongoing issues with non-compliance, many outer London authorities with higher density parking and significant Controlled Parking Zones (CPZs) had sought to become Band A boroughs over time, as shown in the 'Existing on-street penalty charge bands' map (*please see Appendix 1, page 6 of this report*).
8. It was agreed in June 2023 that London Councils officers would carry out a London-wide public consultation on the all levels of PCNs for parking and on the two-tier PCN banding regime, as well as traffic related PCNs and fees associated with parking contraventions.
9. In December 2024, London Councils recommendations to increase parking PCNs, were approved by TEC, (whilst maintaining differential penalty levels and a two-tier banding regime) and following the statutory process, were introduced London-wide on 7 April 2025. These new penalty charges are now set at:

<b>2025 Penalty Charge Levels</b>	<b>Higher Level</b>	<b>Lower Level</b>
<b>Band A</b>	£160	£110
<b>Band B</b>	£140	£90

### **Guidance on Additional Parking Charges:**

10. Under the Traffic Management Act 2004 the Secretary of State produced guidance, to which all authorities must have regard. This document is titled the Secretary of State's

Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions ("the Statutory Guidance") and states that "The primary purpose of penalty charges is to encourage compliance with parking restrictions. In pursuit of this, enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance." (Para. 4.1).

11. It is also the Committee's policy that additional parking charges should be set in such a way as to produce a coherent pattern of policy across London.

**LB Harrow Proposal(s) for Change:**

12. LB Harrow had previously applied to TEC for a band change and received approval on 17 May 2024 and as with any changes to London-wide penalty charges, localised borough Band change requests also require approval from the Mayor of London and the SoS has the power to veto any request.
13. This application has not progressed and held in abeyance with the Greater London Authority (GLA) over concerns that LB Harrow consultation (between 29 September to 12 November 2023) conflicted with London Councils' London-wide consultation (31 July to 23 October 2023), due to the overlap.
14. Therefore, it was agreed that LB Harrow would re-run a new public consultation regarding the proposal to change PCN levels in the borough from Band B to Band A and submit a revised application to TEC for approval.
15. LB Harrow has a range of parking controls in place, predominantly located in and around residential and shopping areas, and major transport hubs with further loading and waiting restrictions strategically placed at various locations outside of the Controlled Parking Zones (CPZs) with an extensive programme of consultations to introduce additional CPZs. The introduction of new CPZs aim to improve safety; access; residential amenity and assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available, as well as parking provision for deliveries and services.
16. In addition to this, LB Harrow has adopted a more strategic and evidence based approach to address areas of parking pressures through the use of 'parking occupancy surveys'. The current demand for parking is expected to increase in the future in line with projected growth in the borough, particularly with the new development to the Harrow & Wealdstone Opportunity Area and a target to deliver a minimum of 16,040 (net) homes over a planned period, based on the GLA's London Plan target of 802 homes per year within the borough.
17. LB Harrow has indicated that despite deploying a robust parking enforcement regime - the borough continues to experience an increase in levels of non-compliance with its parking regulations.
18. More recently, LB Harrow has introduced a vehicles removal service to ensure that ever changing parking enforcement demands are met and that there is proportionate deployment of the available resources to focus on dealing with dangerous and inconsiderate parking such as keeping dropped kerbs accessible, 'school keep clear' zones clear and tackling unauthorized parking on pavements.
19. Table 2 and Chart 1 contained within LB Harrow's application (*please see Appendix 1, pages 2 & 3 of this report*) indicates that PCN issuance levels have gradually increased since Covid-19, reaching a peak of 118,055 by the end of 2024-2025 for higher and lower differential penalty levels for parking contraventions.

20. With the introduction of new London-wide penalty charge levels in April 2025, LB Harrow has continued to see a rise in its PCN issuance levels, despite there being an increase to the Band B penalty charges, (*please see Table 3 in Appendix 1, page 4 of this report*). The overall parking PCNs issued per month has increased (based on current available data), by an average of +9.94% in the 5-month period from May to September 2025.
21. LB Harrow received a total of 690 responses to their consultation and whilst 37.6% strongly agree and 12.4% moderately agree that further action is needed to discourage illegal parking, 62% did not support the change from Band B to Band A. The borough's view is that in the absence of suitable alternatives, the implementation of Band A penalty charges will act as an effective and appropriate method to improve compliance and will address the fact that more needs to be done to promote good parking practices.
22. It should also be noted that the Government restriction on the use of CCTV enforcement for parking contraventions under the Deregulation Act 2015 has presented an increased risk of non-compliance. LB Harrow believes that some of this risk can be countered with a change to the penalty band which increases the deterrent.
23. It is TEC's policy that the boundaries between areas of different penalty bands are clearly demarcated; this is to avoid the possibility of having different bands on opposing sides of the same road or in the same street. Those roads that have signs clearly identifying that the driver has entered LB Harrow, where the boundary crosses the road, are not affected and can be enforced as Band A. Those without borough identifiers will need to remain as Band B. LB Harrow has boundaries with LB Barnet, LB Brent, and LB Ealing (as well as the Hertfordshire districts of Three Rivers and Hertsmere to the north).
24. LB Barnet, LB Brent and LB Ealing are already Band A boroughs, so any shared boundaries with LB Harrow will not impact the ability for LB Harrow to enforce as Band A.
25. Any LB Harrow boundary roads with LB Hillingdon that are currently being enforced as a Band B will continue to be enforceable as a Band B. Table 4 in LB Harrow's application (*please see Appendix 1, page 6 of this report*) defines the locations of responsibility for boundary roads for demarcation with LB Hillingdon.
26. LB Harrow has consulted with the London boroughs listed above and no objections to their proposal has been raised.
27. A review of the boundary roads shared with Hertsmere Borough Council and with Three Rivers District Council in Hertfordshire County has been conducted and LB Harrow will ensure that the same policy with respect to Bandings is applied in a similar way as to those in adjoining London boroughs, where appropriate.

### **Timetable for Implementation**

28. Any changes to penalty levels agreed by the Committee need the approval of the Mayor of London. If the Mayor agrees the changes the Secretary of State has one month to exercise a veto over any changes. The committees' decisions will be formulated into a set of proposals to be presented to the Mayor of London for approval. If approved, they will be presented to the Secretary of State for Transport for their consideration. The boroughs involved would then need to advertise their proposed changes for at least three weeks prior to implementation. From previous experience, this process takes around three to four months in total, and so London Councils propose an implementation date of 1 April 2026.

## **Financial Implications**

29. There are no financial implications for London Councils arising from this report.

## **Legal Implications**

30. There are no legal implications for London Councils or the boroughs arising from this report. However, members may wish to note the decision on penalties is taken by London Councils' TEC on behalf of boroughs for borough roads, and by TfL for GLA roads. The TfL member of London Councils' TEC may not take part in the proceedings of the borough decision (see Reg. 24 of the Civil Enforcement Parking Contravention Regulations 2007).

## **Equalities Implications**

31. There are no equality implications for the boroughs or London Councils arising from this report.

**Recommendations:** Members are asked to note and discuss the following recommendations:

- Approve the proposal to change the penalty banding in the LB Harrow
- Note the proposed implementation date for the change is 1 April 2026

## **Appendices**

- Appendix 1: Application to amend the Penalty Charge Notice Banding in the LB of Harrow
- Appendix A1: LB Harrow – Penalty Charge Notice Re-banding Final Summary of Survey Responses Report
- Appendix A2: LB Harrow – Online Penalty Charge Notice Re-banding Consultation
- Appendix B: LB Harrow CPZs Map
- Appendix C: Equalities Impact Assessment - LB Harrow Proposed Band B to A Penalty Charges

**Appendix 1**  
**Application to amend the Penalty Charge Notice Banding in the**  
**London Borough of Harrow**



**Strategic Director of Culture, Environment and Economy**

**Cathy Knubley**

Transport and Environment Committee  
London Councils  
59½ Southwark Street  
London SE1 0AL

Date: 18 November 2025  
Our ref: LBH-Band BtoA

**RE: Application to Amend the Penalty Charge Notice Banding in the London Borough of Harrow**

The London Borough of Harrow (LBH) is seeking approval from the Transport & Environment Committee (TEC) to amend the current Penalty Charge Notice (PCN) banding from a Band B to a Band A enforcement authority.

This letter is our formal application for TEC to consider.

**Current Banding**

The LBH is currently and wholly a Band B enforcement authority for both on- and off-street parking contraventions and approval of this proposal would recognize the borough's move to become a Band A authority with associated penalty charges, as set out in *Table 1*, below:

**Table1: London's Current Penalty Charges Banding Regime**

<b>Banding</b>	<b>Higher Level Penalty Charge</b>	<b><i>Discounted</i> Higher Level Penalty Charge</b>	<b>Lower Level Penalty Charge</b>	<b><i>Discounted</i> Lower Level Penalty Charge</b>
<b>Band B (LBH Current)</b>	£140	£70	£90	£45
<b>Band A (LBH Proposed)</b>	£160	£80	£110	£55

# Appendix 1

## Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow

### Background and Rationale

In line with legislative requirements, and in support of LBH's objectives, civil parking enforcement in the borough is primarily aimed at:

- Managing traffic (including cyclists and pedestrians) on the highway network to ensure expeditious movement
- Improving road safety
- Improving the local environment (including air quality)
- Improving the quality and accessibility of public transport
- Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of vehicular transport
- Managing and reconciling the competing demands for limited kerb space

Parking and traffic restrictions are enforced in order to gain and maintain compliance with a view to achieving the above objectives.

In terms of parking enforcement, over recent years, the level of non-compliance has been at consistently high levels within the borough. *Table 2*, below, shows the parking PCN issuance trends over the last seven years from 2018-2019 to 2024-2025.

These have been broken down by higher-level parking contraventions, such as yellow lines or parked in a designated disabled bay without displaying a valid Blue Badge), and lower-level contraventions which are less serious where parking is permitted but regulations have been contravened such as overstaying on a pay and display bay or parked outside the markings of the bay.

**Table 2: LBH's Total PCN Issuance Rates for Parking Contraventions (Higher and Lower-Level Contraventions) in 2018-2019 to 2024-2025**

Year:	Parking PCNs		Total Issued:
	Higher-Level	Lower-Level	
<b>2018-2019</b>	77,146	27,401	104,547
<b>2019-2020</b>	69,414	21,755	91,169
<b>2020-2021</b>	41,240	14,237	55,477
<b>2021-2022</b>	61,141	21,201	82,342
<b>2022-2023</b>	67,932	24,115	92,047
<b>2023-2024</b>	75,572	26,755	102,327
<b>2024-2025</b>	96,277	21,778	118,055

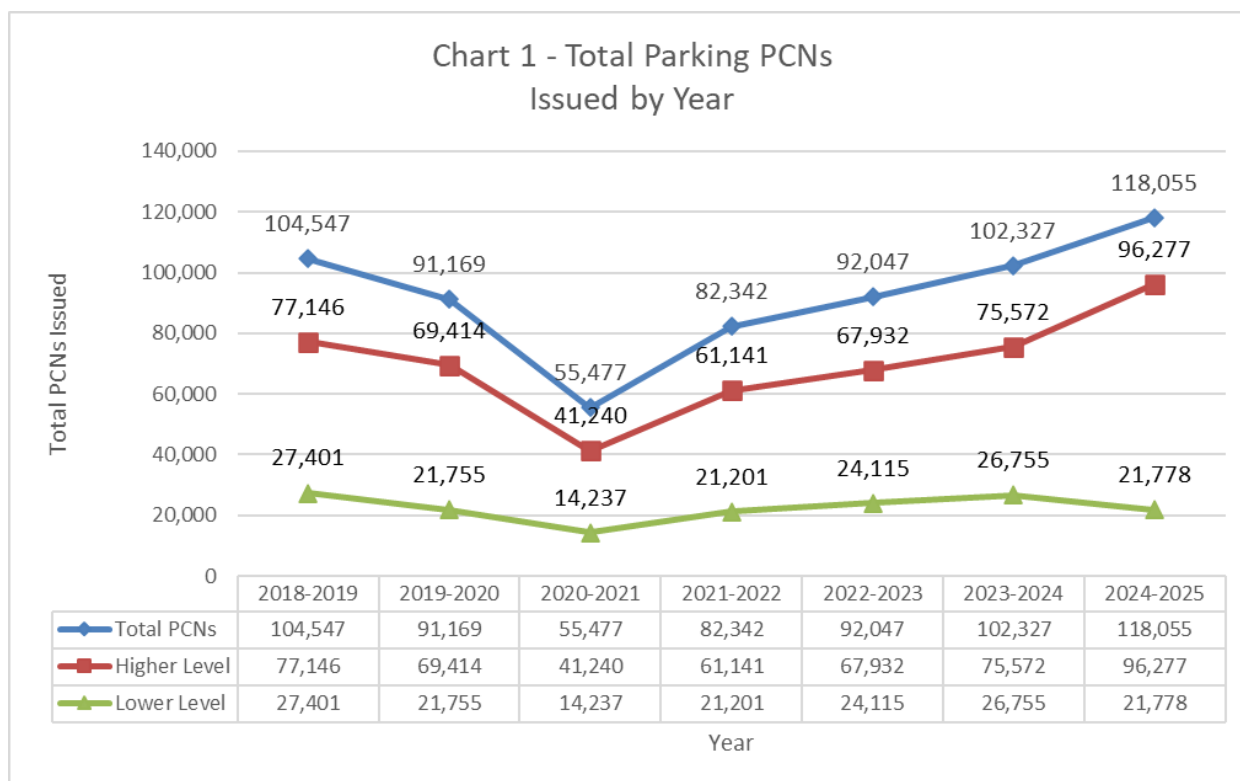
*Chart 1 – Total Parking PCNs Issued by Year* below, shows graphically that the total parking PCNs issued fell dramatically with the onset of Covid-19 in March 2020 from 104,547 in 2018-2019 to 55,477, due to the introduction of mandatory 'stay at home' rules, the expansion of hybrid and flexible home working, and the increase in home (online) shopping, unilaterally changing people's travel patterns.



## Appendix 1

### Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow

However, since the Covid-19 lock-downs, the overall parking PCN issuance levels have gradually been increasing year-on-year reaching a peak of 118,055 in 2024-2025 as illustrated below.



The Covid-19 lockdowns and parking enforcement restrictions covered the period of March 2020 to December 2021 and thereafter, (as detailed above), the overall parking PCNs issued has increased by **+43.4%** from 82,342 PCNs issued in 2021-2022 to 118,055 by the end of 2024-2025.

For the same period, higher-level parking contraventions charged at Band B (£110) have risen by **+57.5%** from 61,141 PCNs issued in 2021-2022 to 96,277 by the end of 2024-2025.

Although lower-level parking PCNs rose by **+26.2%** from 21,201 in 2021-2022 to 26,755 in 2023-2024, there has been a reduction of **-18.6%** in 2024-2025 from the previous year.

The general upward trend of non-compliance for higher-level parking contraventions is of the greatest concern to LBH, as pre Covid-19 figures (2019-2020 & 2020-2021) have significantly exceeded and is expected to continue to rise, demonstrating that the Band B charge levels effective at that time, of £110 (higher-level) and £60 (lower-level), discounted to £55 and £30 respectively (if paid within 14 days), were no longer sufficient to deter motorists from contravening the parking regulations in the borough to achieve compliance.

## Appendix 1

### Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow

Furthermore, a major review by London Councils of the parking and traffic enforcement penalty charges in London, which was approved by TEC on 4 December 2024 and implemented in LBH on 7 April 2025, resulting in increased penalty charges for parking, as shown below, has not acted as a deterrent to curtail parking behaviours within the borough.

- Band A, Higher Level = £160
- Band A, Lower Level = £110
- Band B, Higher Level = £140
- Band B, Lower Level = £90

Table 3 below shows that despite the increased penalty charges (introduced in LBH on 7 April 2025) the overall parking PCNs issued per month in 2025 has increased when compared to 2024, (based on current available data, April to September 2025 inclusive). The data shows an average increase of **+9.94%** in the 5-month period from May to September 2025.

**Table 3: Overall PCNs Issued Per Month in 2025 (since increased charges were introduced in LBH on 7 April 2025) Compared to 2024 for the same period, Showing the Difference and Percentage Change**

	PCNs Issued per Month (April 2025 to September 2025 inclusive) and Percentage change in 2025 compared to 2024 for the same period					
	April	May	June	July	August	September
<b>2024</b>	9,491	10,507	9,763	9,847	9,349	9,710
<b>2025</b>	9,440	10,545	10,853	11,236	10,484	10,777
<b>Difference</b>	-51	+38	+1,090	+1,479	+1,135	+1,067
<b>% Change</b>	<b>-0.5%</b>	<b>+0.4%</b>	<b>+11.2%</b>	<b>+15.0%</b>	<b>+12.1%</b>	<b>+11.0%</b>

It is therefore clear that in order to deter motorists from contravening the parking rules and regulations within LBH, the penalty charges need to be set at an appropriate amount and moving to the Band A levels will help to achieve this.

Additional Civil Enforcement Officers (CEOs) were deployed in summer 2023 and LBH is continuing to regularly review deployment of CEOs, foot patrols, mobile (moped) patrols, and the hours/days of operation.

LBH has also recently introduced a vehicles removal service to ensure that ever changing parking enforcement demands are met and that there is proportionate deployment of the available resources to focus on dealing with dangerous and inconsiderate parking such as keeping dopped kerbs accessible, 'school keep clear' zones clear and tackling unauthorized parking on pavements.

Table 2 and Chart 1 (in previous pages above) highlight that currently LBH's higher-level parking contraventions are approximately four and half times that of lower-level contraventions. Therefore, the old (pre-April 2025) and new (post-April 2025) Band B penalty charges are not of sufficient levels to promote a change in parking behaviours and improve the safety of all road users.

## **Appendix 1**

### **Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow**

#### **Background Context in Relation to Previous Band A Application**

LBH had previously applied to TEC for a band change and received approval on 17 May 2024 to seek agreement from the Mayor of London. However, the application has not progressed beyond this stage and held in abeyance, whilst lawyers advising the Greater London Authority (GLA) had concerns regarding the fact that London Councils and LBHs consultations in 2023 overlapped.

LBH's consultation ran between 29 September to 12 November 2023 and London Councils consultation ran between 31 July to 23 October 2023.

Therefore, it was agreed that LBH would re-run the public consultation regarding the proposal to change PCN levels in the borough from Band B to Band A and submit a new application to TEC for approval.

#### **Enforcement Context in Relation to Neighbouring Boroughs**

LBH shares boundary roads with four London Boroughs: Barnet, Brent, Ealing and Hillingdon (as shown in the '*Existing on-street penalty charge bands*' map below).

The London Boroughs of Barnet, Brent and Ealing have all moved to a Band A enforcement authority since 2020, whilst the London Borough of Hillingdon remains wholly Band B.

LBH's approval of a band change would mean that all boundary roads shared with Barnet, Brent and Ealing would be enforceable at Band A and whilst Hillingdon remains a Band B enforcement authority, LBH acknowledges that any boundaries between areas of different penalty bands will need to be clearly demarcated to avoid the possibility of having different PCN levels on opposing sides of the same road or in the same street.

All four boundary boroughs have again been consulted in this regard as part of LBH's new application to TEC.

## Appendix 1

### Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow

Table 4 below identifies the boundary roads between LBH and Hillingdon that will need to be demarcated:

**Table 4: LBH – Hillingdon Boundary Road Agreement that defines the locations of responsibility for the following boundary roads for demarcation:**

Hillingdon's Boundary Road Name:	Harrow's Boundary Road Name:
Field End Road	Eastcote Lane
Victoria Road	Eastcote Road
North View	Eastern Avenue
Lowlands Road	Canonbury Avenue
Bridle Road	Eastcote Road
Pinner Road	Rickmansworth Road
Cuckoo Hill	Cuckoo Hill
Lyndhurst Avenue	Lyndhurst Avenue
Hillside Road	Potter Street
Potter Street Hill	Potter Street Hill

### Existing on-street penalty charge bands



**Appendix 1**  
**Application to amend the Penalty Charge Notice Banding in the**  
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**Controlled Parking Zone Consultation Programme Plan**

LBH's approach to managing parking has historically been demand-led, addressing parking pressures highlighted by its residents and businesses. The approach now being adopted is more strategic and based on data, and aims to address areas of parking pressures identified through the use of 'parking occupancy surveys'.

The current demand for parking is expected to increase in the future in line with projected growth in the borough as outlined in the LBH Local Plan 2021 to 2041. The Plan includes an overarching spatial strategy to direct majority of the new development to the Harrow & Wealdstone Opportunity Area, with the other town centres accommodating more modest levels of growth, to collectively deliver the overall high-quality growth targets within the borough.

LBH's housing policies are designed to deliver a minimum of 16,040 (net) homes over the planned period, based on the GLA's London Plan target of 802 homes per year within the borough. The Local Plan also seeks to promote the night-time and evening economy, culture and creative industries, tourism and visitor accommodation.

The overarching strategic transport and movement policy within the Local Plan reflects the new Transport Strategy for LBH in terms of parking standards and provision (both on and off-street), as well as the provision of electric vehicle charging infrastructure on-street and within council operated car parks.

In the short term, LBH's Enforcement Strategy adopted in 2019 sets out the approach to parking management and enforcement to ensure that parking policies within the Local Implementation Plan and the new Transport Strategy are taken forward to address the significant environmental and economic challenges faced by the borough's residents and businesses.

There are strong strategic reasons for managing parking demand and local parking pressures in the borough as effectively as possible, including consulting on the need for new parking management schemes such as Controlled Parking Zones (CPZs). As noted in GLA's London Plan, parking policy can have significant effects in influencing transport choices and addressing congestion.

Additionally, the Mayor of London's Transport Strategy seeks to discourage unnecessary car journeys, noting that parking policy changes may have a role in helping discourage car use.

CPZs improve safety, access and residential amenity, and assist management of parking in town centres to ensure more short-stay shopper/visitor spaces are available, as well as parking provision for loading/unloading of goods, and services.

Restraint-based parking standards in new developments, as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets without proper management.

CPZs also allows for the introduction of 'resident permit restricted' developments, which is in line with the strategy to reduce car parking provision at sites well served by public transport and is also a component in promoting active travel.

## **Appendix 1**

### **Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow**

Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, e.g., the redevelopment of the Kodak site; conversion of dwellings; changes to rail fares and the economic situation such as the cost of living crisis.

Existing schemes designed over ten years ago to mitigate the parking pressures at that time may no longer be appropriate, or relevant for the areas covered, or the times and days of control. Currently, approximately 27% of LBH is within a CPZ, (as shown in *Appendix B: LB Harrow CPZs Map*), which is comparatively low compared to London's average of 48% CPZ coverage, as evidenced by the Steer Consultancy Group commissioned to draft LBH's Long Term Transport Strategy.

The development of an annual strategic CPZ consultation programme to address parking concerns is in operation. However, due to limited resources (financial and staffing), it has been challenging to deal with the high volume of demands to address parking concerns across the borough.

The current annual budget allocation for investigating and implementing parking projects is approximately £300k (including staffing costs). A growth bid doubling this allocation has recently been approved that has enabled the delivery of an enhanced annual strategic programme of CPZ consultations across the borough to address known areas under parking pressure.

Borough-wide parking occupancy surveys have been carried out to establish these areas for prioritisation. The new CPZ consultation programme is reviewing existing CPZ's in terms of hours and days of operation, and whether boundary amendments or extensions are needed to ensure that they are still fit for purpose and meet the needs of the local community they serve, as increasing parking demands cause displacement to periphery areas around existing CPZs, leading to parking pressures in these areas too.

#### **Consultation**

LBH's consultation ran for six weeks from 15 September to 26 October 2025 using Facebook, Twitter/X and Instagram social media platforms, Harrow Online and in our weekly e-newsletter 'My Harrow News', which is distributed to 129,717 email addresses.

A total of 23 questions were asked (please see *Appendix A1: Penalty Charge Notice (PCN) change in Banding Survey – Survey Responses Report* for the full analysis, and *Appendix A2: LBH Online PCN Re-Banding*).

*Table 5 - LBH's Summary of Consultation Results* (on the next page) outlines responses to key questions asked in the consultation to LBH's proposed Band change.

# Appendix 1

## Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow

**Table 5: LBH's Summary of Consultation Results**

<b>Q1: Which of the following best describes you?</b> (690 responses - 776 selections)  (Note: A response in more than one category is possible)					
A Harrow resident	A Harrow business owner	Someone who works in Harrow	A visitor to the area	Responding on behalf of a group or organisation	Other
631 (81.31%)	44 (5.67%)	62 (7.99%)	30 (3.87%)	4 (0.52%)	5 (0.64%)
<b>Q2: If you are responding on behalf of a group or organisation, please tell us which one?</b> (4 responses, 686 skipped)					
Response 1.	Group 1 (redacted)				
Response 2.	Group 2 (redacted)				
Response 3.	Group 3 (redacted)				
Response 4.	Group 4 (redacted)				
<b>Q3: Do you agree or disagree that further action is needed from the council to discourage illegal parking? (Choose one option)</b> (686 responses, 4 skipped)					
Strongly agree	Somewhat agree	Neither agree or disagree	Somewhat disagree	Strongly disagree	
258 (37.6%)	85 (12.4%)	42 (6.1%)	33 (4.8%)	268 (39.1%)	
<b>Q4: Which of the following best describes your view on the proposal to move Harrow from Band B to Band A for penalty charges? (Choose one option)</b> (689 responses, 1 skipped)					
I support the proposal		I oppose the proposal		I am undecided	
224 (32.5%)		427 (62.0%)		38 (5.5%)	
<b>Q5: How effective do you think higher parking fines would be in discouraging parking offences? (Choose one)</b> (688 responses, 2 skipped)					
Very effective	Quite effective	Not very effective	Not effective at all	Not sure	
87 (12.6%)	102 (14.8%)	155 (22.5%)	326 (47.4%)	18 (2.6%)	
<b>Q6: Do you have any other comments about the proposed increase in the cost of a parking Penalty Charge Notice in Harrow (from Band B to Band A)?</b> (427 responses, 263 skipped)					
Responses.	The various comments are detailed in the attached full survey response report				
<b>Q7: How did you hear about this survey? (Select all that apply)</b> (678 responses, 12 skipped – 717 selections)					
Council website (www.harrow.gov.uk)		Social media post		MyHarrow News (council email newsletter)	Other (please specify)

## Appendix 1

### Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow

101 (14.1%)	457 (63.7%)	104 (14.5%)	55 (7.7%)
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In the summarized table above, *Question 3: Do you agree or disagree that further action is needed from the council to discourage illegal parking?* shows that 258 respondents (37.6%) strongly agree that further action is needed to discourage illegal parking and 85 respondents (12.4%) somewhat agree, even though subsequent questions (4 & 5) demonstrate that there was not a majority of respondents supporting the proposed band change itself.

LBH's view is that in the absence of suitable alternatives, the implementation of Band A penalty charges will act as an effective and appropriate method to improve compliance and will address the fact that more needs to be done to promote good parking practices.

*Question 6: Do you have any other comments about the proposed increase in the cost of a parking Penalty Charge Notice in Harrow (from Band B to Band A)?* of the consultation sought open, free-text opinions on LBH's proposal to the change band, which would see an increase in the cost of a PCN within the borough. In brief, some of the respondents who showed support of an increase, raised issues on obstruction of dropped-kerbs;; keeping school zigzags clear and pavement parking as examples of dangerous and inconsiderate behaviours.

In addition to this, there was a general view that more enforcement is needed throughout the borough, despite the fact that LBH has already deployed significant additional CEOs in 2023 and continues to carry out regular reviews of CEO deployment to address areas of particular concern such as the Rayners Lane area, to tackle inconsiderate and dangerous double-parking and unauthorized footway parking. Unfortunately, this has not curtailed the number of motorists contravening, and to address this LBH has recently introduced the first Red Route in the borough, at this location.

### Equalities

Section 149 of the Equalities Act 2010 requires that LBH must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic, and those who do not. Of the 666 responses in relation to personal disability, 13% confirmed that they have some form of disability. In accordance with the Council's approach to the assessment of equality impacts, an initial screening has been undertaken and is appended to this report, as *Appendix C: Equality Impact Assessment (EqIA)*.

### Conclusion

The empirical evidence based on PCN issuance trends (as illustrated in *Chart 1, Tables 2 and 3*) put forward in this application shows that demand for parking is increasing and contraventions within the borough continue to rise irrespective of the new April 2025 London-wide PCN increases.

With the introduction of increased on-street CEOs, has resulted in more PCNs being issued, but it also demonstrates that there continues to be a non-compliant issue within the borough, with higher-level contraventions being observed approximately four and a half times higher than lower-level penalties.

The higher-level contravention PCNs are there to safeguard all road users and it is



**Appendix 1**  
**Application to amend the Penalty Charge Notice Banding in the**  
**London Borough of Harrow**

clear from our consultation responses, that there is a general consensus that more could be done to improve parking behaviours.

With the deregulation of CCTV usage for the majority of parking contraventions across London in 2015, LBH has invested in more robust on-street parking enforcement using CEOs (both on foot and mobile) but the level of non-compliance continues to grow.

It is anticipated that the introduction of the Band A penalty charge levels will support LBH address some of the concerns raised in our consultation and act as a deterrent, therefore improving compliance. It benefits our residents, businesses and visitors to the borough, through a reduction in congestion and will have a positive impact on road safety, air quality, and greater accessibility to the public transport networks and amenities that LBH has to offer.

**Approval**

The Strategic Director of Culture, Environment and Economy has considered the outcome of the recent borough-wide consultation, conferred with the Leader of the Council and the Portfolio Holder Finance & Highways for approval and we ask that London Council's TEC considers our proposal to change from Band B to Band A as a means of achieving greater compliance of the parking regulations within the borough, which will support our objectives as set out in this application, to:

- Manage traffic (including cyclists and pedestrians) on the highway network to ensure expeditious movement
- Improve road safety
- Improve the local environment (including air quality)
- Improve the quality and accessibility of public transport
- Meet the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of vehicular transport
- Manage and reconcile the competing demands for limited kerb space

Subject to TEC's approval on 4 December 2025 and subsequent ratification of this decision by the GLA and the Secretary of State for Transport, it is proposed that Band A penalty charges will be introduced at the earliest opportunity possible, (indicatively on 1 April 2026).

Yours sincerely,



*Cathy Knubley*

Strategic Director of Culture, Environment and Economy  
London Borough of Harrow,  
Forward Drive, Harrow, HA3 8FL

**Appendix 1**  
**Application to amend the Penalty Charge Notice Banding in the**  
**London Borough of Harrow**



# Penalty Charge Notice (PCN) change of banding survey

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## **SURVEY RESPONSE REPORT**

15 September 2025 - 26 October 2025

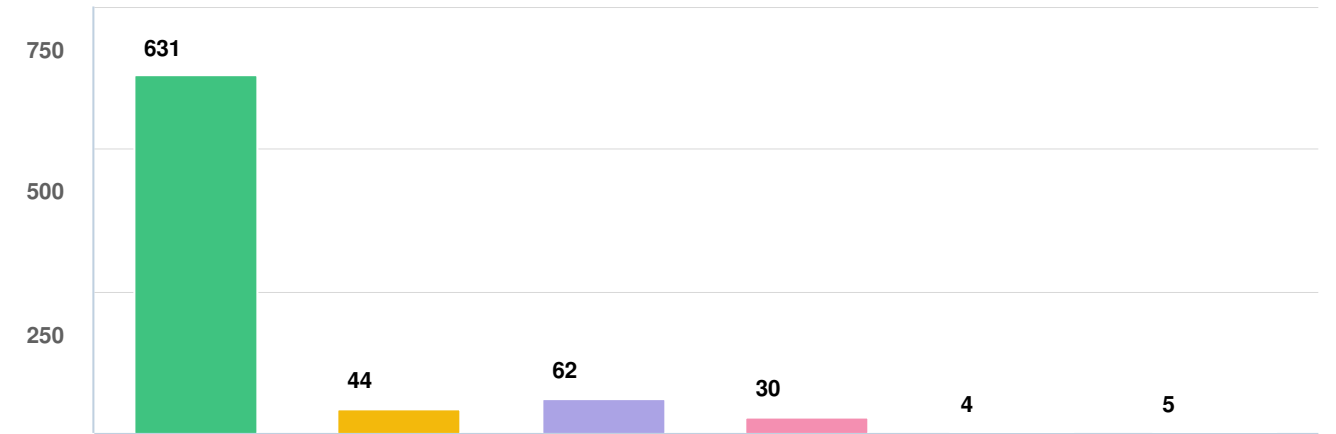
### **PROJECT NAME:**

Penalty Charge Notice (PCN) Re-banding



# SURVEY QUESTIONS

Q1 Which of the following best describes you? (select all that apply)



Question options

- A Harrow resident
- A Harrow business owner
- Someone who works in Harrow
- A visitor to the area
- Responding on behalf of a group or organisation
- Other (please specify)

Mandatory Question (690 response(s))  
Question type: Checkbox Question

**Q2** | If you are responding on behalf of a group or organisation, please tell us which one:

Anonymous

9/16/2025 02:48 PM

The residents of Greensward Properties Ltd (1-16 Kerry Court,  
Stanmore, HA7 4NH

Anonymous

9/16/2025 03:13 PM

Harrow Monitoring Group

Cliff Lichfield

9/27/2025 12:01 AM

The West House & Heath Robinson Museum Trust

Anonymous

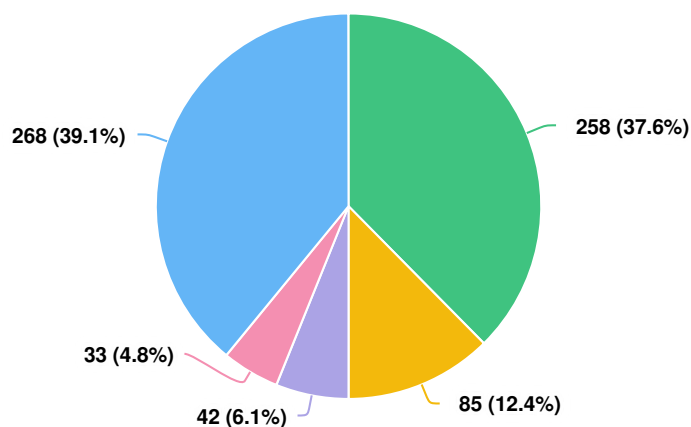
10/24/2025 04:28 PM

Harrow Labour Group of Councillors

**Optional question** (4 response(s), 686 skipped)

**Question type:** Single Line Question

**Q3 | Do you agree or disagree that further action is needed from the council to discourage illegal parking? (Choose one option)**



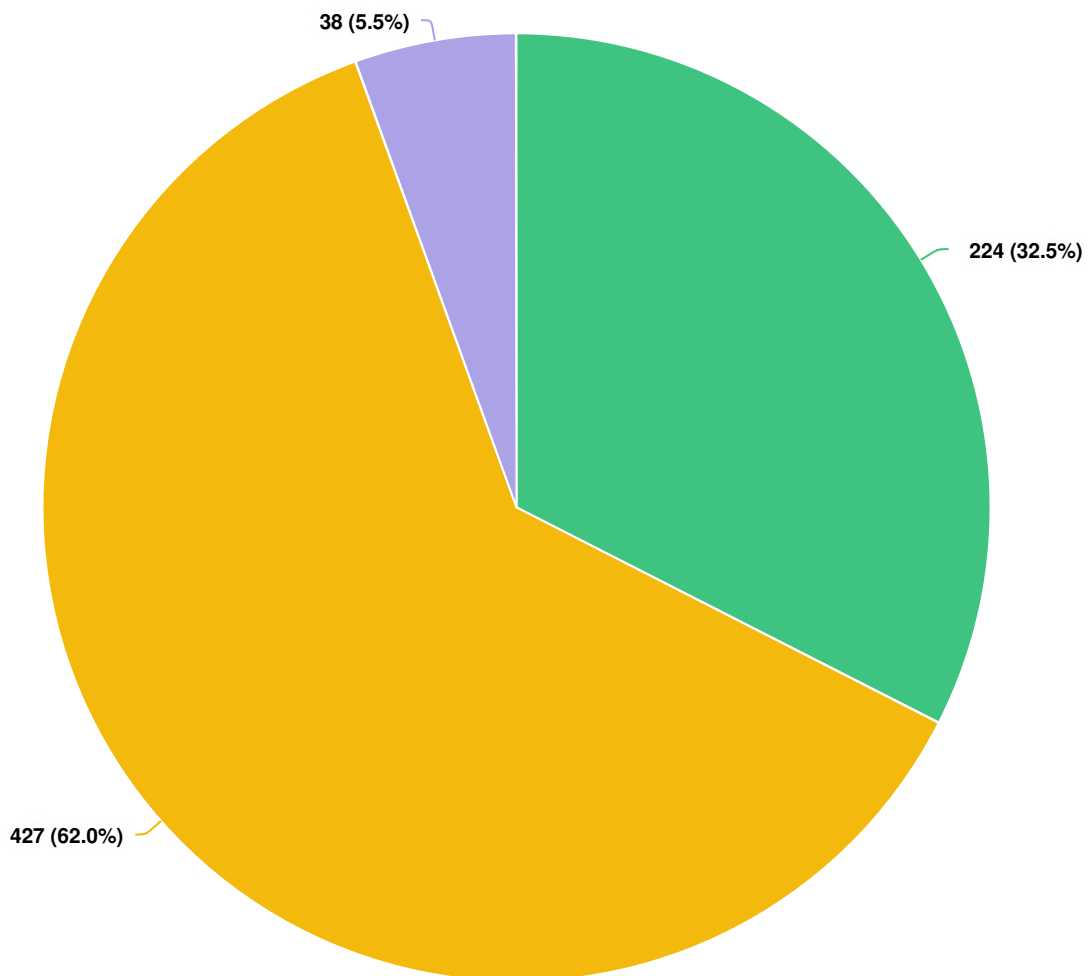
**Question options**

Strongly agree   Somewhat agree   Neither agree nor disagree   Somewhat disagree   Strongly disagree

Optional question (686 response(s), 4 skipped)

Question type: Dropdown Question

**Q4** Which of the following best describes your view on the proposal to move Harrow from Band B to Band A for parking penalty charges? (Choose one option)



**Question options**

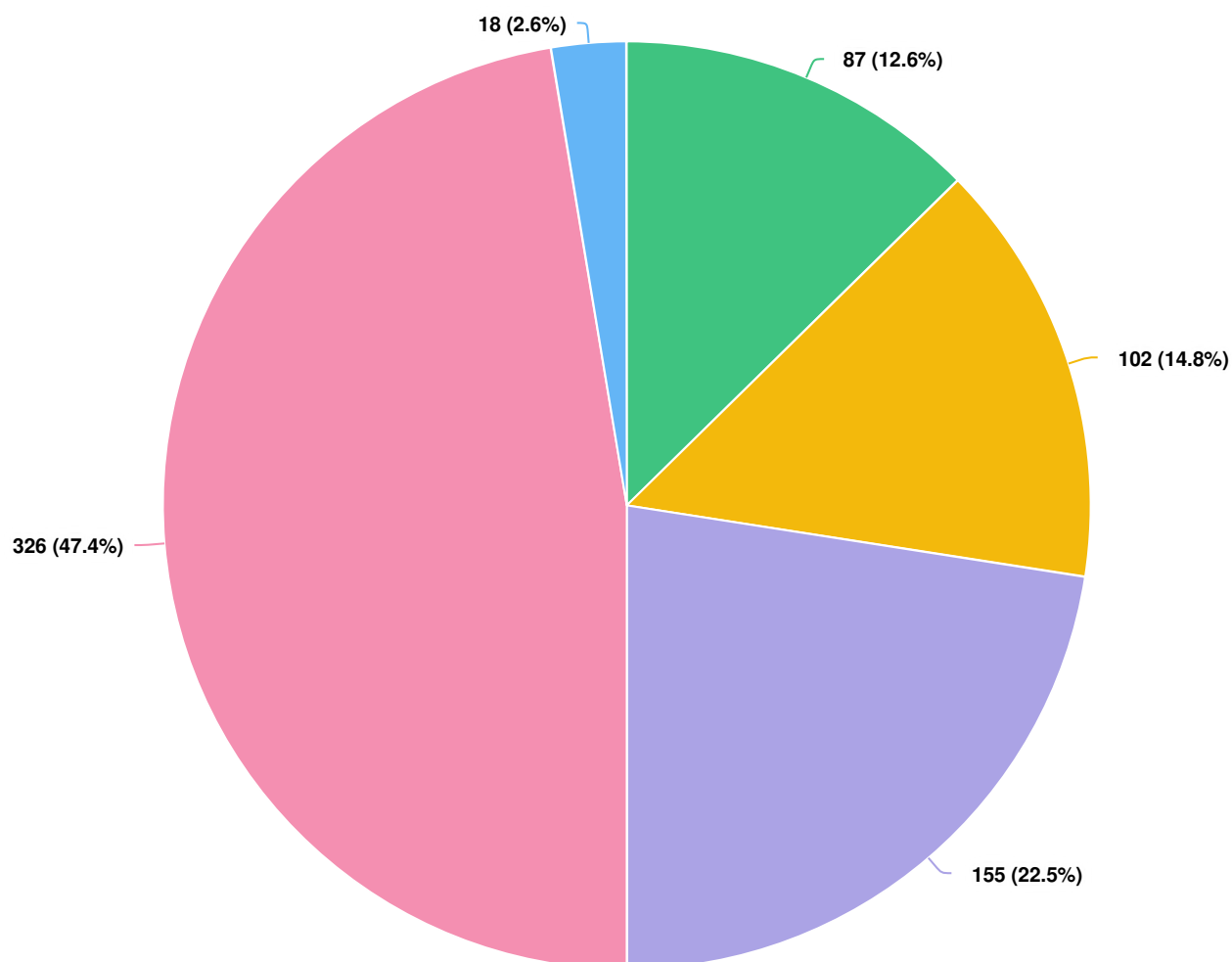
☒ I support the proposal ☒ I oppose the proposal ☒ I am undecided

Optional question (689 response(s), 1 skipped)

Question type: Radio Button Question



**Q5** | How effective do you think higher parking fines would be in discouraging parking offences? (Choose one)



**Question options**

Very effective   Quite effective   Not very effective   Not effective at all   Not sure

Optional question (688 response(s), 2 skipped)

Question type: Radio Button Question

**Q6 | Do you have any other comments about the proposed increase in the cost of a parking Penalty Charge Notice in Harrow (from Band B to Band A)?**

Anonymous

9/16/2025 11:07 AM

People who park illegally will continue to do so regardless of how much fine they have to pay. Makes no sense to increase the fine amount

Anonymous

9/16/2025 11:11 AM

Increasing fine amount is not good idea but compliance and education is way forward in a society

Anonymous

9/16/2025 11:15 AM

It's not the cost of the fine that will make a difference, £20 is neither here nor there. What will make a difference is MORE fines issued, catch more people parking inconsiderately. Drivers do it because they think they can get away with it. Just look at all the double parking on Rayners Lane, the one way section from the station down towards Pinner, it is atrocious. Even if you had a single warden there, constantly patrolling the same patch it would deter drivers.

Anonymous

9/16/2025 11:20 AM

Hoping it will deter people from doing this ,often has I. My road so I do have a vested interest

Anonymous

9/16/2025 11:24 AM

Harrow is in zone 4 &5 there is not much traffic/ congestion in this area Hence there is no need of this proposal I this council is doing this to get more money from people

Anonymous

9/16/2025 11:25 AM

No

Anonymous

9/16/2025 11:31 AM

Harrow comes under zone 5 and there no such traffic in this area Council is being greedy, finding new ways to get more money from people

Anonymous

9/16/2025 11:33 AM

Higher parking is not the answer to your issue, providing short term parking spots are. You think just by raising the cost is going stop this your are very wrong, help ppl not fine them for trying live there life..!

Anonymous

9/16/2025 11:48 AM

It often seems as though parking attendants target easy pickings (such as circling car parks, waiting for a few minutes overstay) rather

than actually targeting problematic & antisocial parking.

Anonymous

9/16/2025 11:49 AM

I constantly have nuisance parkers blocking my garage on Shrewsbury Avenue. They also park on double yellows on the corner of Shrewsbury Avenue and Radley gardens. These particular parkers are not afraid of the fines as they claim they know someone in the council who waives these fines for them

Anonymous

9/16/2025 11:57 AM

is not helpfully for anyone increasing the PCN

Anonymous

9/16/2025 12:03 PM

You are thugs!

Anonymous

9/16/2025 12:16 PM

Please can you police these around schools - this is a nightmare and needs to be tackled

Anonymous

9/16/2025 12:23 PM

This is purely a way for Harrow make more money out of the residents of people visiting the borough.

Anonymous

9/16/2025 12:24 PM

Please send regular patrols to the side roads around schools to discourage drivers from parking across driveways when taking and collecting their children. My road is reduced to a single carriageway twice a day and is often brought to a standstill. Please also do something about the appalling double parking in Rayners Lane.

Anonymous

9/16/2025 12:34 PM

But you don't come out when our driveway is blocked.....so what's the point ! I live next to a school and suffer daily . Schools should have their own traffic wardens at dropping off and picking up times. The school now has camera but it's not in operation as you can't afford it for pities sale

Anonymous

9/16/2025 12:41 PM

just not justified, we do need to pay penalties but this is a joke,why do we pay road tax if we cant park on it,

Anonymous

9/16/2025 01:17 PM

I see the issue being, not enough enforcement of the current laws on parking restrictions/rules rather than charging. E.G. around Harrow leasure center on event days, cars parked on double yellow lines and on curbs not being fined. This is a regular event.

Anonymous

9/16/2025 01:17 PM

Alot cars are connected with garages that take up residents parking for months to years on end

Anonymous

9/16/2025 01:34 PM

Those who park illegally won't stop so it won't change anything

Anonymous

9/16/2025 01:35 PM

Money making attempt by council

Anonymous

9/16/2025 01:55 PM

Harrow needs to invest in vehicle removing nitrous just increased pcn charges, most of the cars who are parked illegally, such as on footpaths, should be removed and impounded

Anonymous

9/16/2025 01:56 PM

More frequent patrols to issue tickets would help more than increased fines.

Anonymous

9/16/2025 02:02 PM

For example, North Harrow, free 60-minute parking in the public car park. Convenient location, but you may need to walk 1 minute or 2 (if nothing if free on the street). Still, able-bodied people manage to either park in the Loading Bay (often badly) or on the Zig Zag Lines or the raised area outside the Gym /Shops.

Anonymous

9/16/2025 02:02 PM

All well and good for increasing the charge but we need more enforcement. I have raised an issue with illegal parking around my road for the last 10 years and no action from the council or school. We have double yellow lines but without enforcement people park where they like. Let's get the basics right first.

Anonymous

9/16/2025 02:05 PM

I think stricter monitoring for those using disabled parking badges should be in force. Disabled badges should only be given to people who are genuinely disabled and not given to family members or those who are fully able to walk/park responsibly.

Anonymous

9/16/2025 02:10 PM

The increase is fine from B to A is not very high!

Anonymous

9/16/2025 02:48 PM

The CPZ we live in (HB) is a 24/7 Permit Holders only zone. We fought for over thirteen years to get it. It is regularly abused by visitors using Stanmore Station and a multitude of Uber and other Mini-cab drivers. The Parking Wardens seem to lack continuity and show favouritism on which vehicles they ticket! They also do not visit

regularly enough, and often don't even get off their motor scooters to check validity of parking permits. We would also like to see more rigorous policing of "disabled badges."

Anonymous

9/16/2025 02:59 PM

It doesn't matter how much the fine is people are so lazy they will always take the risk

Anonymous

9/16/2025 03:02 PM

It doesn't seem to be a significant amount higher. The issue is policing the illegal and nuisance parking in the first place. I see violations all the time. This only benefits the pocket of the council and not the residents if it isn't actually properly policed

Anonymous

9/16/2025 03:13 PM

The tone, content, and lack of supporting information in the draft consultation make it difficult for residents to make well-informed choices. The council argues that stronger penalties will encourage drivers to "think twice" before breaking the rules and could help make Harrow's streets safer. However, this reads more like an argument in favour of the increase than a neutral discussion. The consultation does not outline alternative approaches, such as hiring additional enforcement officers, improving signage, or running public awareness campaigns. The effectiveness of higher fines may depend less on the penalty itself and more on whether sufficient wardens, cameras, and monitoring are in place to ensure a real risk of being penalised. There is also no indication of whether legal parking spaces, permit zones, or reliable public transport alternatives would make compliance realistic. Without these, some residents may perceive the fines as punitive rather than as a genuine incentive to park responsibly. The draft consultation further claims that nuisance parking "is in fact rising," but provides no supporting data, such as the number of PCNs issued or the volume of complaints received. Clear figures would help residents assess whether a tougher approach is justified. Accessibility has also been questioned. Responses are currently being collected through an online survey, but campaigners argue that paper copies, translations, or alternative formats should be made available to ensure all residents can participate. Ultimately, the key question remains: will higher fines genuinely solve Harrow's parking problems, or simply generate more revenue without addressing the underlying causes?

Anonymous

9/16/2025 03:19 PM

No, but on the parking bays there needs to be displayed times that you cannot park. It's no good just having it as you enter an area. Edgware has the times on each individual bay, I believe Canons Drive does too which comes under Harrow.

Anonymous

9/16/2025 03:27 PM

I'm interested how this is going to be implemented? As nothing seems to be in place now. My main concerns are traffic offences around schools. It causes traffic and dangers to children trying to get to school. For example, parking and stopping on white zig zags on pedestrian crossings and yellow zig zags outside schools to allow children out of the car. These children are then exposed to heavy traffic and puts other drivers at risk. This happens on a daily basis on Eastcote Lane outside Rooks Heath and Whitefriars School and on Porlock Avenue outside Whitmore High School. These are both busy roads. Unlike Hillingdon who also have traffic wardens placed outside of schools or cameras in these areas, I see nothing of the sort in Harrow.

Anonymous

9/16/2025 03:33 PM

I think a better option is to have a more consistent presence of traffic wardens especially in Hatch End. Really needed to be working until at least 8pm especially at the weekends. People are bloody lazy and insist on just dumping their vehicles in Grimsdyke Road and Hillview Road because they feel they shouldn't have to park legally or considerately. Its a nightmare for residents and in particular I don't want to attend another funeral of another neighbour who died due to the Fire Engine being unable to get to the property on fire due to inconsiderate parking of restaurant patrons(this was many years ago) BUT the situation has never improved.

Anonymous

9/16/2025 03:44 PM

Poor parking habits in Harrow are significant and seem to be growing every day. I would strongly support any proposal which deters poor parking practices. I have a baby, and navigating the numerous cars and large vans parked on pavements, on corners of roads etc etc is difficult and puts myself and family in danger.

Anonymous

9/16/2025 04:21 PM

Please go ahead and implement this immediately.. I fully support this initiative.

Anonymous

9/16/2025 04:23 PM

Not necessary

Anonymous

9/16/2025 05:03 PM

Fines are inconsistent and funds from them are not adequately used to improve facilities.

Anonymous

9/16/2025 05:10 PM

Enforcement still needs to be stepped up.. Fear of being caught is a better deterrent than a fine the perpetrators don't think they will get.

Anonymous

9/16/2025 05:13 PM

Its just another tax.....you can employ parking attendants galore however not police officers to catch true criminals as police officers dont bring in revenue.

Anonymous

9/16/2025 05:28 PM

People are driving with foreign plates cars are dumped . The zebra crossings should have cameras particularly the one outside at Joseph's I have been nearly run over numerous times. This is more of a priority

Anonymous

9/16/2025 06:11 PM

What's the point when you dont petrol the areas properly. I live in a CPZ and no-one really petrol this area, only when they fell like it.

Anonymous

9/16/2025 06:39 PM

Rising fines will not solve the issue. It's a growing civic sense and officers who need to patrol more often to keep accountability.

Anonymous

9/16/2025 06:40 PM

The use of parking wardens is completely ineffective. They will always patrol areas which have a one hour restriction in that particular hour but are never to be seen in areas of regular illegal parking which disrupts traffic. They seem to prefer to catch the innocent motorist who has made a genuine error in overstaying by a few minutes or misread a sign vs those who are actually parking in a disruptive manner.

Anonymous

9/16/2025 06:43 PM

I would open this up to illigal parking in the front gardens of houses. Several iny road are doing this illegally and driving over lawns and pavement to exit.

Anonymous

9/16/2025 06:54 PM

Unnecessary

Englishini

9/16/2025 07:02 PM

Would like to understand how many PCNs were issued each year for the last 5 years, how many remain outstanding and what efforts are being made to have those outstanding PCNs paid.

Anonymous

9/16/2025 07:03 PM

I think that those car owners who are violating repeated convictions on same places that need to be reviewed as this is a nuisance for all. You need to think for all as how can other will pay fine when they didn't know how it has been happened.

Anonymous

You should issue tickets to people parking their cars half in their

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9/16/2025 07:43 PM

driveway and the other half over the pavement causing an obstruction.

Anonymous

9/16/2025 08:27 PM

Decrease your wages first!

Anonymous

9/16/2025 08:36 PM

I feel it's unnecessary and does not deter illegal parking. Clamping would be better for people blocking driveways and entrances

Anonymous

9/16/2025 08:45 PM

I don't believe that those working/delivering should be fined for trying to do that work.

Anonymous

9/16/2025 08:55 PM

You also need to increase the wardens to patrol the worst spots

Anonymous

9/16/2025 09:27 PM

Blocking driveways should be penalised

Anonymous

9/16/2025 09:51 PM

I feel like the proposal is more for Harrow to increase their revenue for the council rather than a deterrent for motorists.

Anonymous

9/16/2025 09:52 PM

not enough wardens patrolling - they don't patrol at times or areas that need it, such as outside schools during mornings and afternoons. Rayners Lane which is rife for double parking. Generally, people in the area of Harrow and Brent have a disgusting, arrogant attitude to driving. Selfish people that literally drive dangerously, selfishly and just leave their cars in the middle of the road to pick up/ drop off their Aunties because they can't be bothered to park and walk 10 metres. School run parents that drive dangerously. Where are the wardens outside Pinner Park school?? I don't think it will be a good deterrent if there aren't enough wardens enforcing in the right areas.

Anonymous

9/16/2025 10:05 PM

I'm opposed to parking restrictions in general. In my view the restrictions should not apply on weekends and bank holidays at all let alone increase penalties. People park illegally because they have no space to park not because they aren't being considerate.

Anonymous

9/16/2025 10:07 PM

Wrong issue to address. Parking is an issue Kodak factory... permit holders private roads? Don't let people get permits because they brought certain houses? Approved new builds without adequate parking.... Recipe for disaster created by Harrow Council.



Neighbouring residents then pay the price... step up on combat heart of the issue. Kenton park avenue next to KFC get a camera controlled automatic ticket on those double yellow lines in the evening! Bloody annoying people parking corner of the main road leading into KPA waiting for the takeaway.

Anonymous

9/16/2025 10:13 PM

I think this is a very poor proposal that won't benefit the community

Anonymous

9/16/2025 10:15 PM

No

Anonymous

9/16/2025 10:27 PM

It's unfair they are very rude officers they can't even wait for mothers or elderly people it's just a money scheme for the council that's how it looks and they are forced by their control controllers to do it and they do not wanna lose their job or reputation in the job so they just do it

Anonymous

9/16/2025 10:37 PM

Increasing penalty charges won't make a blind difference people will still pay no matter to the price

Anonymous

9/16/2025 10:52 PM

Sometimes in emergency we need to park in the restrict area for few minutes. Increase in parking fine will be extra burden also sometime park by mistake or not read the restrictions. So please don't Increase.

Anonymous

9/16/2025 11:00 PM

Costs are already high.

Anonymous

9/16/2025 11:05 PM

Such an increase would unfairly burden local residents, many of whom are already struggling with the rising cost of living. The current Band B fines are sufficient to ensure compliance without causing undue financial hardship, and increasing them risks being perceived as punitive rather than reasonable. Maintaining the existing fines demonstrates that the council is acting in the best interests of the community, balancing enforcement with fairness. I strongly urge the council to reconsider this proposed change.

Anonymous

9/16/2025 11:16 PM

If they (the proposed increase) fail to stop nuisance parking, which I bet it won't will you reduce the charges to its former level? I doubt it as this is a money grab in my opinion.

Anonymous

Stop trying to come up with new ways to make money and start

9/16/2025 11:32 PM

supporting your residents. There are MUCH more important matters that need sorting. Flytipping. The grim state of the streets. The lack of safety. Growing crime. Lining your pockets with more money is not helping anyone other than yourselves.

Anonymous

9/16/2025 11:34 PM

There is cost of living already we don't need any more rises to rinse our pockets

Anonymous

9/16/2025 11:41 PM

More signage are needed to ensure people are aware where to park or not park. This will avoid genuine mistakes to be avoided.

Anonymous

9/16/2025 11:42 PM

There are not enough parking spaces and cost of leaving is high, people suffering from ulez already, borough should work for better parking facilities.

Anonymous

9/16/2025 11:45 PM

PCN's are a huge expense. While it is absolutely important to put measures in place to reduce nuisance parking, everyone makes mistakes from time to time. I recently forgot to pay for my parking, an oversight as I was worried about an appointment related to my children, one I was very frustrated by and it was a 1 hour free parking so had I not forgotten would have costed me nothing, yet was charged as I should be. The higher rate feels like it would push residents into financial difficulty if we were to mistakenly forget to pay for parking. I actually work in the parking sector, understand the need for PCNs, but really oppose this higher rate to residents. Let's focus on making parking easier to comply with, rather than punish residents severely.

Anonymous

9/17/2025 12:08 AM

Do better in finding flouting of parking rules as opposed to increasing revenue.

Anonymous

9/17/2025 12:17 AM

No

Anonymous

9/17/2025 12:25 AM

Parking restrictions in the Borough are too restrictive and with the reduction in available on street spaces (such as in Harrow Town Centre), there is likely to be more contraventions, thus this will be seen as a revenue generating exercise as it the enforcement of CPZ's in residential roads on Bank Holidays.

Anonymous

It's already too high, .... , increase awareness not the burden of

9/17/2025 01:54 AM

tickets....

Anonymous

9/17/2025 02:26 AM

Cars parking on yellow zig zags outside school are the biggest safety risk to our community. More should be done to catch and fine those cars with permanent cameras present.

Anonymous

9/17/2025 03:45 AM

Pcn is very high already, by increasing it further it will improve matters. If those things are of real concern then Harrow council should invest in road, make them bigger, create proper bicycle lanes and create more car parking space.

Anonymous

9/17/2025 06:04 AM

In hot spot areas like mollison way near queensbury station there needs to be more and more monitoring as the street is abused for parking.

Anonymous

9/17/2025 06:08 AM

This is just a scheme to make more money, fines are already high enough to deter parking offences. In this cost of living crisis and living in a borough with some of the highest council tax rates you should be ashamed of yourselves even suggesting this.

Anonymous

9/17/2025 06:32 AM

The poor gets poorer, this is simply money making scheme for Harrow. No one tries to get a parking fine on purpose , so this is not a deterrent.

Anonymous

9/17/2025 06:39 AM

Parking fines are high enough

Anonymous

9/17/2025 06:40 AM

Some people just don't care and will pay it despite the fine going up as you have seen already

Anonymous

9/17/2025 06:54 AM

Although the stated objective is to deter parking offence, I believe it's is a facade to extract more money from people and increase revenue. Stop doing it

Anonymous

9/17/2025 07:00 AM

Harrow parking enforcement are not issuing PCNs for people parking on the dropped curb, only when the drive is blocked. This is causing more issues. Harrow Council need to ensure Enforcement Officers uphold the rules and don't make their own guidelines.

Anonymous

9/17/2025 07:28 AM

I completely oppose this idea as a Harrow resident. The current penalties are high enough, and this is merely another way to fleece citizens out of hard earned money yet again. All you do is increase fines and taxes and never invest in the community or give value for money!!!!

Anonymous

9/17/2025 07:29 AM

People will be more conscious about the parking

Anonymous

9/17/2025 07:44 AM

Some people will park badly, whatever the fines. They just do not care and want to do what they want, not what they are supposed to do! This is happening in every aspect of life.

Anonymous

9/17/2025 07:49 AM

Built better roads and stop restricting parking by widening pavement. Lacking of parking is the real issue, car usage is the critical of working parents, the elderly and less able. No one I can get to work and drop children to school without a car as would take extra 2 hours to public transport. Choice is car or unemployment.

Anonymous

9/17/2025 07:50 AM

I think there is another root of all that problems. It's too many cars and not enough parking slots. I come home late and there is not even single space to park. What do you expect me to do? Please create more parking spaces and I won't have to park on double yellows....

Anonymous

9/17/2025 08:09 AM

You keep on increasing costs all the time why ? and where is the money being spent

Anonymous

9/17/2025 08:18 AM

Many of the offenders will be business users so an increas will not deter them at all but put up the cost for the business.

Anonymous

9/17/2025 08:45 AM

Better utilisation of wardens would be more of a deterrent

Anonymous

9/17/2025 09:02 AM

Current fines are already a deterrent.

Anonymous

9/17/2025 09:02 AM

Harrow does not provide adequate parking for the demand in Harrow. This needs to be addressed

Anonymous

Parking fines are lucrative money making way for the council. Day by

9/17/2025 09:09 AM

day the council is reducing on road parking areas so that people are forced to park their vehicles in non parking areas. As like people, cars are also increasing in the country. Please try to increase the spaces rather than reducing.

Anonymous

9/17/2025 09:12 AM

vampire

Anonymous

9/17/2025 09:18 AM

There is no enough parking spaces made by council. Especially the parking spaces in harrow wealdstone station and around. It will be great if you can first open the closed parking near station and allow people to park legally first.

Anonymous

9/17/2025 09:19 AM

PCNs are not the solution, you should look at enaling more areas for parking and not using this as a money making intiative to penalise drivers.

Anonymous

9/17/2025 09:19 AM

The current charge is high enough coupled with enforcers working late night.

Anonymous

9/17/2025 09:26 AM

my view on it is that Harrow council must work to allocate parking spaces facilitating parking instead of increasing PCN which is an lazy solution, considering that residents already overcharged on every bit.

Anonymous

9/17/2025 09:29 AM

Your biggest problem is that you have a policy of NOT towing away repeat offenders which is a joke. Yes I have a copy of your end to end process. Foreign registered vans in particular just laugh in your face and ignore them. We have one van in our street which I have lost count of the number of tickets it has received. Your utterly stupid policy means they carry on not paying, taking a space in our road. It should be say 3 tickets and tow the vehicle immediately.

Anonymous

9/17/2025 09:34 AM

Clear signage is needed that makes it clear where a violation may occur.

Anonymous

9/17/2025 09:47 AM

My driveway is constantly blocked and causes a significant safety issue when pulling of out of my driveway. I fully support this proposal

Anonymous

9/17/2025 10:02 AM

I believe the Council misses many opportunities to issue and collect more fines. There is a dropped kerb in front of our home and a

residents parking restriction sign (Mon-Sat 10:00-21:00) displayed directly across the road from our drive. Most drivers ignore the single yellow line in front of our drive and often park there in the evenings and on Sundays/Bank Holidays. Delivery vans constantly load and unload there too. The Council doesn't allow double yellow lines in front of homes, and residents are expected to report nuisance parking themselves and then sign for it in person, which we don't like to do due to the potential dangers of confrontation. I feel clear signage regarding PCNs and dropped kerbs and/or CCTV on the lampposts would be a more effective deterrent. Resident's safety is more important to us than providing free parking enforcement for the Council.

Anonymous

9/17/2025 10:23 AM

The cost of parking PCN is already very high, if this hasn't yield any results, further increase isn't going to lead to better results. It also seems like councils drive to increase revenues, Citizens are already burdened with extremely high direct and indirect taxes, this will be another such indirect tax. More parking facilities, not constructing in parking spaces, better maintenance of roads, signage and markings should all help towards better management of traffic. On top since, after COVID days one or other area of Council is under road closure and diversion with temporary signals creating further menace. Increasing parking PCN is absolutely unnecessary.

Anonymous

9/17/2025 10:26 AM

The parking fines are already high. In this difficult time when cost of living is already high, don't burden the residents with one more increase.

Anonymous

9/17/2025 10:33 AM

Hi. This changes its only to took some more money from medium class and poor people. Because in Harrow it's not enough parking spaces available. It's too expensive to park. Agents with penalties just hidden around and see a lot of penalties for people around here. It's just this hungry for money for this Council. I oppose this change. But I'm sure will pass because doesn't respect the voice of people. It's only trade. Like ULEZ. All Harrow people opposing the ULEZ charge and it's now in place. Was very disappointed to see this charge for people affected with current living conditions. Respect people please. Also at Elmgrove school some officers stay there specially when it's rain and people coming with kids. With no parking spaces available there and stay there to put penalties. It's not fair approach. I see people crying 😞 there because this unfair approach only for 2 or 3 minutes they get tickets. Not good. It's a crazy joke for money to scam people. Specially people with kids. With family.

Anonymous

9/17/2025 10:35 AM

It's all about money! Where does the money go from parking fines?  
Tow or clamp the cars! Have parking wardens outside schools at 3.00 p.m. or in roads in Wealdstone that are full of cars from the garages that work there.

Anonymous

9/17/2025 10:48 AM

Lot of road work is going in rework which wastes our money

Anonymous

9/17/2025 11:23 AM

I don't believe the increase will make any difference to people  
offending a different approach needs to be thought of

Anonymous

9/17/2025 11:27 AM

Include delivery mopeds and delivery vans and use CCTV as evidence. These are the worst of illegal parkers in terms of disregard for parking rules and law

Anonymous

9/17/2025 11:30 AM

The fines already not affordable ,better focus on other things more harmful to the society than parking ,people already struggling don't make it worse

Anonymous

9/17/2025 11:56 AM

Increase of fine does No impact as long as there is No one patrol the street.

Anonymous

9/17/2025 12:03 PM

I have experienced the issuing of an PCN ticket in a different borough a few years back. Although the charge was much less back then the process of the appeal was still lengthy and stressful. I paid the fine which even back then was unaffordable and left me out of pocket. Although I was refunded the money I paid, the compensation I should have requested for the distress caused would have been triple the amount which I had to pay. I therefore do not agree with this increase. The average person will be unable to afford this amount when tickets are incorrectly issued. I think that there issue is that there is not enough police presence and this will act more of a deterrent then boosting the fines.

Anonymous

9/17/2025 12:06 PM

We have congestion in my road caused by many cars on yellow line who happily park and pay the present level of fine regularly

Anonymous

9/17/2025 12:33 PM

More Red lines on roads so nuisance parking can be resolved via enforcement of taking car to impound

Anonymous

9/17/2025 12:40 PM

Another way of making money by the council.

Anonymous

9/17/2025 12:44 PM

I think there should be more parking police

Anonymous

9/17/2025 12:47 PM

It will deter inconsiderate parking.

Anonymous

9/17/2025 01:02 PM

To offer more spaces for people to park with hourly charge.

Anonymous

9/17/2025 01:15 PM

I can see many cars parked on Elmgrove road permanently on single and double yellow lines with at least 6-9 PCN on their windshield, causing dangerous blind spots to kids from St Jerome school. The council have not taken any action rather than sticking PCN's on them. So if an inconsiderate person can afford 8 PCN's what difference does an increase will bring, Nothing.. Please do something to tow away such cars kept on Elmgrove road.

Anonymous

9/17/2025 01:51 PM

There is not much difference between rates for band a or b and hence I do not see much reductions in violations.

Anonymous

9/17/2025 02:30 PM

Totally unjustified - as you call it nuisance parking charges need to be looked into in terms of households with legal dropped kerbs and those without but still claim there drivers are getting blocked - when it is totally legal to park -ie kerb repairs and excessive white lines

Anonymous

9/17/2025 03:04 PM

We should not increase the parking fines

Anonymous

9/17/2025 03:09 PM

The council should provide affordable parking spaces rather than increasing fines in order to reduce 'nuisance'. If the council is actually looking to help the locals, when approving the building of apartments blocks housing thousands of residents the council should also approve providing sufficient parking to avoid disturbances to residences. The residents already live in a cost of living crisis, trying to make ends meet and through these fines the council is adding burden to the residents rather than helping them in any way. Any home owners (whether living in a flat or otherwise) should be allowed their own parking spaces and this is the only way to avoid such issues'. No one wants to cause others problems, but unfortunately due to the poor infrastructure of the borough, it cannot be helped.



Anonymous

9/17/2025 03:16 PM

First, you guys build the Eastman block village and offer most people no parking and then we are promised to park on the surrounding streets. But later on those of those same surrounding streets are barred from us leaving us no choice park in zones that have time restrictions which sometimes results in fines because we have it keep moving the cars and on the off chance we are late we get fined or unable to, we get fined. You have created a system for us where it is near. Impossible to find parking and now you're thinking by increasing the parking fines. This is utterly ridiculous And what's worse is your parking officers have started turning up on Sundays and bank holidays to ticket people. This is turning into a complete shambles

Anonymous

9/17/2025 03:55 PM

This isn't going to change things, just push people in further financial hardship!

Anonymous

9/17/2025 03:57 PM

Council is ripping off people's hard earned money in various ways. Parking fines are good but increasing amount and changing band is not solution. Providing more parking spaces and better watch out team is needed. Changing band will only fill pockets of council.

Anonymous

9/17/2025 04:02 PM

It won't make any difference. Stop privatisation of car parks and make parking more accessible and affordable. Less use of apps

Anonymous

9/17/2025 04:04 PM

Maybe it can depend on how serious the contravention is. Personally I find it unfair I received a ticket opening my sons door to let him out outside school as it is child locked and driving away, 38 seconds it took, hes also disabled. This should not be the same cost as someone purposely parked illegally/obstructing.

Anonymous

9/17/2025 04:36 PM

The increase in fine is so little it will hardly make a difference to those who do not - mostly go unpunished. Recently had a neighbour blocked into her drive for 12 hours - reported it early and by the time the police came to look they'd left

Anonymous

9/17/2025 04:53 PM

I think that 20£ bigger fine will not give much bigger result from what we have now. Wealthy people will be able to afford it and they will keep doing, because its their way of parking. Proposal - increase the fines, but only for drivers who block main roads or services. It doesnt make sense to increase it for an elderly person who's wheel is 20cm further out from the pavement on a small little street while minicab

stopping for more than 10minutes on a main road and severely obstructing the traffic and emergency services. Also if the driver who's penalise repeat that very (nuisance parking etc.) within 6months - then increase his counsil tax or road tax for the following 6months. If you dont restrict it properly, people with money keep doing it because they can afford it.

Anonymous

9/17/2025 05:07 PM

People are parking illegally because council parking spaces are disappearing regularly. The population is increasing, and new apartments with no allotted parking are sold to people who have cars.

Anonymous

9/17/2025 05:25 PM

It's too much money. There are so many different rules and regs all over harrow it's so easy to make simple parking mistakes. It feels like it's just another money making scam.

Anonymous

9/17/2025 06:08 PM

Penalise more to re offenders

Anonymous

9/17/2025 06:08 PM

People are struggling already can't afford higher penalties

Anonymous

9/17/2025 06:19 PM

Stop increasing payments as that just puts people out of pocket and doesn't stop people parking in the wrong place . We need more parking facilities to accommodate the increasing number of residents and visitors because that is the actual problem.

Anonymous

9/17/2025 06:26 PM

increasing PCNs primarily acts as a revenue-generating measure rather than addressing the root causes of parking issues. Higher fines can disproportionately affect residents, visitors, and local businesses without offering a real solution. i suggest increasing parking capacity and implementing smart parking solutions !

Anonymous

9/17/2025 06:32 PM

It's a shame that the parking attendants to give the penalties out fairly. I live on Whitefriars Avenue with a school and mosque on the road and entire is parked illegally and never get tickets issued. I phone your parking officer all the time and they are really not interested. Suggest you sort out your parking attendants first and that would give you so much more revenue

Anonymous

9/17/2025 06:56 PM

It is a pity existing double yellow line's & pedestrian crossing restrictions are not enforced.

Anonymous

9/17/2025 07:01 PM

I am a nurse working in the harrow community. I myself have a permit for work and have received fines of a stupid amount of money. Parking is an issue due to the amount of inaccessible parking due to the excessive use of permit parking. Increasing the fines will not solve the issue removing the permit parking would. I can't even park near my office because we get fined it's stupid. Saying it is to stop people blocking drives is silly, because no traffic warden would pay attention to that.

Anonymous

9/17/2025 07:25 PM

Clamping and removal

Anonymous

9/17/2025 08:07 PM

Should suggest the London Mayor to increase further. If Harrow Council is short on money, fining these people ( and other anti-social criminals) is a good choice to increase revenue.

Anonymous

9/17/2025 09:15 PM

Increasing PCN's will not stop people from parking irresponsibly. Some people just don't care!

Anonymous

9/17/2025 09:21 PM

Great idea

Anonymous

9/17/2025 09:27 PM

Reduce the high wages the senior managers get don't keep screwing the tax payer

Anonymous

9/17/2025 09:49 PM

By moving the penalty charge to higher is not the answer, create more affordable parking spaces is the answer.

Anonymous

9/17/2025 10:02 PM

No changes necessary, fines are already too high

Anonymous

9/17/2025 10:15 PM

I don't think it will affect nuisance parking. I don't experience any nuisance parking however I do think that Harrow has excess parking restrictions. Other areas of the country actually let you park your cars on the street with no issues.

Anonymous

9/17/2025 10:17 PM

It's already too high. It's unnecessary

Anonymous

9/17/2025 10:19 PM

It's already high enough. Don't just milk ordinary people money.

Anonymous

9/17/2025 10:27 PM

My main complaint is parking on the pavement which restricts those in wheelchairs or baby buggies

Anonymous

9/17/2025 11:55 PM

No

Anonymous

9/18/2025 12:26 AM

Another way for Harrow Council to increase their revenue, whilst not dealing with areas like Rayners Lane where drivers regularly double park and cause mayhem.

Anonymous

9/18/2025 05:25 AM

Its ridiculous!!

Anonymous

9/18/2025 07:34 AM

Leave car drivers alone.

Anonymous

9/18/2025 08:12 AM

It is not the scale of the (privatised) traffic enforcement PCN system that discourages parking offences, but the consistency & visibility of enforcement. Currently enforcement = a guy on a scooter occasionally appearing on weekdays to discourage commuter parking but rarely on Fri/Sat/Sun pms when double & crowded parking is at its worst. This has to be balanced with local businesses struggling to make ends meet. Further this consultation has not been widely advertised.

Anonymous

9/18/2025 08:20 AM

You also need to ensure all fines are paid. There are groups of the community that swap cars. Do not insure them and throw the parking fines on the floor. You must be owed a lot of unpaid fine money.

Anonymous

9/18/2025 08:45 AM

The council should focus on supporting its residents in the right to have a car and create more parking options.

Anonymous

9/18/2025 08:52 AM

PCN charges are already excessive and just another pretence for stealth incomes and taxes

Anonymous

9/18/2025 08:57 AM

Raising the cost is a very good step but it needs to be applied. Many times, I see cars parked illegally on a regular basis and never I've

seen a ticket. So they keep doing it again and again. Raising the cost is good but maybe given a penalty more often would be a good step too.

Anonymous

9/18/2025 08:58 AM

There is a current cost of living crisis and people are financially struggling. Most people who get PCNs make a rare mistake or run out of paid for parking time. INCREASING FINES WILL NOT STOP REPEAT REGULAR HABITUAL PARKING OFFENCES OFFENDERS. At workplaces that I have previously worked at increasing parking fines for repeat offenders who parked without a relevant car permit did not stop the regular repeat offenders. WHEEL CLAMPING CARS STOPPED THE REPEAT OFFENDERS. In my opinion this is just another example of a money grabbing policy by Harrow Council. The current PCN fines are high enough in cost.

Anonymous

9/18/2025 09:22 AM

Should not be increased

Anonymous

9/18/2025 10:35 AM

I disagree on increasing the fine which is already unaffordable. I didn't see issue of illegal parking in Harrow.

Anonymous

9/18/2025 10:36 AM

Why there were so many illegal parking at Eastmen village, and nobody takes action, why there are so many selfish drivers speeding, driving when red light on, hit and run, please Harrow council to take these serious, and make all road user safety.

Anonymous

9/18/2025 10:39 AM

Instead of increasing those charges why don't you tackle the delivery drivers who park anywhere and everywhere and fine them accordingly.

Anonymous

9/18/2025 10:48 AM

This change will increase the people burdens

Anonymous

9/18/2025 10:48 AM

This is just another way for Harrow to rake in more money, don't be so greedy

Anonymous

9/18/2025 10:53 AM

It will not make any difference to most of the offenders. By increasing the fine it will effect the low to middle income earners, who are the least offenders. The fines should be on the size(c c) of the car. eg Less then 1500cc should get 50% discount and more then 3000cc should be fine a 50% more."

Anonymous

9/18/2025 11:30 AM

Overall situation is acceptable in Harrow View West and the area of Eastman Village.

Anonymous

9/18/2025 11:59 AM

why the fuck council need more money.

Anonymous

9/18/2025 12:19 PM

This should be support by further action such as relaying broken pavements broken by existing bad car parking and paid for by increased fines, along with better barrier installation for example Tithe Farm Junction Alexandria Avenue/Eastcote Lane. Also supported by better provision for free parking in key areas so that people dont need to park badly in those areas.

Anonymous

9/18/2025 12:37 PM

The offending drivers have to be caught first. We frequently have issues with cars blocking our drive and nothing is done about it because we are on a cul de sac where traffic wardens rarely visit even when I phone to report it

Anonymous

9/18/2025 02:10 PM

People should be fined for parking illegally, or inconsiderately. That's the only way to deter them in the future.

Anonymous

9/18/2025 03:21 PM

I think only main roads should carry the higher rate

Anonymous

9/18/2025 03:41 PM

Use the money to police it across longer hours. I can't send in Pictures of idiots on the pavement or double yellows so you need the capacity to fine them yourselves else it's pointless.

Anonymous

9/18/2025 05:36 PM

Increase the warden visits/rounds and penalise the offenders, current charges are sufficient. Don't treat this as a money making scheme. Are you inching towards bankruptcy?

Anonymous

9/18/2025 06:23 PM

It is high as it is and, it only drives agents to put PCN without having to check things twice in past years i have had instances where i been given PCN for following reasons ( yes they were revoked ) - I just parked and walked to ticket machine by that time ticket was already on when i asked agent to remove - Ticket was planed on my car when it was praked legally and i had paid via an app - I got ticket for having couple of inches of wheel on yellow line - fair but really ? this is what i recall and, i had to spend my time appealing when there was

no such a need ( in 2 of 3 instance least ) , so yes i oppose higher charge as it will only make agents more aggressive with higher commission , spending more time for us to appeal and, more council time to look through those appeal

Anonymous

9/18/2025 08:25 PM

The problem in Harrow is not the penalty charge, it is the minority of motorists who completely ignore the PCNs. Harrow has no effective deterrent against these people. Harrow does not remove offending cars; they do not have access to a Car Pound. A minority of motorists know this and they simply disregard any PCNs.

Anonymous

9/18/2025 08:48 PM

Reject reject. You are like a thief.

Anonymous

9/18/2025 08:51 PM

I think you should charge more, a £10 increase in fine won't stop them from parking outside schools, driveways which i am affected by.

Anonymous

9/18/2025 09:43 PM

Stop sucking the life and blood of the local residents you are meant to serve. Everything the council does seems to be around raising price and fines and council tax etc and the output is zero. The services, roads, crime are getting bad to worse. Stop this exploitation of the very people you are meant to work for. Illegal parking will not improve if you increase fines- try and think of ways to provide more parking for people near shops and amenities- they won't park illegally. Be creative and have some sense, instead of only seeing opportunities to make more money and leech people at times when cost living is breaking the common citizen.

Anonymous

9/18/2025 09:56 PM

I think it is not reasonable as the cost is already so high

Anonymous

9/18/2025 09:58 PM

Reject reject reject reject. I will complain to Ombudsman if you implement it.

Anonymous

9/18/2025 09:59 PM

It's not making sense to further increase the fine.

Anonymous

9/18/2025 10:00 PM

N/A

Anonymous

Generally people who park illegally can afford the fines. But there are

9/18/2025 11:43 PM

instances where something happens that prohibits a person from moving their vehicle on time. However, it is very difficult to successfully appeal already. Focus on other initiatives such as income based parking fines. Or on creating more affordable parking spaces including long stay ones. This proposal disproportionately affects those on lower incomes. The cost of living is already exorbitant

Anonymous

9/19/2025 12:40 AM

This should NOT be allowed to go ahead, this will increase the strictness of the rules to bring in more money. Question will the extra money receive fix the already failing roads.

Anonymous

9/19/2025 01:50 AM

parking charge amounts do not deter and hardly has impact on wrong parking. more visible and clear signs and road marking do help people understand more and park properly.

Anonymous

9/19/2025 06:28 AM

It is not enough to have the higher fines you also need someone around all the time specially I have raised concerns and so many emails about Vaughn School dangerous parking on the kerb and knocking children while opening the car doors serious issue here

Anonymous

9/19/2025 09:48 AM

In an effort for the council to generate more money, more fines do need to be issued for parking on school lines or across driveways to discourage parents from even driving their child less than a mile from their home. The cost of putting a white line in front of your drive should be reduced as I frequently get people dumping their car half way across my drive which would also allow me to call the warden to fine them for parking in such a manner.

Anonymous

9/19/2025 10:14 AM

Unnecessary

Anonymous

9/19/2025 11:00 AM

Increasing to band B didn't make a difference so I don't believe moving to Band A does. This also puts a huge strain on low income families as a person with seizures who sometimes has to leave a car with my carer with no time and park without paying until it's past, these things do happen and the cost implication is too far. Let's call it what it is and stop pretending it's for a deterrent but rather a money making scheme for the council. If the last increase didn't work, this one won't either.

Anonymous

The current levels are already quite elevated. It is concerning to



9/19/2025 11:06 AM

consider increasing them further, as such an action would be deemed inappropriate.

Anonymous

9/19/2025 11:55 AM

you are just trying to collect more money

Anonymous

9/19/2025 12:06 PM

Look for resident and don't give fine front of House

Anonymous

9/19/2025 01:36 PM

Why you guys are behind the common man? Stop misusing your power to effect the lives of tax payers.

Anonymous

9/19/2025 02:24 PM

The sooner the better. Please use the proceeds from parking fines to improve cycle parking all over the borough especially in shopping centres and around education sites.

Anonymous

9/19/2025 02:36 PM

You need to hold people to account who park on double yellows and pavements, especially in residential areas. It's dangerous.

Anonymous

9/19/2025 05:55 PM

The council are already stretching residents.

Anonymous

9/19/2025 06:19 PM

Most people park I. Areas where there is no parking for short term. A lot of people just want to stop to get to local shops. The parking for 1hour for residents has been a huge positive change that has encouraged use of local shops and pharmacies. In fact instead of charging people more. Make more available space so people can use these local shop and other businesses. Also parking free for 2 hours would be better for locals so they can use restraints and go shopping.

Anonymous

9/19/2025 08:12 PM

Band b is already high and people are struggling with the living cost so it's not fair to increase the band

Anonymous

9/19/2025 08:26 PM

No. Other than yoh need to raise money.

Anonymous

9/19/2025 09:06 PM

Money making exercise Why don't you think something creative without money !!

Anonymous

9/20/2025 07:30 AM

It's already more expensive than most boroughs and yet we see no return. You got plenty of other ways of ripping people off, can you try not to add more please?! And try taking my mum's bins out without 3 months of back and forth and fanning about.

Anonymous

9/20/2025 09:34 AM

Just increasing the parking charges are not going to discourage illegal parking, it'll just fill the council's pockets, there has been some other measures to humiliate the people who are parking illegally and things will be improved.

Anonymous

9/20/2025 10:52 AM

There is no need to penalise people further than the current band.

Anonymous

9/20/2025 11:22 AM

The cost of living is already high and I know this is to discourage drivers but everyday I see the parking wardens being sneaky by giving tickets to cars from the opposite side of the road, instead of being transparent. To me this is just another income generating scheme by the council instead as it means more revenue for them. I think we can do more with cameras and patrols.

Anonymous

9/20/2025 02:32 PM

You shouldn't be considering the level of fines until you enable all residents to pay the parking charges. Many elderly people can't even use your car parks because you persistently refuse to provide them with methods of payment they can use. They don't have smart phones and wouldn't understand how to use apps even if they did. Let them pay by methods they're capable of understanding, eg debit/credit cards, then they wouldn't mind if you increase fines for those who park illegally. At the moment, they would be forced to park illegally if they tried to use your car parks because there's no simple way they can pay.

Anonymous

9/20/2025 03:03 PM

PCNs should be targeted, especially people misusing disabled badges. Put a stop to the latest scam at Harrow Leisure Centre, should be 3 hours free parking but if you enter less than 3 hours the system now gives a reduced time limit. Elderly people can make mistakes on this complicated system, why have you introduced a trap?

Anonymous

9/20/2025 10:47 PM

It should be applied across the borough not just in main roads. Residents get blocked in or have a difficult exit from their drive due to drivers who park carelessly without thought for others

Anonymous

9/21/2025 09:46 AM

The reason there are so many parking transgressions is because the council has not provided enough parking spaces. New developments are being encouraged with no obligation for builders to provision sufficient parking for residents in those new buildings. Resident motorists are seen as easy targets to be milked for money.

Anonymous

9/21/2025 10:02 AM

Increase charges for repeat offenders especially at roxbourne school  
- parents of children that just do what they like

Anonymous

9/21/2025 12:49 PM

This is a cash grabbing opportunity - rather like when the council removed the part-year garden waste collection option

Anonymous

9/21/2025 01:06 PM

Need more enforcement rather than increase in fines.

Anonymous

9/21/2025 01:12 PM

Maybe use the extortionate council tax fees you already get and do something useful as a council like investing in our roads and public services.

Anonymous

9/21/2025 03:35 PM

Greedy council. Most offenders do it accidentally and just need a warning. The others don't care and can easily pay. The car park in waxwell lane was stolen to build hhpuses Which are empty?!! Not enough parking spaces in Pinner.

Anonymous

9/21/2025 04:11 PM

They should be penalised in other mode and not by way of PCN

Anonymous

9/21/2025 04:43 PM

Motorists are hammered left & right.

Anonymous

9/21/2025 07:06 PM

Most people get a parking fine because they can't use the app. People who do it because they can , can afford the increased cost you are suggesting.

Anonymous

9/21/2025 09:42 PM

this is just to grab more cash from innocent helpless residents . stop this now,.

Anonymous

9/21/2025 10:20 PM

No

Anonymous

9/22/2025 12:00 AM

I don't believe this is going to make difference.

Anonymous

9/22/2025 08:43 AM

The council need to fix their mechanisms first. We had a PCN where we never received the first letter, and then were charged more unfairly.

HMP

9/22/2025 02:41 PM

YES WHY ARE WREACKING THIS ALL IN CERTAIN AREAS YOU NEED TO DO THIS IN EVERY PART OF THE HARROW\*.

Anonymous

9/22/2025 08:13 PM

This also includes regular parking contraventions ie legally parked in a meter but didn't have adequate paid parking. Those parking and blocking roads and enterances will continue to do so unless the car is towed

Anonymous

9/22/2025 08:52 PM

Let people to survive!!! Most of the penalties are wrongly applied and most of the people paying the fines even if the agent has been wrongly classified the parking as being illegal.

Anonymous

9/22/2025 09:48 PM

I think this is a way for the council to raise more money illegally. if you really want to tackle parking problems - have different bands for different types of Band A: Minor offences, with fines ranging from £40 to £60 Band B: More serious offences, with fines from £120 to £140 Band C: Serious offences, such as obstructing school entrances, hospital access, or zebra crossings, with fines between £280 and £300 This graduated system would ensure penalties are fair and proportionate to the level of disruption caused.

Anonymous

9/23/2025 05:57 AM

Very good especially for double parking in Rayners Lane

Anonymous

9/23/2025 06:17 AM

I think many a times parking fines are issued when someone just forgot to pay for parking . We should segregate illegal parking and then should analyse further . Otherwise it will impact people who have made genuine mistake as they followed all parking rules but just forgot to put the ticket. Parking fines team is mostly checking in designated parking areas finding who forgot to put the ticket , there might be some intentional mistakes as well but mostly I think are genuine.

Anonymous

Cameras on zigzags, Turing some double yellow to red lines. Fining

9/23/2025 07:37 AM

the delivery motorcycles for not parking in their allocated areas which in turn is forcing drivers to park on single yellows.

Anonymous

9/23/2025 10:19 AM

Parking needs to be monitored rigorously. No point in increasing the fine if no one is there to see the contravention.

Anonymous

9/23/2025 10:42 AM

People can't pay for necessities, how will they pay for PCN's. Some are issues unfairly and causing stress to residents.

Anonymous

9/23/2025 11:12 AM

I think the changes will impact the general lazy/inconsiderate parkers but the persiant offenders. I have witnessed more frequent parking tickets being issued in my resident only car park. The majority of the cars receiving these are for cars that have been illegally dumped by people who do live in our area. They take advantage of the easy to access car park and I feel the council are quite slow to respond to reports of these dumped cars. If we had swifter action, these people could be caught and dealt with faster and the area would not appear so unkempt.

Anonymous

9/23/2025 11:42 AM

no

Anonymous

9/23/2025 01:39 PM

There is no point increasing the charge if its not administered. Crack down on illegal parking as it happens and keep doing so. Occasional blitzes do no good in the long term. People need to know that they will consistently get a PCN if they continue parking illegally.

Anonymous

9/23/2025 01:44 PM

I hope that this will make a difference/ but inconsiderate drivers do not care, they will still do it. More traffic wardens needed especially in Rayners Lane.

Anonymous

9/23/2025 01:55 PM

Increase it so it will be better for the area more safer drivers alert

Anonymous

9/23/2025 02:02 PM

Harrow are the worst council in the UK! Start looking after residents instead of constantly trying to get more money out of people and IMPROVE YOUR CUSTOMER SERVICE!

Anonymous

9/23/2025 04:38 PM

Potential penalties are a deterrent but so too is enforcement. Without that the potential penalty notices are not as effective.

Anonymous

9/23/2025 05:26 PM

Towing away for those who persistently offend and don't pay fines would work.

Anonymous

9/23/2025 09:35 PM

I think it will deter less than expected. I think the answer is to clamp vehicles in place. Charging them fees that way.

Anonymous

9/23/2025 09:38 PM

Outrageous to be frank. Use DVLA style clamps

Anonymous

9/23/2025 09:43 PM

Everything affects small local businesses like mine. Every year we lose more pennies per pound and most SMEs cannot keep up. This affects businesses as well.

Anonymous

9/23/2025 10:30 PM

Rather than fine the awareness should be increased.

Anonymous

9/23/2025 10:37 PM

Council should focus on increasing the no. Of parkings available given the no. Of growing developments in harrow , less availability of parking is main reason why people need to park outside the allocated zones and hours

Anonymous

9/23/2025 11:05 PM

No

Anonymous

9/24/2025 08:38 AM

Your enforcement is what is lacking. People flout the rules because you don't enforce them effectively. If there was a greater than 50% chance of being ticketed, people would not offend.

Anonymous

9/24/2025 06:38 PM

Way to raise more money from local people, it's expensive as it is, with current climate of raise prices everywhere that move is not needed.

Anonymous

9/25/2025 08:27 AM

I believe the charges are sufficient as they are and increasing will cause harrow residence more expense at a time when the cost of living is difficult. Harrow would benefit from better management by there traffic attendance in areas where people abuse the parking rules such as West Towers, we experience issues with parents parking illegal in areas of the road when picking up and dropping off children To the point that residence properties are disrespected, but

we never seen a warden in West Towers or Cannonbury Avenue which would deter people from parking illegally.

Anonymous

9/25/2025 10:54 AM

Not discouraging or deterring illegal parking

Anonymous

9/25/2025 01:07 PM

There has been no proof provided by the London Borough of Harrow. There is concern that I have that this is the borough's attempt to simply raise additional revenue due to inflation and other economic conditions at present in the UK. If these PCNs are simply a penalty, why is there the need to increase penalty charges? All this may lead to is increased non-compliance with paying PCNs as enforcement agents are not allowed to force entry, although they can tow and impound vehicles.

Anonymous

9/25/2025 11:36 PM

Harrow have already proved that increased fines do not deter troublesome Parker's. Harrow already so not maintain their sinage. Eg. St John's /lyon rd , disabled bay writing has worn off the road. It Harrow still fine if you are unaware of what it used to say

Anonymous

9/26/2025 12:57 PM

There are already others costs are higher and increasing day by day.

Anonymous

9/26/2025 03:33 PM

There need to be more enforcement checks. Without these a higher fine won't have any deterrent effect.

Anonymous

9/26/2025 03:49 PM

What about those who put a parking ticket pin their car and leave it there all day...this is going on all the time!!!

Anonymous

9/26/2025 04:09 PM

It needs to be enforced during evenings as well, as this is when a majority of offences take place.

Anonymous

9/26/2025 04:21 PM

The council do nothing when reported so they miss out on inconsiderate parking fines and out of hours is non existent

Anonymous

9/26/2025 04:21 PM

The council do nothing when reported so they miss out on inconsiderate parking fines and out of hours is non existent

Anonymous

Hopefully it will deter motorbike delivery services who see to park

9/26/2025 04:34 PM

wherever they like.

Anonymous

9/26/2025 04:43 PM

You are just exploiting motorists yet again

Anonymous

9/26/2025 04:44 PM

I have off street parking. For ordinary working people the fines are already too high and the Council should consider moving to lower Band B. An increase in parking provision should be considered, eg buying the old Vaughan Road Car Park. And, new housing developments and other sites (eg the new baby unit on Bessborough Rd) should come with sufficient parking.

Anonymous

9/26/2025 04:48 PM

Expensive as it is council cashing in and not enforcing bad parking

Anonymous

9/26/2025 04:48 PM

Wish it could go even higher but also wonder about the "success rate" of actually collecting these fines.

Anonymous

9/26/2025 05:00 PM

Would be better to paint more parking spot lines, to ensure people park within the correct parameters as well as introducing more controlled zones to make sure less cars are congesting residential areas.

Anonymous

9/26/2025 05:04 PM

People got difficulties with cost of living we just make it harder for struggling people and the council will make just more money with not huge improvements to the borough

Anonymous

9/26/2025 05:45 PM

Red routes should definitely be introduced across problem parking areas across the borough as well.

Anonymous

9/26/2025 05:57 PM

How about stop taking away parking bays. Fucking idiots. It's all about money with this shit council.

Anonymous

9/26/2025 06:25 PM

The reason I say it will not be effective is that most motorists know that the resources are stretched and for the parking attendants to get to the offending vehicles will be time consuming and they will get away with it. I suggest that you get the residents to take pictures of the offending vehicles and then the council to follow. This in my mind will be a better deterrent.



Anonymous

9/26/2025 07:01 PM

No further comment

Anonymous

9/26/2025 07:41 PM

There are a lot of people that make indecent mistakes as well as people that abuse. We are all skint as it stands. This dose not help the people to put up fines, we pay enough tax and fuel duty. Give us a break please.

Anonymous

9/26/2025 08:03 PM

How do you ticket a car thats blocking a driveway?

Anonymous

9/26/2025 08:03 PM

Good to see action taken against these road users.

Anonymous

9/26/2025 08:56 PM

This change will not make any difference. People that park where they shouldn't will continue parking and people like me might park somewhere by accident will end up with higher fine

Anonymous

9/26/2025 09:07 PM

Council is just trying to make more money from the motorist .Is target.

Anonymous

9/26/2025 10:43 PM

I support it

Cliff Lichfield

9/27/2025 12:01 AM

We need a means of reporting illegal parking to LBH Parking Operations when we see it. Why not allow photographic evidence from member sof the public?

Anonymous

9/27/2025 06:56 AM

I think it's a good start to try and deter illegal parking but maybe "tow away" signs would be a good idea too

Anonymous

9/27/2025 07:11 AM

How fine increase will help except raising more money? Noone is parking badly because fine is less.

Anonymous

9/27/2025 08:13 AM

If it is going to cost more to enforce non payment it may be self defeating to raise the cost.

Anonymous

9/27/2025 08:59 AM

Please look for other ways of deterring nuisance parking than looking for ways to make more money. By increasing tariffs all you are doing is putting more burden on people who'd would have forgotten to pay

parking or run little over their time. Of anything you should decrease parking fines.

Anonymous

9/27/2025 12:15 PM

More monitoring is needed to deter this problem.

Anonymous

9/27/2025 12:39 PM

The contraventions you have listed as the ones you want to tackle are blatant disregard for parking restrictions? Why are drivers doing this? Because they know they will not be caught. An increase in amount will make little difference if being caught committing the offence still remains low. It will only further penalise people who have paid to park and gone over the time they have paid for. I think it would be more beneficial to deploy current wardens in a manner where the contraventions you list will be caught. The more likely they are to get fined the less they will take the chance. It is not only about the amount charged.

Anonymous

9/27/2025 01:04 PM

There is a difference between Parking and Waiting, where waiting means the driver remains in the vehicle and can readily move the vehicle if it becomes an obstruction to others. "double parking" and parking across driveways being relevant in this context. This is an important consideration where CCTV enforcement is concerned where the actual situation needs to be addressed and common sense applied.

Anonymous

9/27/2025 01:16 PM

It's no point increasing as I have noticed some people are ready to pay fines app the times. They never bothered about PCN charges as may be they are rich or affordable. But people like us cannot afford this increment as our salary never lí

Anonymous

9/27/2025 06:13 PM

I think there are too many drivers not ready to follow the rule of safety and i think that traffic wardens are not visible on moped or walking in lot of area for example Hillingdon has warden on most areas visible

Anonymous

9/28/2025 09:22 AM

Having lived in Harrow for 50 years, I have noticed the rule breakers are usually the new 'migrant' population. They bring their country driving styles with them and totally ignore UK rules . So suggestion is may be more awareness campaigns educating people what is right and what is wrong is needed for both parking and fly tipping and rubbish disposal unlawfully .

Anonymous

Higher fees for illegal parking would be very welcome as the illegal

9/28/2025 02:51 PM

parking situation has got worse in the borough and requires additional measures as as introduction of higher fees to tackle the problem. I very much hope that the proposal goes ahead and the council does introduce higher parking fees.

Anonymous

9/28/2025 02:57 PM

serious problems with illegal parking in harrow, do something to tackle it!

Anonymous

9/28/2025 02:58 PM

illegal parkign has got worse, take action!

Anonymous

9/28/2025 02:59 PM

much needed higher fees to tackle growing problems

Anonymous

9/28/2025 03:02 PM

Finally, something going to happen to tackle illegal parking getting worse!!!

Anonymous

9/29/2025 07:16 AM

We have to be tougher on drivers who have no thought for others. They are selfish and just don't seem to care ! But it's very wide spread it's everywhere we are to soft and don't nip things in the bud quick enough. Theres no respect anymore. So definitely be tougher and quicker. Theres laws for a reason and we need to enforce them! People need to be accountable for their bad behaviour.

Anonymous

9/29/2025 09:28 PM

A stronger deterrence is needed to put off parking offenders

Anonymous

9/30/2025 10:23 AM

Yes I do. This is not looking out for people of Harrow this is so you can gain more money out of people !!!

Anonymous

9/30/2025 10:42 AM

No

Anonymous

9/30/2025 10:42 AM

There needs to be more patrols at school drop off and pick up times to help enforce this. Alternatively cameras to auto identify and issue parking fines

Anonymous

9/30/2025 10:53 AM

On Masons Avenue I often notice the same cars parking illegally multiple times a week. They get tickets which end up on the floor and when I look at their license plate on the Harrow website I can see

some of them owe the council thousands in fines. I think the council should prioritise enforcing the payment of tickets they provide rather than increase the cost. People don't care about the payment of a ticket and often don't. I have seen a very small number of cars clamped or lifted I think that cracking down on repeat offenders in that ways is more beneficial to all

Anonymous

9/30/2025 11:12 AM

Instead of increasing the banding and raising more tickets to residents. I urge the council to consider the urgency of more parking space and timing. Parents are sick of finding parking spots and we have to arrive school area one hour earlier to find a spot to avoid tickets. Increasing banding is just a way to make more money, I cannot see it will be a solution.

Anonymous

9/30/2025 12:01 PM

Some areas have daily illegal parking and never get a traffic warden to issue tickets. Get the traffic wardens out to these areas and it would help the situation. They need to be patrolling the streets 24/7

Anonymous

9/30/2025 12:30 PM

Instead of increasing penalties, you should focus on increasing parking spaces, as higher fines do not solve the problem. There are also many cases where Civil Enforcement Officers wrongly issue PCNs — for example, when parents briefly stop on double yellow lines to safely board or alight young children at school. Officers should be educated not to issue PCNs during school opening or closing times in such situations. My own case is an example: I had to go through the lengthy process of appealing, which wasted both my time and council resources, and I ultimately won the appeal in court.

Anonymous

9/30/2025 12:36 PM

Increasing parking fine alone, will not be enough. Very strong majors like towing or clamping needs to be done, for inconsiderate people.

Anonymous

9/30/2025 03:34 PM

The cost of living is high and increasing PCN is unjustified

Anonymous

9/30/2025 03:43 PM

There are not enough parking space for cars ( I'm not a driver) but I can see the current restrictions are unfair. You should target the inconsiderate delivery drivers who take no heed of regulations especially on Masons Avenue & all the food delivery drivers who take up all the double yellow lines in congested areas. Why are they not being fined? Especially in Harrow Town centre,

Anonymous

The sooner, the better!

9/30/2025 04:02 PM

Anonymous

9/30/2025 04:54 PM

It may deter some people. A lot of people think it's OK to double park near rayners lane Station.

Anonymous

9/30/2025 08:44 PM

Money making scheme

Anonymous

10/01/2025 11:57 AM

I disagree as they are times that people innocently need to park for a few minutes and they will be hit with higher penalties

Anonymous

10/01/2025 12:09 PM

No

Anonymous

10/02/2025 04:26 PM

Sometimes the parking is not adequate. Esp. around the schools.

Anonymous

10/03/2025 07:21 AM

Parking fines should not be Increased.

Anonymous

10/03/2025 08:19 PM

It just seem to be money making exercise. When someone is parking illegally, they don't think about fines, it's more of a error of judgement and increasing amount is not going to make any changes as such. Current amounts are already high and not the case that people can easily pay.

Anonymous

10/04/2025 08:26 AM

You need proper policing at the times when this happens, including near gold's gym, various schools on Gayton Road etc

Anonymous

10/05/2025 08:57 PM

I feel that the proposed increase is just a money making exercise for the council. People who sometimes make genuine and unintended mistakes are penalised unfairly. Better approach would be to increase patrolling and number of enforcement officers

Anonymous

10/07/2025 11:06 AM

I think it is a step too far

Anonymous

10/07/2025 01:09 PM

Please consider increasing the number of Enforcement Officers across all areas to ensure comprehensive coverage. Illegal parking can be effectively reduced through stronger enforcement, not by

simply increasing fines. Drivers who are willing to pay a £90 fine for illegal parking are unlikely to change their behaviour if the fine is raised to £110. This proposal appears less about improving parking compliance and more about increasing council revenue

Anonymous

10/07/2025 07:32 PM

Concern would be overzealous wardens - if I had visitor and they parked across our drive and not on the pavement- would they get a ticket ?

Anonymous

10/07/2025 08:07 PM

Have more controlled open parking options for Residents

Anonymous

10/08/2025 12:18 PM

Our road is popular with film companies who consistently block driveways or park on the pavements. Would like to see their cars and vans fined

Anonymous

10/08/2025 03:48 PM

Parking penalties are already huge, especially in the current economic climate, and offer enough of a deterrent as it is. I feel that people who flout the rules deliberately will not be further deterred, but those who accidentally make genuine mistakes or get held up due to unforeseen circumstances will be heartlessly pushed further into financial difficulties.

Anonymous

10/09/2025 03:31 PM

Good idea but people will still disobey the rules. Fines need to be higher to have any effect!

Anonymous

10/13/2025 12:29 PM

Giving a higher charge in car parks such as Harrow leisure centre because of not registration where anyways parking is free for three hours is too expensive and unjust. Some places should allow electronic car plate registrations. Registering the car for the first free one hour every time is too difficult.

Anonymous

10/14/2025 11:56 AM

Please focus on abandoned cars without no road tax on Harrow roads

Anonymous

10/14/2025 12:40 PM

Really need to enforce during school runs as many parents currently block resident driveways

Anonymous

10/14/2025 12:57 PM

I think its disgjusting the way this council is teying to squeeze money our of people. Theres a cost of living crises get a grip.

Anonymous

10/14/2025 01:13 PM

Free parking everywhere to boost business and tax receipt

Anonymous

10/14/2025 02:12 PM

Just another money maker!!

Anonymous

10/14/2025 02:20 PM

Harrow should provide more affordable parking spaces to encourage people to park legally with affordable hourly parking charges.

Anonymous

10/14/2025 02:37 PM

Better signage giving enforcement times compassionate use of ticketing ie. 1 min over an expired ticket time that is in a car park is not the same as somebody badly parked on a busy school road.

Anonymous

10/14/2025 03:12 PM

You should not fine more to generate council income. You should work to find good solutions for public parking.

Anonymous

10/14/2025 04:35 PM

Increased too much

Anonymous

10/14/2025 06:31 PM

How about towing the obstructive vehicle after 1 hour of Band B ticket issuance.

Anonymous

10/14/2025 06:47 PM

Increasing parking charges might help, but what will actually help is to provide more parking spaces and then increase the charges. All streets are red route, double yellow. I am a business owner and drive from property to property for work and can't find any parking. Instead make a space for 30 min parking bays it will automatically reduce the illegal pairings.

Anonymous

10/14/2025 06:52 PM

Extend current resident parking schemes

Anonymous

10/14/2025 07:04 PM

Increase penalty is not an effective way to stop illegal parking. Get more traffic warden to patrol more frequently can discourage parking offences.

Anonymous

10/14/2025 07:30 PM

None

Anonymous

10/14/2025 07:44 PM

It's not so much about the level of the fine as the level of enforcement that will make the most difference

Anonymous

10/14/2025 07:48 PM

People are struggling to pay bills and buy food. We already pay extremely high council tax so this will put people in further debt. Drivers park across my driveway everyday when taking their kids to Marlborough school but I see no traffic wardens ever! Patrol better perhaps would be more effective!

Anonymous

10/14/2025 07:57 PM

Lower councilors wages, reduce amount of illegal immigrants draining teh system, stop benefits for healthy unemployed people, there you will have enough mone for everything!

Anonymous

10/14/2025 08:05 PM

Unfair penalty for genuinely erroneous parking whilst doing nothing to deter those who deliberately mispark. When the increase penalty has no impact on parking offences the fines will not drop back down again will they?

Anonymous

10/14/2025 08:24 PM

You will do anything for more money

Anonymous

10/14/2025 08:27 PM

Increase solo m/c bays in harrow

Anonymous

10/14/2025 08:33 PM

Clearly just a money making exercise. How about the council sort the crime rate out.

Anonymous

10/14/2025 09:06 PM

Instead of tax payers, think about one who is enjoying everything free. We earn one salary from which we have to pay rent and all expenses. Those people gets free housing and more than our salary as benefits. Give them either home or benefits.

Anonymous

10/14/2025 10:04 PM

There is no need for the increase

Anonymous

10/14/2025 11:06 PM

Can you start towing cars like other councils do?

Anonymous

The fines should be as low as possible. Stealth tax. It's disgusting.



10/14/2025 11:52 PM

Anonymous

10/15/2025 08:01 AM

No need to increase. Abolish parking penalty charges then check for once. All will be in Order. Due to your nuisance of penalties more laws are being broken. Stop looting public.

Anonymous

10/15/2025 08:02 AM

I dont believe raising costs is going to help especially if they have already been raised and the volume hasn't reduced. Better education and spaces for parking vehicles probably is needed or perhaps a limitation of vehicles per people in the residence over 18. Perhaps having a look at drivers ages and checking to see if they are British nationals will help as people from other countries dont drive or park according to the rules this may be an education piece

Anonymous

10/15/2025 08:03 AM

The effectiveness is going to come down to enforcement of illegal parking & collection of unpaid fines. Furthermore the action taken on repeat offenders and those that just simply don't pay the fines.

Anonymous

10/15/2025 08:04 AM

Outrageous

Anonymous

10/15/2025 08:24 AM

There wouldn't be so many parking fines necessary if there were more places to park. Stop putting more and more parking restriction in residential roads. Having an hour or two per day that you can't park is more useful in stopping commuters and people abandoning cars for days.

Anonymous

10/15/2025 08:30 AM

I believe that this will be unfair to innocent drivers that make mistakes when Parking inappropriately at times people do make mistakes and in the times we live in is costly so therefore I think you should be bringing down the Parking prices what you need to be doing is making sure you enforce the current price Because changing it would not make a difference

Anonymous

10/15/2025 09:12 AM

Introduce more CCTV in hot-spot areas.

Anonymous

10/15/2025 09:52 AM

Penalty fees already really high and expensive. And it's very difficult to park around as half of roads were taking on bike rides and no one riding bikes . Better we need to extend roads for parking why everything should be charged.

Anonymous

10/15/2025 01:01 PM

Council is not showing accountability for improving parking options in Harrow. This looks like 'revenue generation mechanism'.

Anonymous

10/15/2025 02:22 PM

All this does is increase the burden on the already struggling working/middle class taxpayers. When occasionally there could be a legislate reason for doing something such an emergency. I propose an alternative- higher fines for repeat offenders. And the introduction of affordable long stay parking the area is being overtaken with CPZ's and all residents do is bring the issue back to you to complain repeatedly. The issue is over population and unaffordable parking. Companies shouldn't be allowed to build flats and not provide at least one free allocated parking space to its residents. As it creates issues and resentments with current residents who've been there longer.

Anonymous

10/15/2025 07:28 PM

There are residents in Harrow that ignore pCN on their cars and repeat offenders. I'm not sure how they do is and can only think they cars are not registered to their actual name of Harrow address. For these type of offenders no rise in PCN will deter them. Only removal of the cars will deter their bad parking habits.

Anonymous

10/15/2025 10:42 PM

N/a

Anonymous

10/16/2025 07:36 AM

No

Anonymous

10/16/2025 11:13 AM

Already the increased band B is a disgrace from the council. A reduced parking fine to £70 is excessive as no one can afford to pay that much... and getting a fine means that you worked for nothing that day and is a very depressing feeling. Parents that must bring food to their kids to pay bills and to be able to survive every single day. I strongly suggest to bring down to a lower band and not increasing as people are already poor in Harrow, there are no parking spaces enough and the restrictions are all day in most places. Drivers are no parking wrongly just for fun, it's because they have no choice.... Making this more expensive it's not a solution as the council is doing absolutely nothing and making roads like sharewood road in South Harrow restricted until 9pm. Make parking permits for visitors accessible monthly for a higher price than a resident reduce your hourly restrictions on roads like sharewood road, make it reasonable for people not just for your council... the main roads are dirty and rough making you feel that you leave in 3rd world... rubbish at every corner of the street where no enforcement ever applied to that matter..... but you instead wanna make more money out of hard

working people, where you employ more traffic wardens that are not respecting the 10 min grace law and giving tickets in a minute. Make the life more secure and safe for Harrow instead of making more damage than you already did.

Anonymous

10/16/2025 01:16 PM

Increasing the price isn't going to stop people parking like the idiots they are.

Anonymous

10/16/2025 04:05 PM

while I agree that an increase is needed, I don't think that it will much of a difference sadly those that park badly, don't care anyway.

Anonymous

10/16/2025 05:23 PM

Be fair to the local community, spend more time chasing dishonest blue badge holders

Anonymous

10/16/2025 05:50 PM

Council better to create more spaces for parking on roads but not cutting roads for bikes which no one using

Anonymous

10/16/2025 11:19 PM

Lame

Anonymous

10/17/2025 01:21 PM

First, Illegal parking is few case in Harrow because most of residents are always self-control and follow the rules. Re-banding charges is just an opportunity to Council increasing their revenue. But it will affects the business in Harrow and the number of visitors. Second, Clear road sign & enough parking areas for visitors are most important to diminish illegal parking. Then it will encourage many people to Harrow, the business in restaurants and shopping centers will increase.

Anonymous

10/18/2025 05:24 AM

No

Anonymous

10/18/2025 07:39 AM

As a resident and owner of a vehicle I have been advised I'm not eligible for a residents parking permit. Which is an injustice on its own however I would safely assume this applies to many other vehicle owners who are left with no affordable options. I do not condone parking illegally, however the local authority have done little to keep up with the rising amounts of residents in the area and I view this as a way of penalising those they have refused parking permits. To put this in another way I parked outside my residence to unload my vehicle and received a PCN, I don't view this as being fair or just.

Anonymous

10/18/2025 09:56 PM

Council should consider opening pay parking zone from 8 to 6 to public especially near ha1 4ud. There are zone redistricted for house owners but you still give it public during day time.

Anonymous

10/19/2025 10:06 AM

It will not deter drivers. Most drivers do not even realise the contravention until they get a letter in the post.

Anonymous

10/19/2025 11:03 AM

Raising charges will not stop illegal parking it's yet another cash grab from local residents

Anonymous

10/19/2025 01:09 PM

Increasing the cost won't deter people parking. The issue is overcrowding and not having parking spaces available in the first place. We are being packed like sardines then fined because we have no where to park often. The council continues to rob its constituents. Why don't you invest in better infrastructure like buses, encourage building underground car parks for new developments etc. you also charge us to park outside our own homes - this is just adding to the list of scams to get maximum money out of residents by Harrow council.

Anonymous

10/19/2025 02:41 PM

People do not park irresponsibly because of the charges at a band B level, therefore increasing the PCN to a band A will not act as a deterrent. The council need to introduce more readily available and accessible parking spaces across the borough rather than charging residents more.

Anonymous

10/19/2025 03:56 PM

Dont filled benifit peoples and currepted government pockets

Anonymous

10/19/2025 05:55 PM

Harrow is constantly on the take... cameras fines putting up council taxes... if councils could be done for daylight robbery... harrow would be first on the list....

Anonymous

10/19/2025 05:56 PM

Just a revenue generating ploy

Anonymous

10/20/2025 07:37 AM

In some area there is difficult to parking first solve this issue rather than keep increasing penalty charges

Anonymous

10/20/2025 08:43 AM

If council provides more paid parking areas that will be helpful to people looking for short time parking. That way council have some income and public convenience.

Anonymous

10/20/2025 01:51 PM

Long awaited. Problem parking increasing in our road. Might just help to reduce this.

Anonymous

10/20/2025 03:01 PM

Waste of money and just a cash grab. You do not care for the people hence you have sunk this borough into the dark ages. This is just another scheme to cash grab you have no intention in seeing what is fit for us nor do you want our opinion. This proposal will to ahead regardless of noone agreeing. We can't afford to park in this borough and every area is permitted meaning we can't visit anyone. Stop making us poor while you pour our money into useless works designed to fine us.

Anonymous

10/20/2025 03:54 PM

Too expensive for motorist

Anonymous

10/20/2025 06:35 PM

The large number of flats that have been built along with HMOs has caused this nightmare parking in our borough. Flats were built with insufficient parking consideration and now we all suffer. In problem areas such as on busy roads like Harrow View where the Eastman development is, there is a real problem with cars parking on single yellow lines. These are not illegally parked in the evening and weekend but it causes chaos as it is a busy bus route. Also near schools is where we find some really bad parking. I think those who park blocking private driveways should be penalised more so than someone parked with a wheel on the kerb.

Anonymous

10/20/2025 06:37 PM

I don't think that anyone would want to pay a parking fine full stop even at the current rate! If I have ever been fined it is in error, ie I have forgotten and was not on purpose so why you are you trying to punish people more in this current living crisis for simple honest mistakes?

Anonymous

10/20/2025 11:04 PM

Please organise a survey and ask the Harrow residents if free parking for Harrow residents should be considered

Anonymous

10/21/2025 06:26 AM

No

Anonymous

10/21/2025 10:51 AM

Stop money grabbing.

Anonymous

10/21/2025 11:24 AM

Its already a financially struggling times and higher PCN will only effect everyone financially. Despite of band b or a no one actually wants a ticket but sometimes people are in desperate situation. Having higher fine will impact negatively.

Anonymous

10/21/2025 12:34 PM

People are arrogant and it won't change behaviour. The risk is the same regardless of amount and if they are accepting the risk knowing the likelihood of getting caught is the same it will have no affect.

Anonymous

10/21/2025 01:13 PM

I have personally complained about someone blocking my driveway with added pictures but I had no response from the council so don't feel it would be enforced by the council.

Anonymous

10/21/2025 02:59 PM

This just another way of collecting tax's

Anonymous

10/21/2025 06:36 PM

Don't raise the PCN fees.

Anonymous

10/21/2025 11:25 PM

Increase of PCN charges will not make any difference.

Anonymous

10/22/2025 07:33 AM

More camera traffic fines .lower speed limit on george v ave from 40 mph to 30 mph full road length from pinner road to Hatch end high street .as many houses ,schools many people walking .

Anonymous

10/22/2025 08:21 AM

This will help parking nuance on the streets of Harrow

Anonymous

10/22/2025 09:09 AM

So many foreign plates not sure how you can deal with that.

Anonymous

10/22/2025 04:14 PM

It is ridiculous this penalty system. Sometimes unnecessarily the traffic wardens fine people.

Anonymous

10/22/2025 07:24 PM

The charges are to high

Anonymous

10/23/2025 07:52 AM

The parking band should not be changed. However, double parking should be fine. Rayners Lane has been causing some problems with cards double parked

Anonymous

10/23/2025 08:18 AM

If the penalties are higher, people will Start thinking over more if they should take this risk

Anonymous

10/23/2025 08:26 AM

The council has raised council tax and now wants to raise parking fines How are the council working on crimes anti dumping small children in primary school Smoking vapes

Anonymous

10/23/2025 04:21 PM

There will be no difference, as there are drivers awarded driving licenses without knowing the rules. So the problem lies with the drivers education route.

Anonymous

10/23/2025 04:48 PM

Yes this is too expensive for most people to afford

Anonymous

10/23/2025 05:39 PM

It's so hard and expensive to live already, why are you adding expenses like this? There's no value in it except for you! Let people breathe a little. Harrow is turning in a terrible, awful and greedy place to live

Anonymous

10/23/2025 07:49 PM

At a time when the ordinary person is struggling as it is, this is a cruel increase. Perhaps if the council understood the impact of more and more housing with totally inadequate parking provisions, they'd think more intelligently about the residents they're paid to serve.

Anonymous

10/24/2025 10:08 AM

They need to capture more illegal parking in residential areas than trying to get more money!

Anonymous

10/24/2025 10:31 AM

Often these cars aren't registered so you only punish legal owners. I do think you should remove the one hour restrictions near the tube stations and allow commuters to park. Why not?

Anonymous

10/24/2025 10:45 AM

The cost of fines should stay the same traffic wardens and 24/7 security cameras should be monitored especially in RAYNERS LANE. It's not just double parking parents/carers drop the kids off on the

middle of the road. For them it should be heavier fines and a court case and police arrest.

Anonymous

10/24/2025 02:42 PM

Please make sure there are enough parking spots around Harrow in the hell

Anonymous

10/24/2025 04:28 PM

Re: Harrow Labour Group Consultation Response: Proposed Changes to PCN Fees Banding I, Councillor Peymana Assad, am writing to formally respond to the consultation on the proposed increase in Penalty Charge Notice (PCN) tariffs from Band B to Band A. While I acknowledge the council's intent to reduce inconsiderate parking, this approach may not be the most effective or equitable solution. I present the following points for consideration:

1. Financial Impact on Residents
  - The proposed increase in PCN tariffs, from £140 to £160 for higher-level contraventions and from £90 to £110 for lower-level contraventions, will disproportionately affect residents already facing economic challenges.
  - On top of maximum rents increases on council tenants, as well as growing private sector rent levels, utility bills climbing, and rising council tax, this proposed rise represents an additional financial burden for many households.
  - Many residents have reported receiving inadvertent and costly fines, and a significant number of PCNs remain unpaid, demonstrating that raising fines may penalise people who cannot afford to pay rather than acting as a deterrent.
2. Enforcement Measures Require Enhancement
  - Despite existing enforcement efforts, including 48 Civil Enforcement Officers and over 60 CCTV cameras, non-compliance remains high.
  - Publicly available data from Harrow Council shows that over the past eight years, the number of PCNs issued has remained high, and many fines go unpaid, demonstrating that issuing penalties has not effectively deterred inconsiderate parking.
  - Simply increasing PCN tariffs is unlikely to reduce contraventions and may instead place additional financial strain on residents.
3. Risk of Overzealous Enforcement
  - Increasing fines may inadvertently encourage enforcement officers to issue more penalties, potentially leading to perceptions of unfairness or overzealous ticketing.
  - This could erode public trust and may not effectively deter repeat offences.
4. Harrow's Unique Demographics and Transportation Needs
  - Harrow is a Greater London borough with a significant number of residents who rely on private vehicles for daily activities, including commuting and school runs.
  - While public transport options are available, they may not adequately serve all areas or meet the needs of all residents.
  - An increase in PCN tariffs could disproportionately impact those who have limited alternatives to driving.
5. Alternative Solutions Rather than increasing fines, I propose the following measures:
  - Public Education Campaigns: Implement initiatives to raise awareness about the importance of



considerate parking. • Improved Signage and Road Markings: Ensure that parking restrictions are clearly indicated to prevent inadvertent violations. The clearer the signs, the less inconsiderate parking. • Community Engagement: Involve residents in discussions about parking issues to foster a collaborative approach to solutions. • The Council immediately cease the practice of trying to balance the books of the back of local motorists. While the intention behind increasing PCN tariffs is to deter inconsiderate parking, publicly available Harrow Council data shows that PCNs have not significantly decreased over the past eight years despite enforcement. I urge the council to reconsider the proposed Band A increase and explore alternative measures that address the root causes of parking violations without imposing additional financial burdens on residents already facing cost-of-living pressures, including rising council tax. Yours sincerely, Cllr Peymana Assad For and on behalf of the Harrow Labour Group of Councillors Shadow Portfolio Holder for Environment and Community Safety

Anonymous

10/24/2025 08:11 PM

Yes, instead of increasing fines, plan routes for a flowing traffic, add in more parking spots not just resident permits.

Anonymous

10/24/2025 08:57 PM

It's already high ... what about road marking ?? Who gonna give fine to council !!

Anonymous

10/25/2025 12:48 AM

Council needs to focus on more important priorities and fixing inefficiency which in return would allow more time to resolve issues that would automatically reduce parking offences and not using this excuse to earn more money. Councils that have increased this bands have not seen any reduction either if you look at stats as this is just a way of tapping more income

Anonymous

10/25/2025 08:14 AM

Strangely I was unaware of this survey/consultation until today 25/10/25 - it closes tomorrow- I feel this is Harrow Council pretending to have consultation. Residents should be informed at the start of a consultation.

Anonymous

10/25/2025 08:34 AM

Fix the issues on addressing parking at Eastman village first Your lack of planning gives room to such things and on other hand you're making up schemes to live your pockets.

Anonymous

10/25/2025 02:23 PM

Just another way of Council making more money..as you say if more people are getting PCN's then you are already making more money,

don't see reason for increasing fines and it resulting in lesser people breaking rules.

Anonymous

10/25/2025 02:39 PM

The current pcn threat hasn't been enough of a deterrent, hence the need for this survey. But, if this is the only lever to try and improve it I'm supportive of it. However, there has to be clear evidence of wrongdoing, it can't be linked with any incentivised or overzealous issuing of pcn's. For example, monetised commission type incentives for wardens or otherw who can issue these pcn's. Also, the increased revenue with current revenue needs to be put back into improved legal and further subsidised parking options - more accessible and cheaper to encourage legal parking.

Anonymous

10/26/2025 09:08 AM

The cost of pcns is already excessive.

Anonymous

10/26/2025 09:12 AM

This is a way of just the council extracting more money from the residents

Anonymous

10/26/2025 09:13 AM

Higher charges will not address the root cause. The council needs to design and create affordable parking around areas of concern, which will provide safer places for both drivers and pedestrians, whilst ensuring associated charges can go towards maintenance/upkeep.

Anonymous

10/26/2025 09:15 AM

No

Anonymous

10/26/2025 10:17 AM

The money level does not make a big difference. The enforcement of the rules make a bigger difference. Have more cameras.

Anonymous

10/26/2025 10:36 AM

I don't feel that increasing the fine by up to £20 will be a deterrent at all. I feel this is purely a money making scheme and shouldn't be described as a deterrent or anything else.

Anonymous

10/26/2025 11:03 AM

I know there is no point sharing my opinion with Harrow, we all know this is a done deal already. Re-banding is another money grab. There are more PCNs being issued in Harrow because Harrow council has approved more high-rise developments than anywhere else in the country. There are more PCNs because more people are driving instead of walking because people do not feel safe because Harrow streets are not safe as a result of Harrow council approving more

high-rise developments than anywhere else in the country. There are more PCNs being issued because Harrow keeps reducing the places that drivers can stop, there are restrictions in places that shouldn't have restrictions. If you enforce restrictions on every street, of course you are going to penalise more people. There are more PCNs being issued because Harrow keeps moving the goalposts against drivers, with the result Harrow pockets fines every time a driver makes a genuine mistake. Re-banding is greed. The borough has been deliberately destroyed by overcrowding and neverending money grabbing, just leave drivers alone, they are not criminals.

Anonymous

10/26/2025 11:51 AM

If £140 doesn't discourage people then £160 won't either. I think you should worry more about not selling off car parks for other uses, such as the one near the police station in Pinner. Plus stopping people being able to park on unsighted bends such as at the top of the high street junction with Paines Lane. There are double yellow lines on one side of the road only. People park legally on the other side which makes it dangerous for drivers going down towards Pinner high street as they have to drive on the wrong side of the road without being able to see what's coming around the bend.

Anonymous

10/26/2025 01:27 PM

It is silly to suggest that a driver would think to himself "I was going to park here but now that the penalty is 160 and not just 140 I won't". This won't discourage people from nuisance parking, it will just give the council extra revenue without doing anything extra in return. Re-banding will not reduce the number of offences whatsoever, this is will just squeeze more out of people and make us even more frustrated with Harrow council, if that is possible.

Anonymous

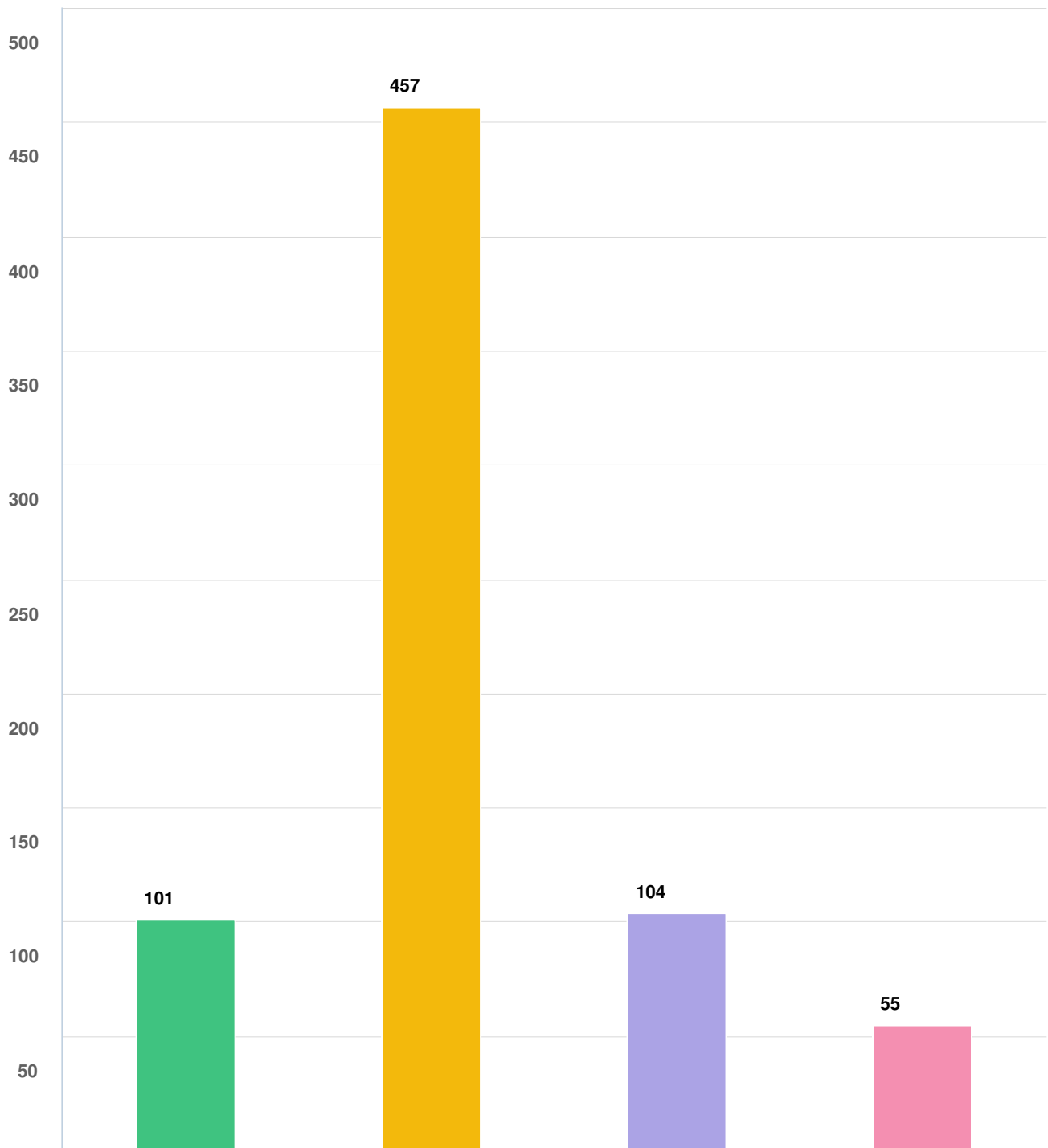
10/26/2025 03:17 PM

Cost should not increase

**Optional question** (427 response(s), 263 skipped)

**Question type:** Essay Question

**Q7** How did you hear about this survey? (Select all that apply)



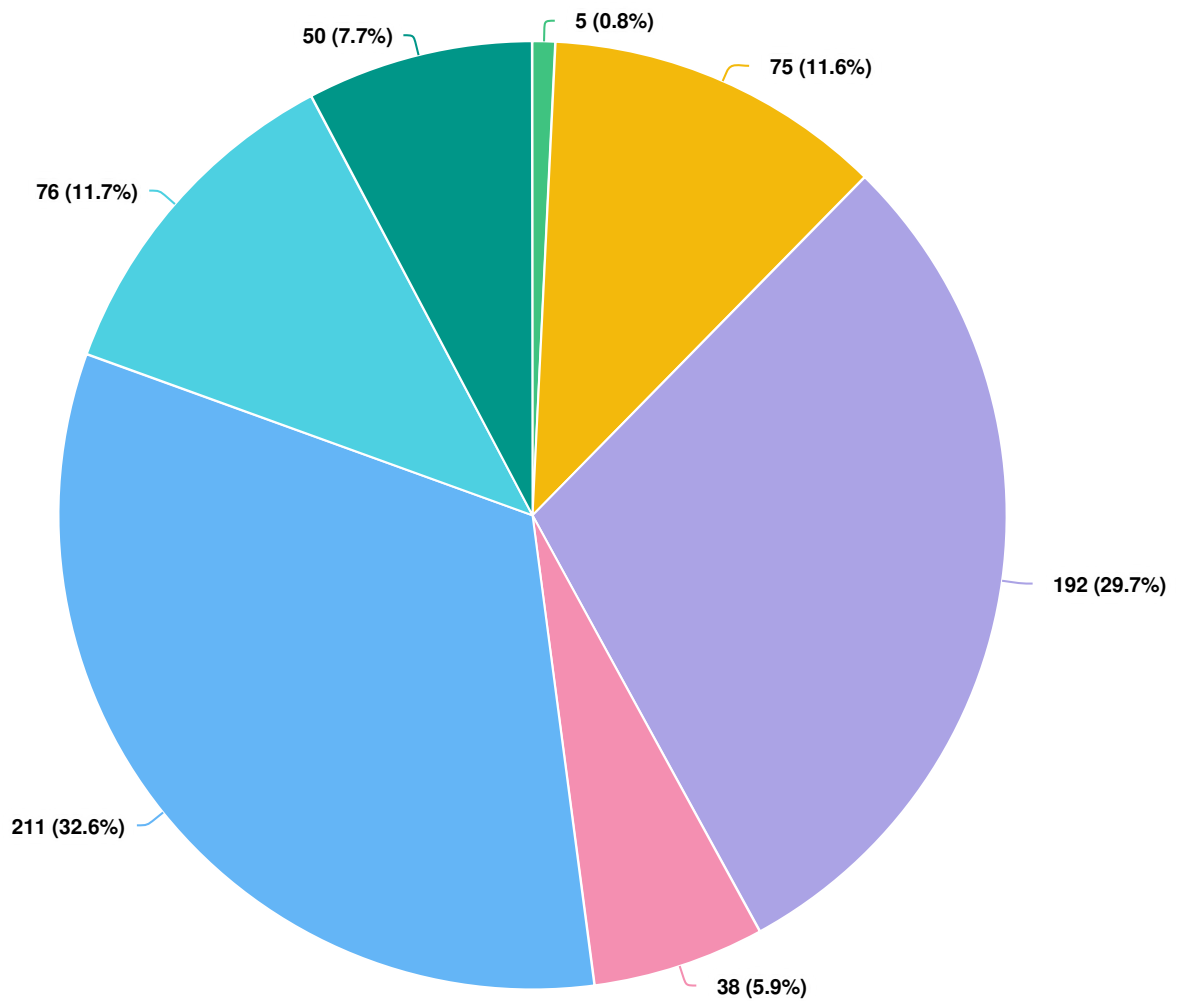
**Question options**

- Council website (www.harrow.gov.uk) ● Social media post ● MyHarrow News (council email newsletter) ● Other (please specify)

Optional question (678 response(s), 12 skipped)

Question type: Checkbox Question

**Q8** Age - What is your age?

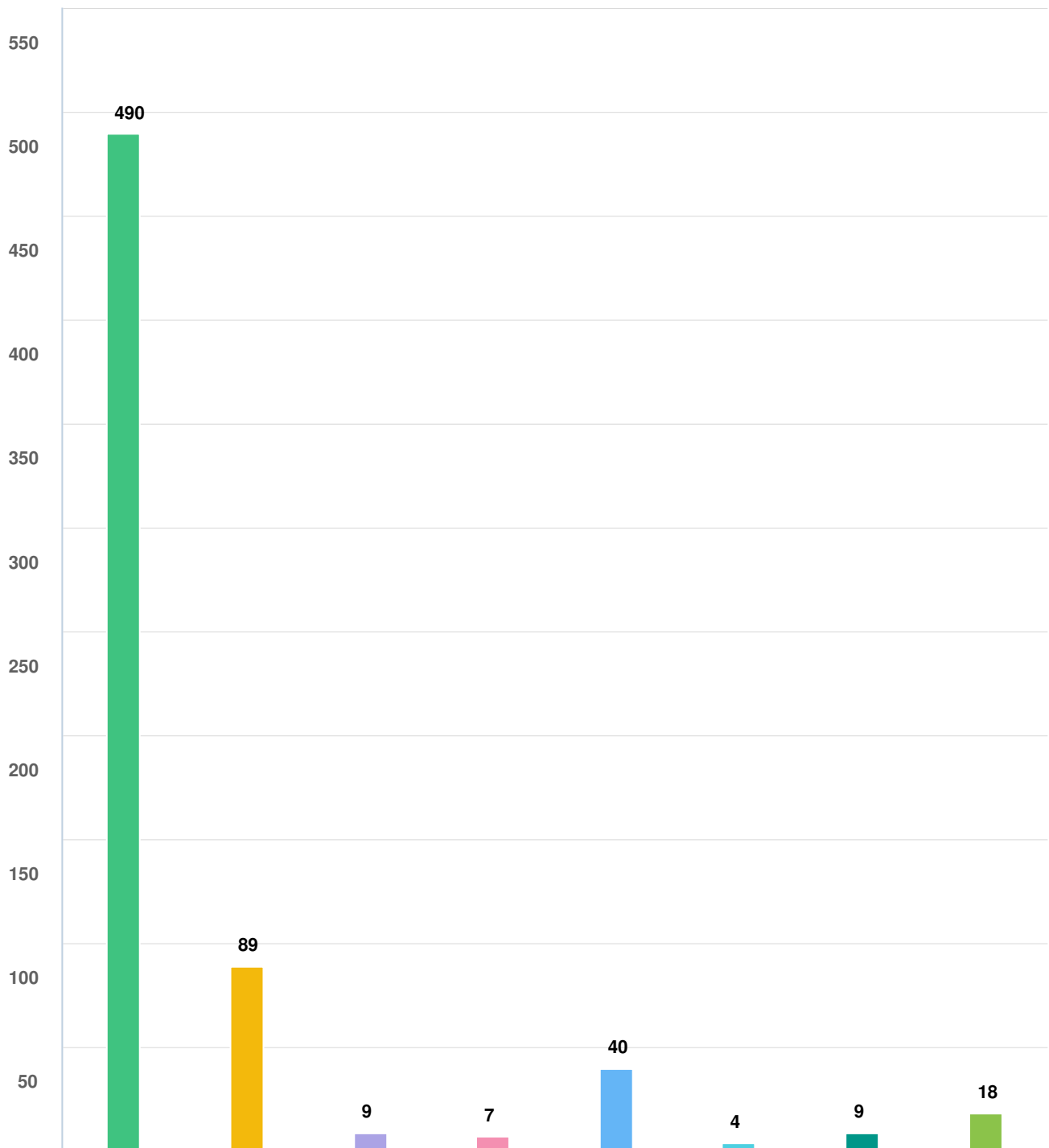


**Question options**

Under 25 25-34 35-44 45-44 45-64 65+ Prefer not to say

Optional question (647 response(s), 43 skipped)  
Question type: Dropdown Question

**Q9 Disability - Are your day-to-day activities limited because of a health problem or disability which has lasted or is expected to last at least 12 months?**



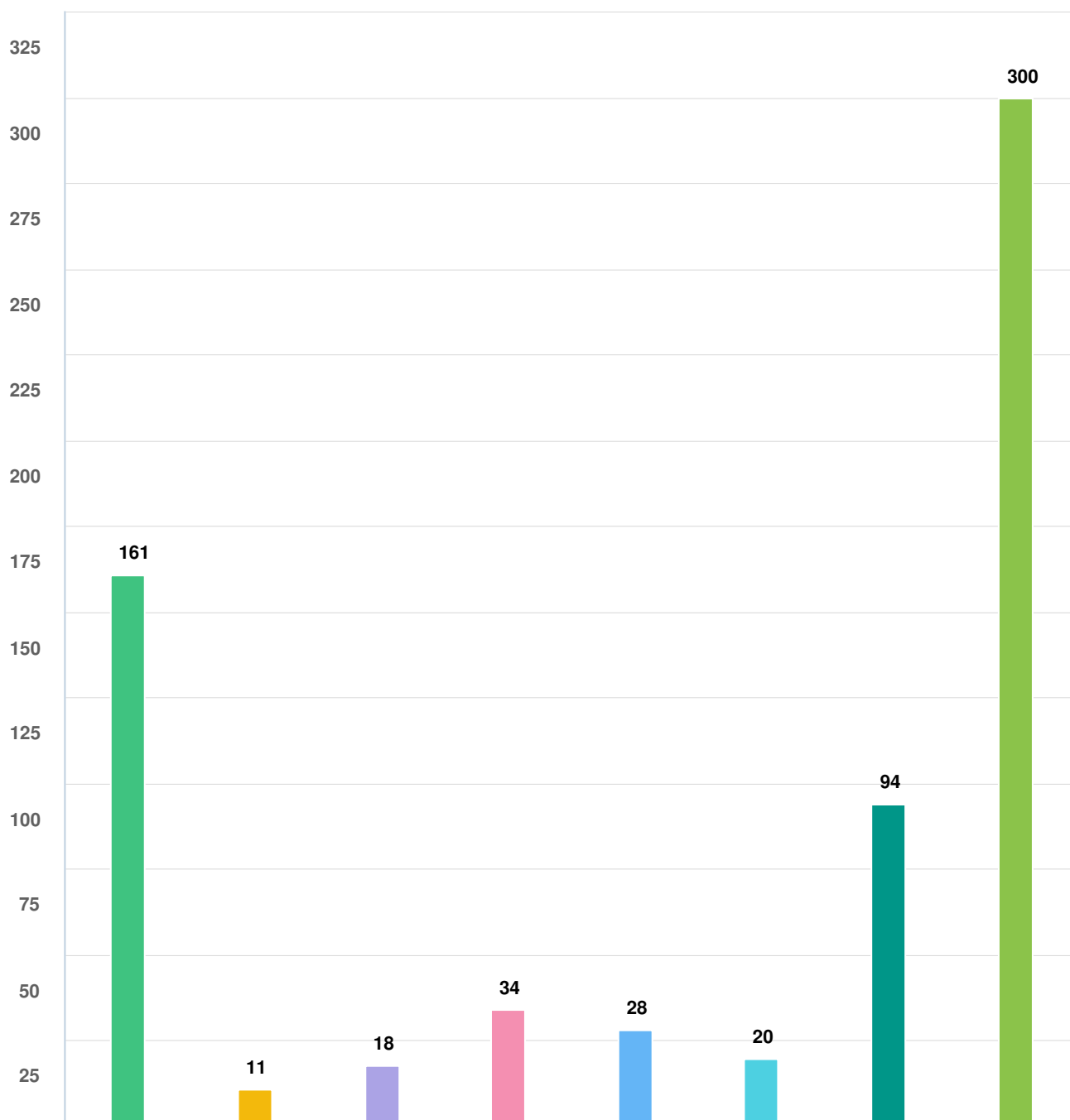
**Question options**

- ☐ No   
 ☐ Prefer not to say   
 ☐ Yes, affecting hearing   
 ☐ Yes, a learning disability   
 ☐ Yes, affecting mobility   
 ☐ Yes, affecting vision   
 ☐ Yes, mental ill-health   
 ☐ Yes, another form of disability

Optional question (645 response(s), 45 skipped)

Question type: Checkbox Question

## Q10 Do you have caring responsibilities?



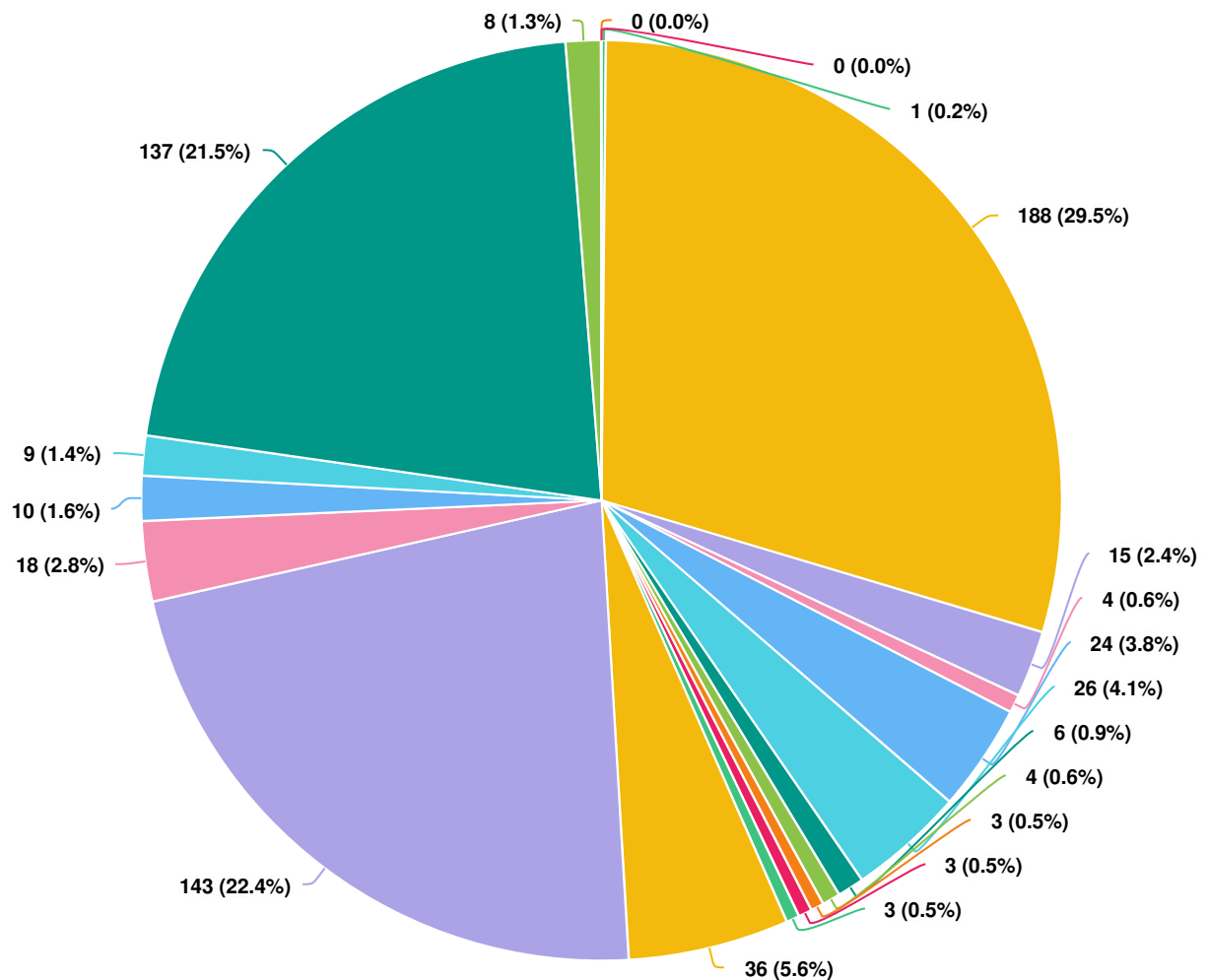
### Question options

- Primary carer of a child/ren (under 18)
 ● Primary carer of a disabled child/ren (under 18)
- Primary carer of a disabled adult (18 and over)
 ● Primary carer of an older person
- Secondary carer (another person carries out the main caring role)
 ● Carer (other)
 ● Prefer not to say
- None of the above

Optional question (636 response(s), 54 skipped)

Question type: Checkbox Question

**Q11 Ethnic origin - What is your ethnic origin?**



**Question options**

- Arab
 ● Asian or Asian British : Indian
 ● Asian or Asian British: Pakistan
 ● Asian or Asian British: Bangladeshi
- Asian or Asian British: Chinese
 ● Asian or Asian British: Other
 ● Black or Black British: African
- Black or Black British Caribbean
 ● Black or Black British: Other
 ● Mixed: White and Black Caribbean
- Mixed: White and Asian
 ● White: Other
 ● White: British
 ● White: Irish
 ● White: Other
 ● Other ethnic group
- Prefer not to say
 ● If you prefer to use your own definition please specify
 ● Mixed: White and Black African
- White: Gypsy or Irish Traveller

Optional question (638 response(s), 52 skipped)

Question type: Radio Button Question



**Q12** | Please specify

Anonymous Afghan

9/17/2025 06:08 AM

Anonymous Hong Kong

9/17/2025 08:07 PM

**Optional question** (2 response(s), 688 skipped)

**Question type:** Single Line Question

**Q14** | Please specify

Anonymous German

9/16/2025 02:02 PM

Anonymous Culturally & ethnically Jewish

9/16/2025 02:48 PM

Anonymous Bulgarian

9/17/2025 04:53 PM

Anonymous .

9/18/2025 08:57 AM

Anonymous Polish

9/23/2025 10:20 PM

Anonymous English

10/16/2025 07:36 AM

Anonymous German/Austrian

10/23/2025 08:18 AM

**Optional question** (7 response(s), 683 skipped)

**Question type:** Single Line Question

**Q15** | Please specify

Anonymous                      German  
9/16/2025 02:02 PM

Anonymous                      Specify what!?!?  
9/16/2025 02:48 PM

Anonymous                      .  
9/18/2025 08:57 AM

**Optional question** (3 response(s), 687 skipped)  
**Question type:** Single Line Question

**Q16** | Please specify

Anonymous                      Middle Eastern  
9/16/2025 09:51 PM

Anonymous                      North African  
9/17/2025 11:30 AM

Anonymous                      Ashkanazi  
9/18/2025 07:02 AM

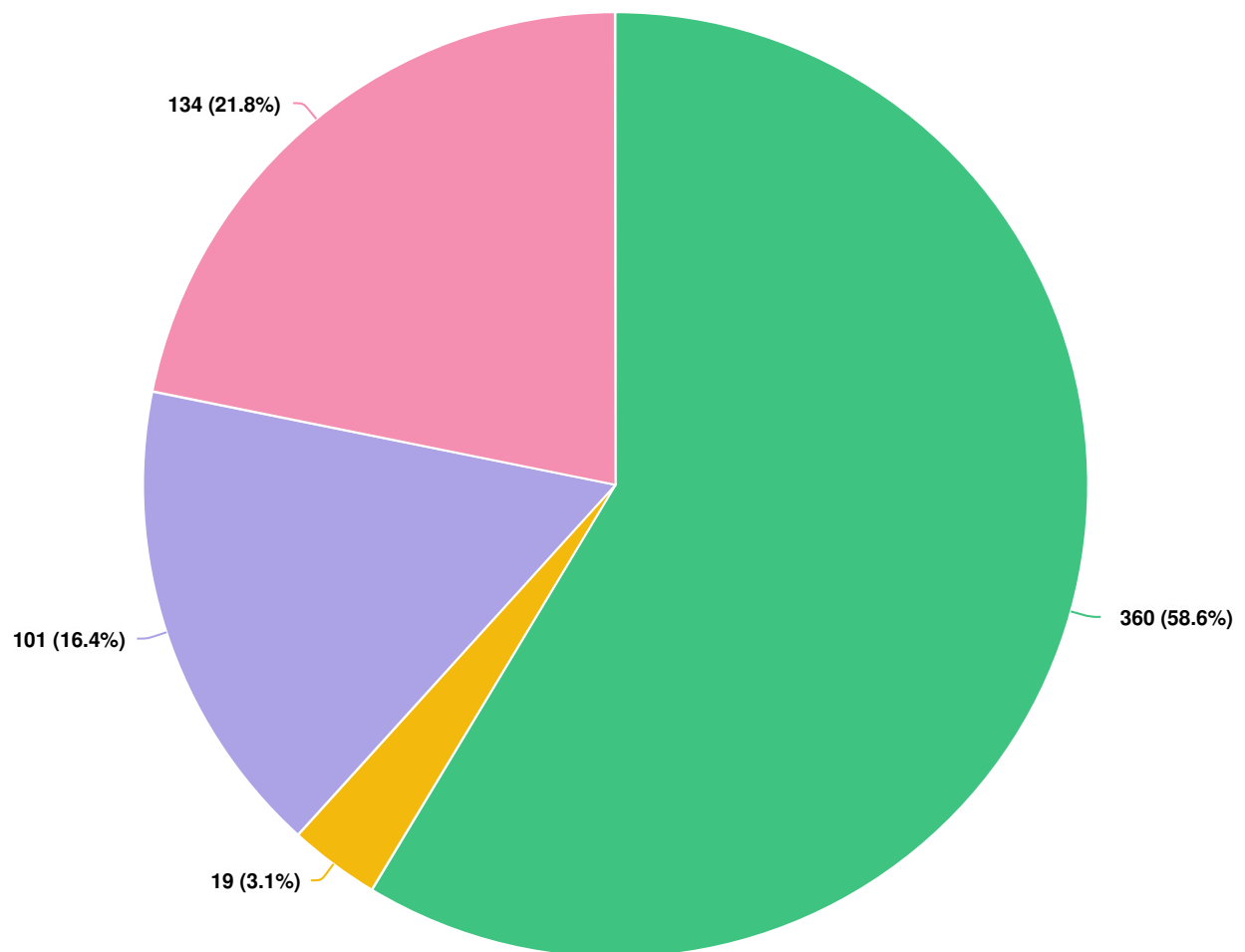
Anonymous                      Greek/Cypriot  
9/18/2025 08:12 AM

Anonymous                      Persian  
10/15/2025 08:30 AM

Anonymous                      Middle Eastern Jewish  
10/24/2025 10:31 AM

**Optional question** (6 response(s), 684 skipped)  
**Question type:** Single Line Question

**Q17** | **Marriage and Civil Partnership - What is your marital status?**

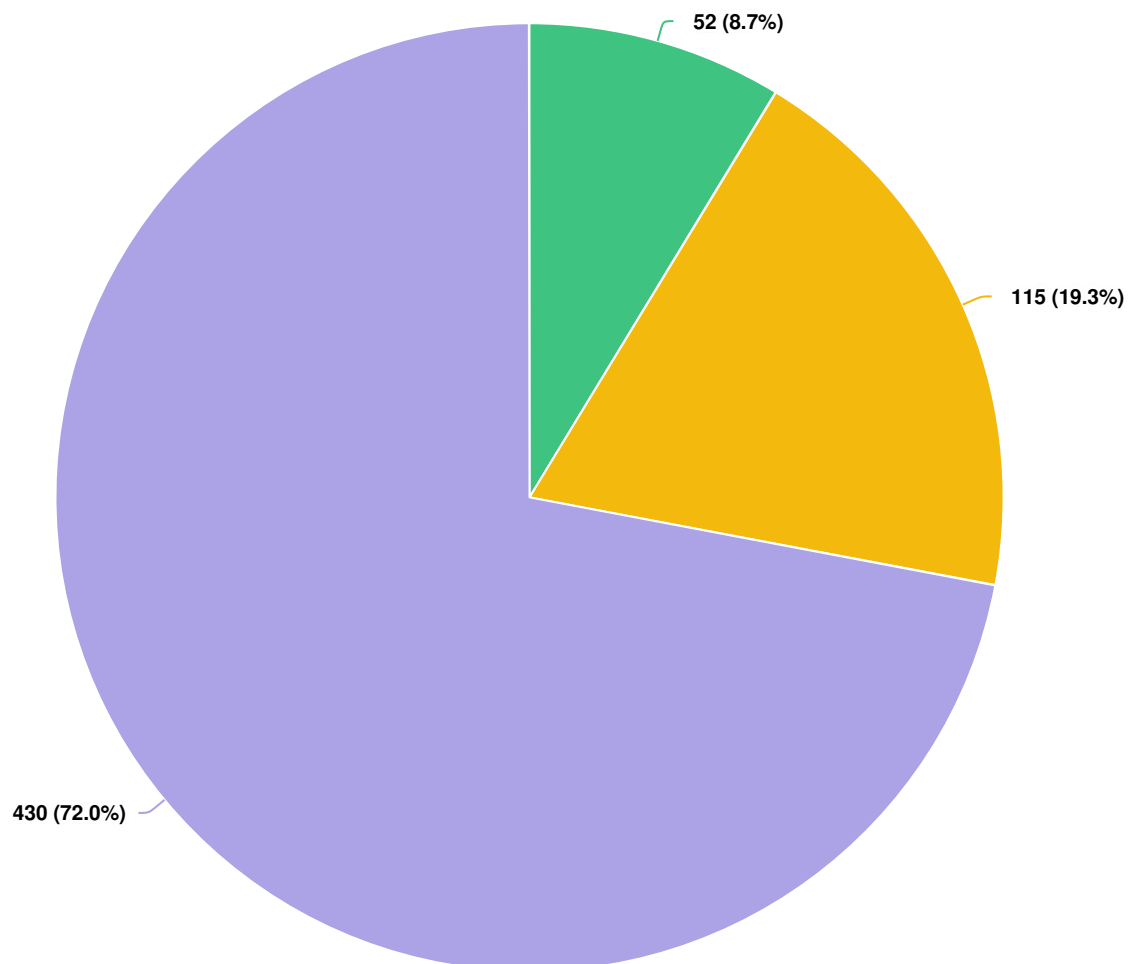


**Question options**

● Married ● Civil Partnership ● Single ● Prefer not to say

*Optional question (614 response(s), 76 skipped)  
Question type: Dropdown Question*

**Q18** | **Pregnancy or Maternity - Have you been pregnant and/or on maternity**



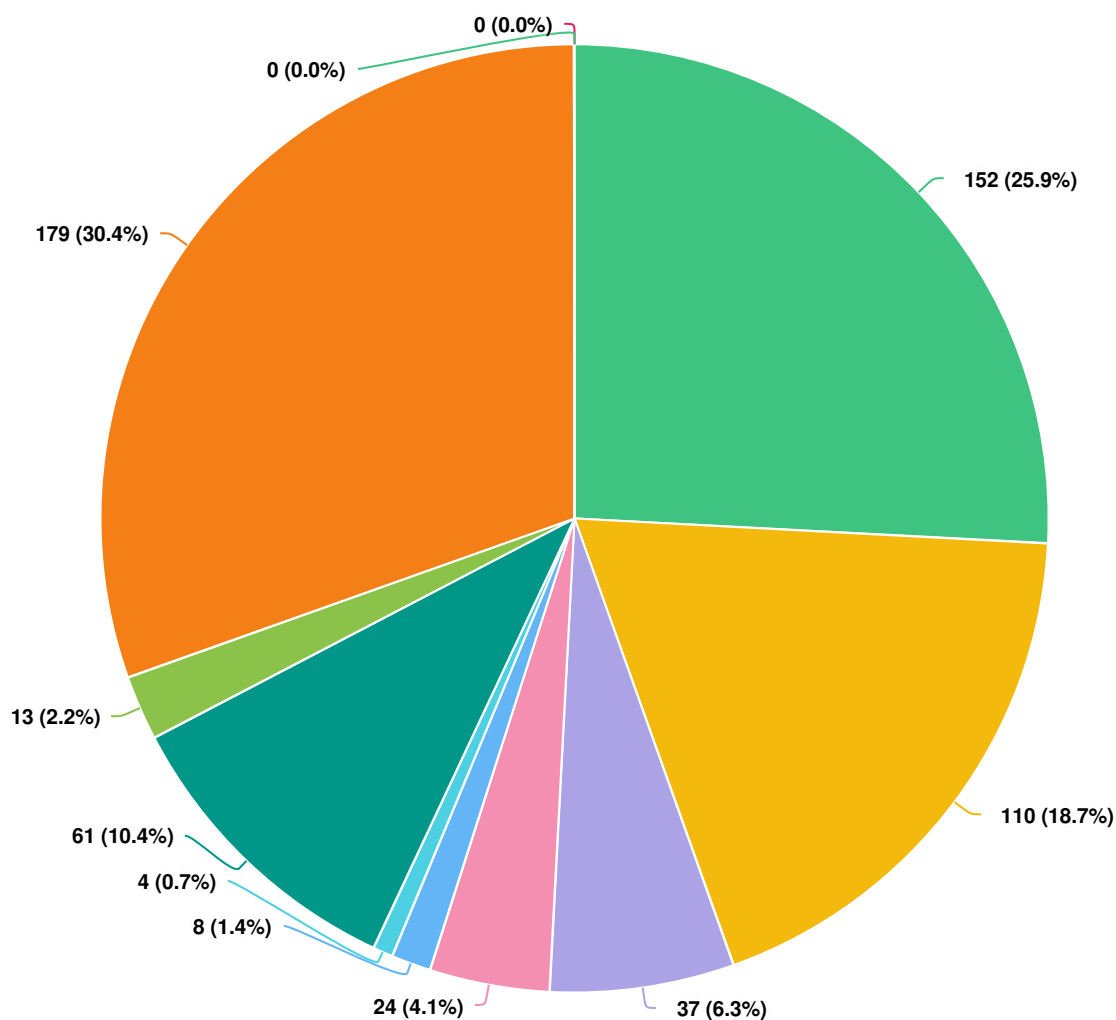
**Question options**

Yes Prefer not to say No/not applicable

Optional question (597 response(s), 93 skipped)

Question type: Dropdown Question

**Q19 Religion and belief - What best describes your religion belief?**



**Question options**

- Christianity (including Church of England, Catholic, Protestant, and all other denominations)
 ● Hinduism
 ● Islam
- Jainism
 ● Judaism
 ● Sikhism
 ● No Religion/Atheist
 ● Other
 ● Prefer not to say
 ● Buddhism
- Zoroastrian

Optional question (588 response(s), 102 skipped)  
Question type: Dropdown Question

**Q20** | Please specify

Anonymous  
9/16/2025 12:41 PM

none

Anonymous  
9/16/2025 02:02 PM

Jedi

Anonymous  
9/17/2025 04:53 PM

Orthodox Christian

Anonymous  
9/18/2025 12:19 PM

Modern Day Nivenist

Anonymous  
9/19/2025 10:14 AM

Buddhist

Anonymous  
9/26/2025 05:57 PM

Your mum.

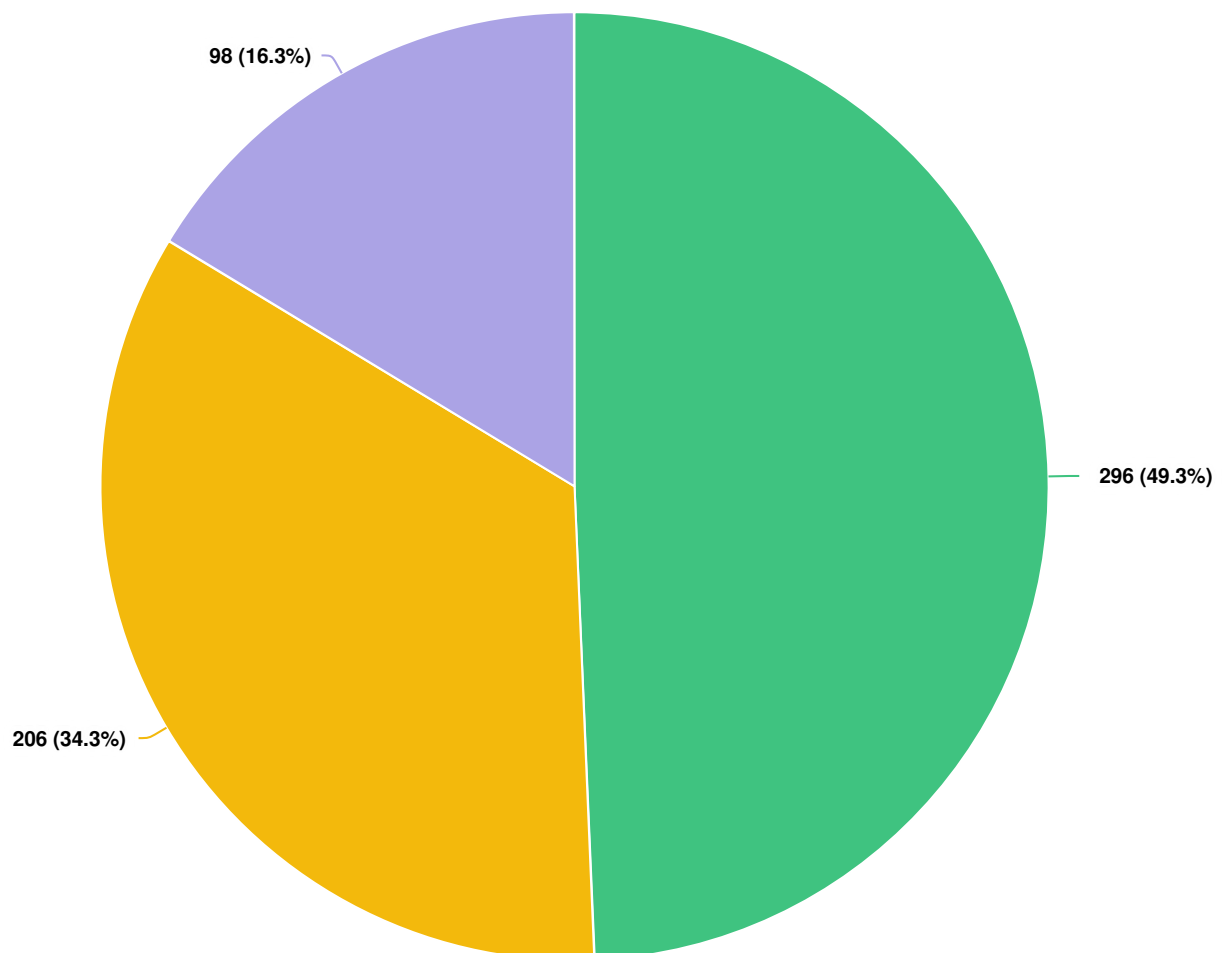
ScottishMagic  
10/19/2025 07:30 PM

Spiritualist

**Optional question** (7 response(s), 683 skipped)

**Question type:** Single Line Question

**Q21** Sex - Are you?

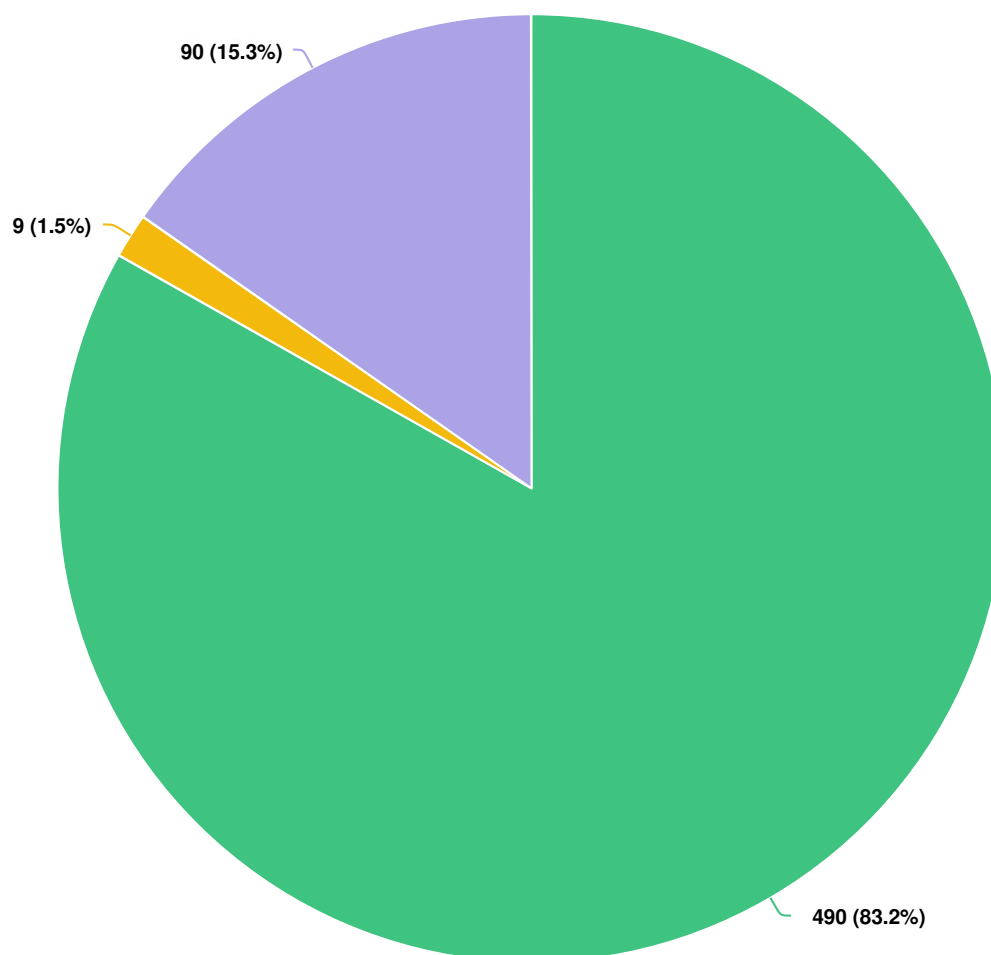


**Question options**

Male Female Prefer not to say

Optional question (600 response(s), 90 skipped)  
Question type: Dropdown Question

**Q22** | Is your gender identity the same as the gender you were assigned at birth?



**Question options**

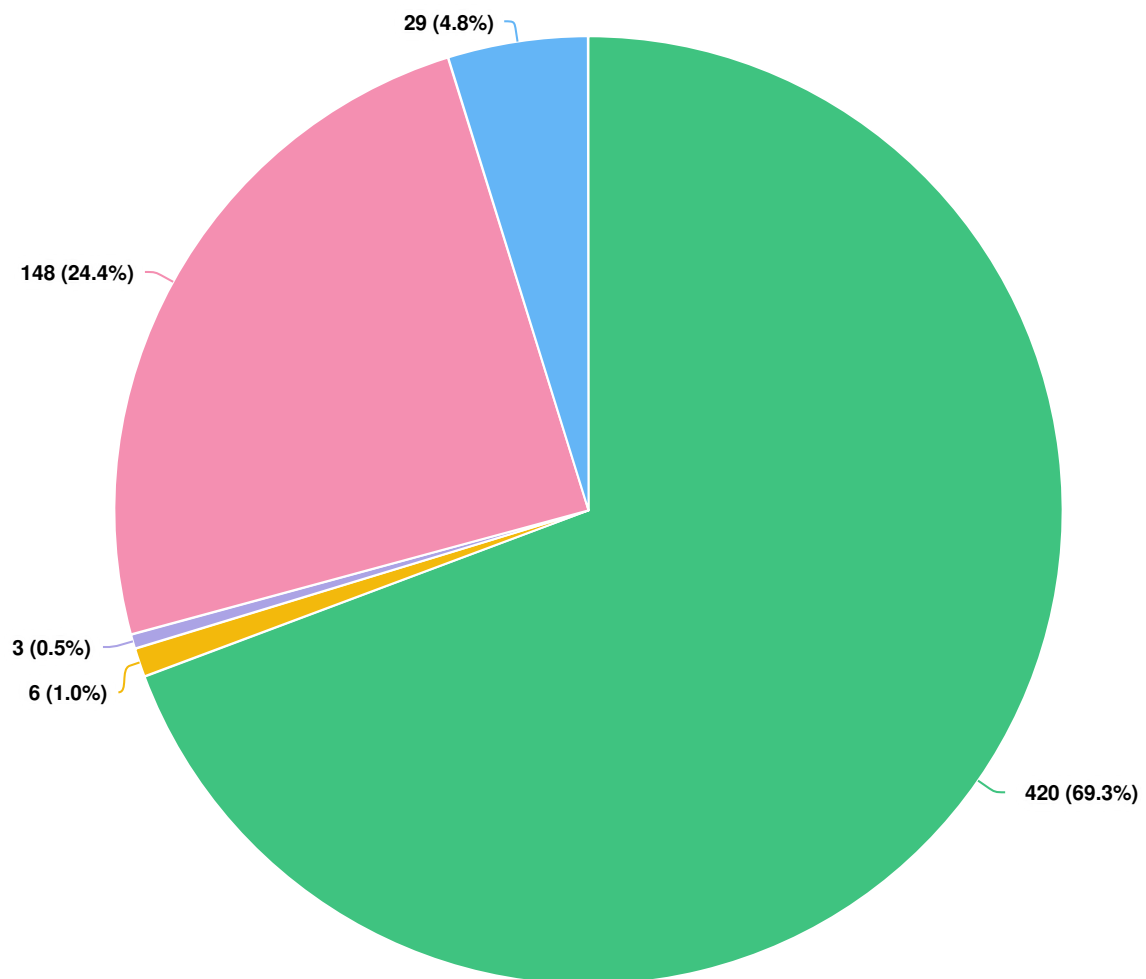
● Yes ● No ● Prefer not to say

*Optional question (589 response(s), 101 skipped)*

*Question type: Dropdown Question*



**Q23 Sexual orientation - What is your sexual orientation?**



**Question options**

● Heterosexual/Straight ● Bisexual ● Lesbian/Gay ● Prefer not to say ● Prefer to self-describe

Optional question (606 response(s), 84 skipped)  
Question type: Dropdown Question



LONDON BOROUGH OF  
**HARROW**

## Penalty Charge Notice (PCN) Re-banding

Share Penalty Charge Notice (PCN) Re-banding on Facebook - Share Penalty Charge Notice (PCN) Re-banding on Twitter - Share Penalty Charge Notice (PCN) Re-banding on LinkedIn - Email Penalty Charge Notice (PCN) Re-banding link

### Consultation Key Dates:

[Consultation start and end date:](#)

**15 September → 26 October 2025**

### Proposed Changes to Parking Penalty Charge Notice (PCN) Fees

The London Borough of Harrow is asking for your views on a proposal to increase Penalty Charge Notice (PCN) tariffs in Harrow from Band B to the higher Band A.

The consultation will run for six weeks, opening at 00:01 on 15 September 2025 and closing at 23:59 on 26 October 2025.

The tariff levels for borough roads in London are set by the organisation London Councils and approved by the Mayor of London and the Secretary of State for Transport.

Harrow currently issues Band B PCNs. Despite an increase to Band B charges introduced across London in April 2025, the number of cases of nuisance and inconsiderate parking in Harrow has not gone down, and is in fact rising. This includes cars blocking driveways, parking on dropped kerbs, obstructing pavements and crossings, and making it harder for other vehicles to pass on narrow roads.

By moving to Band A, the council believes that the parking fines will act as a stronger deterrent. Higher tariffs mean drivers are more likely to think twice before parking where they shouldn't. This can help reduce repeat offences and improve compliance with parking rules. Fewer instances of inconsiderate parking will make Harrow's streets safer, easier to walk along, and more accessible for everyone, especially those using wheelchairs, prams, or mobility aids.

This consultation only relates to parking PCNs. There will be **no change** to PCNs issued for moving traffic contraventions such as banned turns or bus lane violations, as these are already charged at the higher Band A rate. More information about moving traffic contraventions and how they are enforced can be found on our [website\(External link\)](#).

The latest PCN tariffs, set by London Councils following their consultation in 2023, took effect on 7 April 2025. The table below shows the difference between the current Band B tariffs in Harrow and the proposed Band A tariffs:

PCN Band	Higher Level	Lower Level
<b>Band A (proposed)</b>	£160 (£80 if paid within 14 days)	£110 (£55 if paid within 14 days)
<b>Band B (current)</b>	£140 (£70 if paid within 14 days)	£90 (£45 if paid within 14 days)

To find out more about our proposal, please read our [Frequently Asked Questions \(FAQ\)](#) and then complete the short [online survey](#). It should take no more than five minutes of your time, and your feedback will help shape the decision.

Once the consultation has closed, officers will analyse the responses and prepare a report for London Councils. We will update this page with the report for London Councils and the outcome of the consultation.

Thank you for taking part — your views are greatly valued.

Further background information on London Councils' 2023 consultation on penalty charge levels is available here:



## Frequently Asked Questions (FAQs)

### • Why is a PCN issued?

Penalty Charge Notices (PCNs) are issued when a driver parks in contravention of a traffic order or drives in contravention of traffic signs, such as for bus lane and moving traffic contraventions.

A PCN is issued when a driver breaks a traffic order — for example, driving in a bus lane during restricted hours or parking on double yellow lines.

Parking PCNs in the borough currently range from £90 to £140 (Band B) depending on the severity of the contravention. These charges are reduced by 50% if paid within 14 days (or 21 days for certain contraventions, as stated on the PCN).

PCNs must be paid but do not result in a criminal record or points on a driving licence.

### • Who is responsible for issuing PCNs?

Since July 1994, local councils in London, including the London Borough of Harrow, have been responsible for parking and traffic enforcement, taking over from the Metropolitan Police. The primary parking legislation is set out in the Traffic Management Act 2004 (previously the Road Traffic Act 1991). Other legislation covers additional enforcement areas, such as CCTV enforcement.

### • Where does the council enforce PCNs?

The council enforces parking restrictions throughout the borough with the exception of private roads and the M1 motorway.

### • How are PCNs enforced?

The council uses a combination of on-street enforcement by CEOs (on foot, in cars and on mopeds) and CCTV enforcement to monitor and address parking and traffic contraventions across the borough.

### • Where are PCNs issued?

PCNs can be issued for a range of contraventions, including:

- Parking in a disabled bay without a Blue Badge
- Parking on pedestrian zig-zags or school “keep clear” markings
- Parking on double yellow lines
- Parking where this causes an obstruction or danger to other road users

### • What are the different types of PCNs?

There are six different types of PCNs:

- Civil Enforcement Officer (CEO) issued
- CCTV issued
- Bus lane contraventions
- Moving traffic contraventions
- Issued when a CEO is prevented from serving because the vehicle is driven away
- Issued when a CEO is physically prevented from serving

All but CEO-issued PCNs are sent by post after the council obtains the registered keeper details from the DVLA.

All PCNs follow statutory timescales and offer a 50% discount if payment is received within the specified time.

### • Examples of contraventions in Harrow

## Appendix A2

These are examples of illegal and inconsiderate parking and driving that continue to happen despite enforcement:









Appendix A2







- **Are current PCN tariffs acting as a deterrent?**

Over the past eight years, despite enforcement, there has not been a significant reduction in the number of PCNs being issued.

Table 1, below, displays the number of Parking PCNs (Higher Level and Lower Level Parking Contraventions) issued in the borough. This shows that the current Band B tariffs may not be acting as a strong enough deterrent.

**Table 1: Parking Penalty Charge Notices (PCNs) Issued between 2018 to 2025 for Higher and Lower Level Contraventions**

(Calendar) Year	Parking PCNs		Total PCNs Issued
	Higher Level	Lower Level	
2018	77,511	26,667	104,178
2019	72,303	22,834	95,142
2020	44,783	15,855	60,638
2021	58,029	20,595	78,624
2022	63,761	22,580	86,341
2023	79,008	24,890	103,898
2024	82,835	30,953	113,788



2025 (January to July inclusive)	51,705	18,713	70,418
-------------------------------------	--------	--------	--------

The council operates 69 Controlled Parking Zones (CPZs) and 5 Council Housing car parks across the borough and enforces waiting and loading restrictions outside CPZs. Enforcement also covers over 80 school sites, where inconsiderate parking is one of the most common complaints from residents.

Enforcement is carried out by 48 Civil Enforcement Officers (CEOs) and a network of over 60 CCTV cameras strategically placed across the borough.

Despite these measures, non-compliance with parking regulations remains high.

**Table 2: Parking Penalty Charge Notices (PCNs) Issued Per Month in 2024 and 2025 for Higher and Lower Level Contraventions, Showing Difference and Percentage Change**

	Month (January to July inclusive)						
	January	February	March	April	May	June	July
2024	8,009	7,879	8,328	9,491	10,507	9,763	9,847
2025	9,284	8,844	10,126	9,440	10,545	10,853	11,236
Difference	+1,275	+965	+1,798	-51	+38	+1,090	+1,479
% Change	+15.9%	+12.2%	+21.6%	-0.5%	+0.4%	+11.2%	+15.0%

### • What changes are you proposing?

We are consulting on proposals to change parking PCN tariffs in Harrow from Band B to Band A. We believe that introducing Band A tariffs will act as a more effective deterrent and reduce the number of incidences of inconsiderate parking.

There will be no change to PCNs issued for moving traffic contraventions, which are already charged at the higher Band A tariff.

### • Why are you proposing to increase PCN tariffs?

Evidence from other London boroughs shows that higher tariffs reduce the number of PCNs being issued. This suggests that Band A tariffs act as a stronger deterrent and encourage drivers to comply with parking rules.

In Waltham Forest, for example, switching from Band B to Band A tariffs led to a drop of nearly 9,000 PCNs in the first year in the affected area, compared with an increase in PCNs in parts of the borough that stayed on Band B. Haringey also saw a 32% reduction in PCNs after introducing Band A tariffs in certain areas.

By increasing PCN tariffs in Harrow, the council aims to:

- Reduce nuisance and inconsiderate parking
- Improve road safety and visibility
- Reduce congestion and air pollution
- Make parking fairer and more consistent across London



Appendix B - ArcGIS HubMaps Map

Legend

CPZ Zone boundaries

A

A1

B

BC

BG

BR

C

C1

CA

CL

CS

CTW

D

DA

DG

E

E Non-permits

EH

F

G

H

HA

HB

HH

HS

J

K

KW

L

LC

LR

M

M1

M2

MR

NH1

NH2

O

P

PG

Q1

Q2

Q3

Q4

R

S

SC

SM

STL

TA

TB

TC

U

V

W

W1

WG

WH

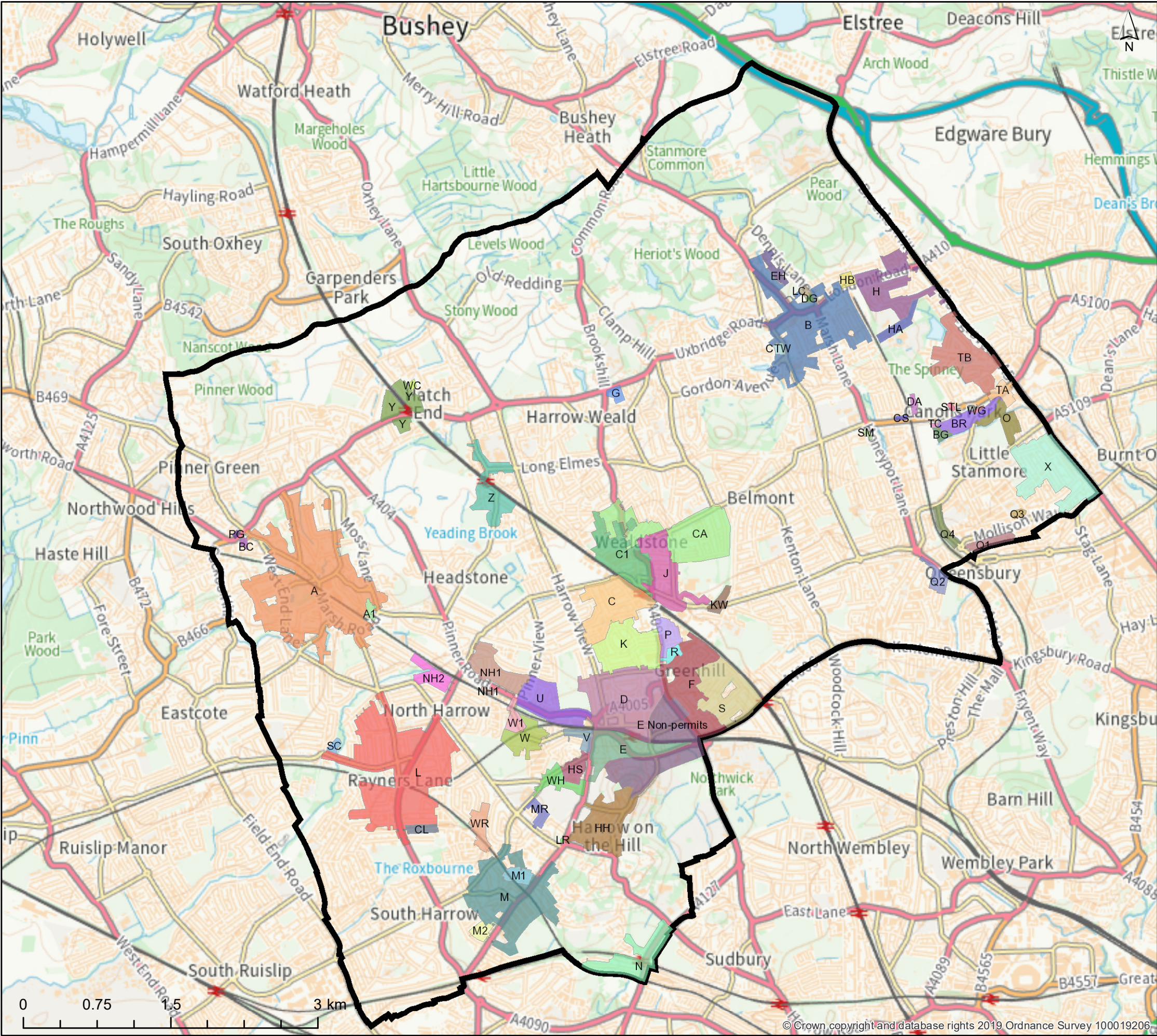
WR

X

Y

Z

Borough Boundary







## LB Harrow – Proposed Penalty Charge Re-Banding (from Band B to Band A)



**You will need to produce an Equality Impact Assessment (EqIA) if:**

- You are developing a new policy, strategy, or service
- You are making changes that will affect front-line services
- You are reducing budgets, which may affect front-line services
- You are changing the way services are funded and this may impact the quality of the service and who can access it
- You are making a decision that could have a different impact on different groups of people
- You are making staff redundant or changing their roles

Guidance notes on how to complete an EqIA and sign off process are available on the Hub under Equality and Diversity. You must read the [guidance notes](#) and ensure you have followed all stages of the EqIA approval process (outlined in appendix 1). Section 2 of the template requires you to undertake an assessment of the impact of your proposals on groups with protected characteristics. Equalities and borough profile data, as well as other sources of statistical information can be found on the Harrow hub, within the section entitled: [Equality Impact Assessment](#) - sources of statistical information.

Equality Impact Assessment (EqIA)		
Type of Decision:	<input type="radio"/> Cabinet <input type="radio"/> Portfolio holder <input checked="" type="radio"/> Other (state) Delegated Decision by Strategic Director of Culture, Environment and Economy	
Title of Proposal	Application to amend the Penalty Charge Notice Banding in the London Borough of Harrow	Date EqIA created: 6 November 2025
Name and job title of completing/lead Officer	Mehmet Mazhar – Strategic Highways, Traffic and Parking Management Consultant (Interim)	
Directorate/ Service responsible	Environment	
Organisational approval		
EqIA approved by Directorate Equalities Champion	Name: Strategic Director of Culture, Environment and Economy  Cathy Knubley	Signature <input checked="" type="checkbox"/> Tick this box to indicate that you have approved this EqIA  Date of approval: 14 November 2025

## 1. Summary of proposal, impact on groups with protected characteristics and mitigating actions (to be completed **after** you have completed sections 2 - 5)

### a) What is your proposal?

The proposal is to amend the Penalty Charge Notice (PCN) Banding in the London Borough of Harrow from Band B to Band A.

Local Authorities in London provide vehicular parking, both on-street and within their council managed off-street car parks. Drivers who park in contravention of the parking regulations that apply in the areas in which they park, may receive a Penalty Charge Notice (PCN) when enforcement action is taken against them by the Local Authority.

Within London there are two “Bands” of penalty charges, Band A and Band B. Depending on where in London a driver has parked their vehicle in contravention, if enforcement action is taken against them, they will either receive a Band A penalty charge, or a Band B penalty charge. The whole of Harrow is currently a Band B area. The proposal is to change this, so that Harrow is in a Band A area.

Within these areas, there are differential penalty charges that apply. There are Higher level and Lower level charges, depending on the type of parking contravention. A discount rate of 50% applies to any PCN's that are paid during the discount period (usually within 14 days of receipt of a penalty). There may also be a 50% surcharge on the PCN value if there is no upheld formal challenge or payment is not received for the penalty charge within a prescribed period. Table 1, below, shows the current parking penalty charges banding regime and associated charges.

Banding	Higher Level Penalty Charge	Discounted Higher Level Penalty Charge	Lower Level Penalty Charge	Discounted Lower Level Penalty Charge
Band B (Current)	£140	£70	£90	£45
Band A (Proposed)	£160	£80	£110	£55

Table 1 – London's current penalty charges Banding regime

In line with legislative requirements, and in support of LBH's objectives, civil parking enforcement in the borough is primarily aimed at:

- Managing traffic (including cyclists and pedestrians) on the highway network to ensure expeditious movement
- Improving road safety
- Improving the local environment (including air quality)
- Improving the quality and accessibility of public transport
- Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of vehicular transport
- Managing and reconciling the competing demands for limited kerb space

Parking and traffic restrictions are enforced in order to gain and maintain compliance with a view to achieving the above objectives.

In terms of parking enforcement, over recent years, the level of non-compliance has been at consistently high levels within the borough. *Table 2*, below, shows the parking PCN issuance trends for total parking PCNs issued over the last full seven years from 2018-2019 to 2024-2025, and also provides a breakdown of lower level and higher level parking PCNs for the same period.

**Table 2: LBH's Total PCN Issuance Rates for Parking Contraventions (Higher and Lower-Level Contraventions) in 2018 to 2024**

Year:	Parking PCNs		Total Issued:
	Higher Level	Lower Level	
<b>2018-2019</b>	77,146	27,401	104,547
<b>2019-2020</b>	69,414	21,755	91,169
<b>2020-2021</b>	41,240	14,237	55,477
<b>2021-2022</b>	61,141	21,201	82,342
<b>2022-2023</b>	67,932	24,115	92,047
<b>2023-2024</b>	75,572	26,755	102,327
<b>2024-2025</b>	96,277	21,778	118,055

**b) Summarise the impact of your proposal on groups with protected characteristics**

Any impact on groups with protected characteristics is described Impact Assessment section, below.

**c) Summarise any potential negative impact(s) identified and mitigating actions**

No potential negative impacts have been identified as part of the EqlA Assessment

2. Assessing impact					
You are required to undertake a detailed analysis of the impact of your proposals on groups with protected characteristics. You should refer to <a href="#">borough profile data</a> , <a href="#">equalities data</a> , service user information, consultation responses and any other relevant data/evidence to help you assess and explain what impact (if any) your proposal(s) will have on <b>each</b> group. Where there are gaps in data, you should state this in the boxes below and what action (if any), you will take to address this in the future.		What does the evidence tell you about the impact your proposal may have on groups with protected characteristics? Click the relevant box to indicate whether your proposal will have a positive impact, negative (minor, major), or no impact			
Protected characteristic	For <b>each</b> protected characteristic, explain in detail what the evidence is suggesting and the impact of your proposal (if any). Click the appropriate box on the right to indicate the outcome of your analysis.	Positive impact	Negative impact		No impact
			Minor	Major	
<b>Age</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic. However, between the last two censuses (held in 2011 and 2021), the resident population in Harrow has increased by 9.3%<sup>1</sup>, from just under 239,100 in 2011 to around 261,200 in 2021. During this period, the average median age of Harrow residents during this period increased by 2 years, from 36 to 38 years of age, children aged 5 to 16 years of age have increased by 0.4%, and those over 50 years of age have increased by 1.9%.</p> <p>As Children and the elderly are more likely to be pedestrians or bus users, these two groups should see a positive impact from this Banding change as parking compliance improves. No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Disability</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic.</p> <p>However, this change is likely to result in a positive impact on motorists with a disability, as parking compliance improves due to a potential reduction in occurrences of non-compliant parking in Disabled Parking Bays as a result of the higher penalty charges.</p> <p>Wheelchair users and those with mobility difficulties will benefit from a reduction in</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>1</sup> ONS



	<p>footway parking contraventions.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>				
<b>Gender reassignment</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic.</p> <p>Additionally, there is limited national data collected for this characteristic. We will need to consider the inequalities and discrimination experienced for this protected group when data becomes available.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Marriage and Civil Partnership</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Pregnancy and Maternity</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic.</p> <p>Whilst, people with protected characteristic may have a greater reliance on vehicular transport, there is no data available that correlates this with parking compliance.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Race/ Ethnicity</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic.</p> <p>According to the 2021 Census, Harrow is one of the most culturally diverse local authorities in the UK, with 63.5% of residents from 'Black, Black British, Black Welsh, Caribbean or African', 'Asian, Asian British or Asian Welsh', 'Mixed or Multiple ethnic groups', or 'Other ethnic groups'. People with this protected characteristic are more likely to be a pedestrian, or bus user, so should see a positive impact from this change as compliance increases, as a result of bus network journey time improvements due to more expeditious movement of traffic on the public highway network.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Religion or belief</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic.</p> <p>Religious diversity is strong in Harrow. At the 2011 Census Harrow was the most religiously diverse borough in the country. The 2021 Census shows that Harrow had the highest number (and proportion) of Hindu followers in the country (25.8%). Also, notably 33.9% of residents are Christian, 15.9% are Muslim.</p> <p>People sharing this protected characteristic are likely to benefit from this change when visiting places of worship as compliance with parking restrictions in the surrounding roads improves, thereby proving a better opportunity to find available parking spaces nearby.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sex</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic to any meaningful level.</p> <p>According to Government population estimates overall, the number of males and females living in Harrow is very similar. As women are more likely to be pedestrians or bus users, they are likely to be more positively impacted from this change as parking</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<p>compliance improves with associated improvements in bus journey times and footway parking in contraventions.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>				
<b>Sexual Orientation</b>	<p>Parking PCN data does not provide any information on people who share this protected characteristic to any meaningful level.</p> <p>The Office for National Statistics estimated in 2014, 2.6% of Londoners identify as lesbian, gay, or bisexual, the highest of any UK region<sup>2</sup>. There is no clear evidence or data to expect this change will result in a differential impact on people with this characteristic.</p> <p>No potential negative impacts are expected among this protected characteristic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2.1 Cumulative impact – considering what else is happening within the Council and Harrow as a whole, could your proposals have a cumulative impact on groups with protected characteristics?</b></p> <p><input type="checkbox"/> Yes                      No    <input checked="" type="checkbox"/></p>					
<p>If you clicked the Yes box, which groups with protected characteristics could be affected and what is the potential impact? Include details in the space below</p>					
<p><b>2.2 Any other impact - considering what else is happening nationally/locally (national/local/regional policies, socio-economic factors etc), could your proposals have an impact on individuals/service users, or other groups?</b></p> <p><input type="checkbox"/> Yes                      No    <input checked="" type="checkbox"/></p>					
<p>If you clicked the Yes box, Include details in the space below</p>					

<sup>2</sup> Trust for London: London's Poverty profile 2016.

### 3. Actions to mitigate/remove negative impact

**Only complete this section if your assessment (in section 2) suggests that your proposals may have a negative impact on groups with protected characteristics. If you have not identified any negative impacts, please complete sections 4 and 5.**

In the table below, please state what these potential negative impact (s) are, mitigating actions and steps taken to ensure that these measures will address and remove any negative impacts identified and by when. Please also state how you will monitor the impact of your proposal once implemented.

State what the negative impact(s) are for each group, identified in section 2. In addition, you should also consider and state potential risks associated with your proposal.	Measures to mitigate negative impact (provide details, including details of and additional consultation undertaken/to be carried out in the future). If you are unable to identify measures to mitigate impact, please state so and provide a brief explanation.	What action (s) will you take to assess whether these measures have addressed and removed any negative impacts identified in your analysis? Please provide details. If you have previously stated that you are unable to identify measures to mitigate impact please state below.	Deadline date	Lead Officer
None identified				

#### 4. Public Sector Equality Duty

How does your proposal meet the Public Sector Equality Duty (PSED) to:

1. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
2. Advance equality of opportunity between people from different groups
3. Foster good relations between people from different groups

**Include details in the space below: N/a**

#### 5. Outcome of the Equality Impact Assessment(EqIA) click the box that applies

☒ Outcome 1

**No change required: the EqIA has not identified any potential for unlawful conduct or disproportionate impact and all opportunities to advance equality of opportunity are being addressed**

☐ Outcome 2

**Adjustments to remove/mitigate negative impacts identified by the assessment, or to better advance equality, as stated in section 3&4**

☐ Outcome 3

**This EqIA has identified discrimination and/ or missed opportunities to advance equality and/or foster good relations. However, it is still reasonable to continue with the activity. Outline the reasons for this and the information used to reach this decision in the space below.**

Include details here

**Rt Hon Heidi Alexander MP**  
Secretary of State for Transport  
c/o [DfT.Ministers@dft.gov.uk](mailto:DfT.Ministers@dft.gov.uk)

**Our ref: MGLA101225-0029**

**Date:** 12 January 2026

Dear Heidi,

As you are aware, Paragraph 2 (1)(b) of Schedule 9 of the Traffic Management Act 2004 ("Schedule 9") provides that it is the duty of London local authorities to set the levels of charges relating to contraventions on or adjacent to roads other than Greater London Authority roads. Paragraph 2(2) provides that different levels of charges may be set for different areas in London and for different cases or classes of cases.

Paragraph 3 (1) of Schedule 9 provides that London local authorities must submit to me the levels of charges that they propose to set. The London Borough of Harrow (LB Harrow) has proposed to increase parking charges on borough roads from Band B to Band A. This entails increases for more serious contraventions from £140 to £160 and for less serious contraventions from £90 to £110. The request would mean that the whole borough (save for the roads which border other boroughs with Band B charging levels) would be subject to Band A. I attach a copy of my decision in support of this proposal and its attachments, which provide more detail. The Mayor delegated to me consideration of any such borough requests, in consultation with the Deputy Mayor for Transport.

Under paragraph 4 of Schedule 9, I am required to notify you of this proposal, and I hereby do so. The increased levels of charges do not come into force until the expirations of either the period of one month beginning with the date on which the notification is given (the date of this letter), or such shorter period as you may allow. You may before the end of that period give notice to me that you object to the levels of charges on the grounds that some or all of them are excessive. If you do so, those levels of charges shall not come into force unless and until the objection has been withdrawn. If you think that the level is excessive, you may make regulations setting the level of charges.

Yours sincerely,



**Philip Graham**  
**Executive Director, Good Growth**  
**Greater London Authority**