

**BURNT OAK BROADWAY
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Ref	Road	Comments	Engineer Response
001232	AXHOLME AVENUE	Do not need further parking restrictions in this private residential area. Shops are already failing due to the difficulty of the current restrictions, and visitors and residents already struggle. Patently a money making scheme for Council.	It is not a private residential road it is a public highway maintained at public expense. Subjective comments. All CPZ by national legislation need to be self financing
001233	AXHOLME AVENUE	1. By creating cpz, it only passes the problem onto adjacent streets. 2. Parking permits should not be charged for two cars!! - Take notice how Brent Council do it, otherwise it is just a money making scheme by Harrow!!	1.All roads had opportunity to have restrictions 2.Harrow charge for all permits at present. All CPZ by national legislation need to be self financing
001286	AXHOLME AVENUE	Paying already a lot for council tax etc. I can't afford to pay any additional charges. Thank you	CPZ not being extended into this road
001287	AXHOLME AVENUE	I agree to items 2-5 in summary of recommendations but feel that including the remainder of The Chase in the cpz is excessive.	The Chase CPZ extension was requested by the residents of the road
001288	AXHOLME AVENUE	This does not help the public. It is a way to raise money and in convenience people. There are more urgent things council must look into.	Not sure what the respondent is referring to as the proposals have been developed from requests from the residents in the area
001381	AXHOLME AVENUE	There needs to be restriction on the number of white vans, small lorries, camper vans and caravans that are parking on the residential roads just outside the controlled zones.	Some commercial style vehicles are becoming more prevalent in residential areas than previously. This is generally more of an issue where properties are rented rather than owned. These vehicles do tend to belong to the tenant and can change regularly. As long as the vehicle is taxed then it can park on the public highway as can any other vehicle that is taxed.
001291	BACON LANE	Very good plan and will stop bad parking in this area, but speed controls are also needed, this includes Bacon Lane which is like a race track (comments passed to Traffic Team for their info)	Comments passed to the traffic team. Consultation taken place by them on 20mph zone in the area
001239	BROOMGROVE GARDENS	Please let me know details of actions I should have to take to enable visitors to park near my property. Thank you.	Road not included in CPZ.
001298	BROOMGROVE GARDENS	1. Don't see any real need for extra bay in The Chase, but I will leave any further comments to the residents of The Chase 2. Proposal to extend the double yellow lines on the south west side of Broomgrove Gardens by 5 metres, should also apply to the south east side. 3. I think 20mph speed limit would be a good idea in both Oakleigh Av and Broomsgrove Gdns.	1.Residents requested the CPZ extension 2.Extending only one side creates offset in parking to allow passing 3. Comments passed to the traffic team. Consultation taken place by them on 20mph zone in the area
001299	BROOMGROVE GARDENS	1. There is no need to extend the existing double yellow lines as they are working perfectly 2. Therefore it would be a waste of taxpayer's money.	1.not everyone agrees, complaints about congestion caused by parking on both sides of roads at these locations 2.Not waste of tax payers money as required on safety and emergency

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		<p>3. You are doing it only to try to exert your power because your long-term objective is to introduce a CPZ or possibly even Pay & Display in quiet streets like Broomgrove Gardens in order to boost your revenue</p> <p>4. That is the reason why you are targeting motorists</p> <p>5. You are doing it step by step and by stealth</p>	<p>vehicle access grounds</p> <p>3.Only introducing CPZ and P&D at request of residents or to enable turn over of parking near shops</p> <p>4.Not targeting motorists but they are the cause of the problem so there need to be some controls</p> <p>5.Not by stealth otherwise the council would just do it without consultation.</p>
001300	BROOMGROVE GARDENS	Do not agree with the proposals for The Chase.	The Chase CPZ extension was requested by the residents of the road
001301	BROOMGROVE GARDENS	I complained during the initial consultation about the traffic + parked cars at the end Oakleigh Ave/Burnt Oak junction. The proposed revision will NOT work. Either: 1 Make both side double yellow at all times (like old days) 2 Make one side loading only at 7am + (no pay+display at other times) 3 Put loading bay in Park Way (behind Iceland) 4 Enforce parking violation with permanent corner traffic camera on Oakleigh Ave	<p>Proposal compromise between needs of all road users, businesses and residents.</p> <p>Park Way is not wide enough to allow a legal loading bay.</p> <p>No funding for traffic enforcement camera at this time. Will ask for more robust manual enforcement when resources allow</p>
001306	BROOMGROVE GARDENS	Wants controlled parking zone in road like the adjoining roads. Since the new Foundation school was opened, hassle of getting in and out of home become constant grief. The double yellow lines have not being extended far enough from Bacon lane into Broomgrove Gdns, to assist the risk of accidents.	<p>As detailed in consultation issues relating to school will be dealt with in separate consultation.</p> <p>Site observations indicate that the school traffic mostly uses Bacon lane as there are already vehicles parked in Broomgrove Gardens and appear to have been there overnight.</p>
001365	BROOMGROVE GARDENS	Local residents have a major safety concern regarding junction of Bacon Lane and Broomgrove Gardens. Increasing school population at Krishna Avanti and the CPZ has increased parking in Broomgrove Gardens. The double yellow lines in Broomgrove Gardens from Bacon Lane should be extended to improve traffic movement and reduce the risks of an accident.	<p>As detailed in consultation, issues relating to school will be dealt with in separate consultation.</p> <p>Site observations indicate that the school traffic mostly uses Bacon lane as there are already vehicles parked in Broomgrove Gardens and appear to have been there overnight.</p>
001366	BROOMGROVE GARDENS	At the junction of Bacon Lane and Camrose Avenue this part of Broomgrove Gardens has become intolerable with the restricted parking in surrounding roads. People are parking on this part which is very dangerous as cars speed off Camrose Avenue. Strongly request extending yellow lines.	<p>As detailed in consultation issues relating to school will be dealt with in separate consultation.</p> <p>Site observations indicate that the school traffic mostly uses Bacon lane as there are already vehicles parked in Broomgrove Gardens and appear to have been there overnight.</p>
001382	BROOMGROVE GARDENS	Since the existing CPZ came into force have noticed that there are more parked cars in our street but this has not been a problem for us finding a parking space for our car. The traffic flow is not heavy and does not cause any problems whatsoever and therefore we do not understand why Broomgrove Gardens has to be a Controlled Parking Zone. If this goes ahead we feel that this is a money making scheme for the council.	<p>Broomgrove Gardens is not proposed to be included as part of the CPZ at this time but this is a view that is not shared by all as shown above. .</p> <p>All CPZ by national legislation need to be self financing</p>
001399	BROOMGROVE GARDENS	Double yellow line in Bacon Lane coming from Camrose Avenue needs to be extended by at least 5 to 6 metres.	Site observations indicate that most of vehicles parking here appear to have been there overnight, suggesting it is residents parking. Extending

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		At present parked car on Bacon Lane corner becomes a blind spot for those turning into Broomgrove Gardens. Also, at present there is not enough space to wait to let oncoming vehicle pass safely before turning right into Broomgrove Gardens. If this is not rectified, it is a hazard for accident/s to happen	yellow lines will be looked at as part of the consultation relating to the school and will be dealt with in separate consultation as detailed in report.
001422	BROOMGROVE GARDENS	If the works are done thru section 106 which the council already have the funds for from both Hive + Avanti then issue residents with free permits.	As detailed in consultation issues relating to school will be dealt with in separate consultation. All CPZ by national legislation need to be self financing. The S106 money will only be available for the introduction and not the on going costs of CPZ.
001583	BROOMGROVE GARDENS	Extend the double yellow lines in Broomgrove from Bacon Lane.	As detailed in consultation issues relating to school will be dealt with in separate consultation. Site observations indicate that the school traffic mostly uses Bacon lane as there are already vehicles parked in Broomgrove Gardens and appear to have been there overnight.
001307	BURNT OAK BROADWAY	The loading bays should have a time limit on them so that more shoppers have the opportunity to P+D. Constant double parked cars on the sliproad because not enough P+D for customers. Also, why can't The Parkway have P+D parking on one side. There also need to be more signs at each end of Parkway. Cars are still driving wrong way.	Loading is to be restricted before 10am and after 6.30pm after the pay and display time finishes. Maybe it is some of the traders mis-using the existing bays thus reducing the parking for shoppers. Also some motorists do not want to walk any distance to get to the shop they want. Park Way is not wide enough to allow a legal parking bays. Site conditions at time of implementation meant second signs were not possible at desired location. New sites being investigated as part of this review.
001315	BURNT OAK BROADWAY	We need loading and unloading bay nearby and we also do deliveries so we have our van in + out if you put loading and unloading restriction only for certain time we cannot do any business.	The use of loading bay is part of the problems identified by the other responses we have received from the area. There will still be loading facilities nearby that businesses could use and may concentrate their activities rather than having free parking all day 'while loading'.
001398	BURNT OAK BROADWAY	Small business and this restrictions is not very good as customer can not park anywhere	It is not for the council to provide free on-street parking for any. Businesses should provide enough off street parking to cater for its expected number of customers.
001400	BURNT OAK BROADWAY	The majority of people in this area are residential, therefore I fail to see how and why the council wants to change the current parking situation	This is not a view shared by all as borne out by requests from residents living in the area to do something about the non resident parking.
001401	BURNT OAK BROADWAY	A food centre always got their van parked outside our shop during our trade opening times. It is affecting our business immensely.	Not all areas of borough can be covered all of the time by the Civil Enforcement Officers but if a specific problem at a specific time can be identified then more robust enforcement may be possible.

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001316	COLUMBIA AVENUE	Could you please allow permit holders (resident) to park on Columbia Ave.	Previous requests have suggested this and hence the proposal to change two of the four bays to allow resident permit holders to park.
001254	GREENCOURT AVENUE	I would be delighted to have cpz on The Chase at the side of my house. The current situation is a disaster as we or our guests can never park near our houses any more.	Proposed CPZ should help
001255	GREENCOURT AVENUE	The parking restriction on Oakleigh Road should be properly enforced. Customers park both on the double yellow and the loading bay, therefore restricting cars that are coming in or going out.	Moving all parking/loading to one side should help. Will ask for more obvious enforcement if possible when changes are made.
001257	GREENCOURT AVENUE	The permit parking bays you have already imposed attract, in my perception, very little use. Your proposal to incur further expense by imposing more of them is, frankly, puzzling. The idea of extending the double yellow lines seems reasonable, but while you are about it, why not extend them on both sides of the road?	Proposed CPZ extension requested by residents of road. Extending double yellow lines both sides would not create the desired offset to allow cars to wait and pass at junction
001319	GREENCOURT AVENUE	Since cpz in Columbia Ave came into force we get cars outside our house all day and even over our drive ways. We could do with cpz in Greencourt Ave.	Not previously supported by residents of the road. Enforcement can be contacted to issue penalty charge notices to any offending vehicle.
001320	GREENCOURT AVENUE	Why don't you make Greencourt Ave permit holders only as I have difficulty parking outside my own property due to people leaving their cars outside. The problem not helped by many households being rented and overoccupied houses having numerous vehicles.	Not previously supported by residents of the road. Council cannot control the number of vehicles residents own, regardless if they are the owners or tenants of a property.
001321	GREENCOURT AVENUE	Every body start to park on the other roads residence will not find parking place for themselves	Displaced parking can be an issue which is why whole area consulted rather than just individual roads. CPZ only introduced in roads which show a majority of support for such a scheme
001356	GREENCOURT AVENUE	Is it still possible to include Greencourt Avenue in cpz by having either permit parking bay or single yellow line as there are cars parked in Greencourt Avenue (not belonging to residents) for more than 4 weeks without moving them	Displaced parking can be an issue which is why whole area consulted rather than just individual roads. CPZ only introduced in roads which show a majority of support for such a scheme
001322	KENMORE GARDENS	Pay + Display bays to be in The Highlands road for parking for the shops. Also mentioned other items not related to parking scheme	The existing pay and display bays in The Highlands are remaining although with slightly different operating times. Not sure if resident is requesting additional bays. Other comments passed to relevant department for their consideration.
001385	KENMORE GARDENS	The proposals will be an improvement. The Highlands between Park Way and Burnt Oak Broadway is a bottleneck, with many traffic conflicts during the day and bad parking. It would be better if there was no parking bay or loading at all. Park Way does not have the proper double No Entry signs. The CPZ has improved the road and its cleanliness, but The Highlands suffers from cars and vans breaking the speed limit.	Moving all parking and loading to one side of the road should help this. Site conditions at time of implementation meant second signs were not possible at desired location. New sites being investigated as part of this review. Subjective comments on vehicle speeds. Comments passed to the traffic team. Consultation taken place by them on 20mph zone in the area

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001386	KENMORE GARDENS	<p>The section of road between Park Way and Burnt Oak Broadway is often badly parked and the proposal is helpful. It would be better, though, if there was no parking or loading at all. The CPZ is working well. It has improved the appearance of the streets, street cleaning can be done but traffic speeds seem to have increased during parts of the day. The Highlands suffers from some cars and vans exceeding the speed limit, sometimes by quite a lot. From all these points of view, it would be safer if The Highlands ceased to be a through road from the Broadway. The second best option would be to have a 20mph zone as there are no road speed signs at all. Comment on accuracy of houses on plans. Comments on new street lighting.</p>	<p>Proposal compromise between needs of all road users, businesses and residents, however the proposed measures should help with this. Comments passed to the traffic team. Consultation taken place by them on 20mph zone in the area. 30mph areas do not require signs as Highway Code defines these areas. Difficult to block off a road as all residents would be affected by this and would have to agree where to close off road. Comment passed to traffic team as this is outside the remit of this consultation. Plans are taken from Ordnance Survey plans and may differ from site, that is why all schemes are walked by the engineer to ensure anything that affects the road, such as driveways is recorded. It is of no consequence what a property looks like on private land for a traffic scheme. Streetlighting is outside the remit of this parking consultation although comments have been noted and passed to the relevant department.</p>
001323	NORTHOLME GARDENS	<p>I don't want any restrictions for parking because you have put parking restrictions in front of my house Monday - Saturday 800-630pm I think this is out of proportion. When it was getting introduced was it would be Monday to Friday 1 hr morning and 1hr in afternoon. This is out of proportion as there is no train station or anything so I don't know what you are going to bring this proposal. You say one thing and do something else.</p>	<p>Yellow lines directly outside resident house are double yellow line from junction going across drive to protect entrance to property. Other yellow line from double yellow line is a single yellow line that is only operational during the CPZ time of Monday to Friday 10-11am and 2-3pm. There are nearby shared use pay and display and permit holder bays that are operational Monday to Saturday 8am – 630pm. There are also resident only permit bay nearby only operational; during the CPZ times</p>
001263	OAKLEIGH AVENUE	<ol style="list-style-type: none"> 1. In general the pay & display on Oakleigh and Vancouver Road have been a success. 2. I strongly object to the parking rules implemented at the entrance to Oakleigh Avenue from Burnt Oak Broadway. 3. My family and I have lived here for 30+ years and never experienced any traffic problems entering our road before your changes were made. 4. Cars used to pass freely in/out of Oakleigh onto the main road. 5. You have turned it into a single lane jam at most hours of the working day. 6. You introduced pay and display on one side and loading on the other, at the same time! 7. Cars are permanently parked on both sides - reducing traffic to single file. 8. The result is sometimes dangerous, having to queue, wait or stop on the main road or having to reverse up the road to give way. 	<p>The proposed changes to the parking and loading bays should address all these points</p>

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		<p>9. Please reconsider parking on both sides. 10. You should not have parking on one side and loading on the other. One or neither, not both - Please !</p>	
001265	OAKLEIGH AVENUE	<p>1. Why do my guest start paying for permits. The Council should provide at least 2 parking permits with every council tax payment per household. 2. Council is to promote business in the area but this is discouraging. 3. As it is the quantity of shops has gone down and have lost good quality shops.</p>	<p>Guests only need a permit if there during control times if parked on road and not on private land. By national legislation all CPZ must be self-financing. It is unfair to impose cost on all council tax payers as they do not have the benefit of parking in an area they do not live in that other residents are trying to ban non-residents from their area. Shop turnover is reliant on local people using the local shops.</p>
001266	OAKLEIGH AVENUE	<p>Do not believe this is an issue currently and do not believe CPZ should be extended in The Chase. We have a number of "Big" Commercial vans parked on the roads, blocking views as coming out of people's driveways especially with young children in the cars.</p>	<p>Proposed CPZ extension requested by residents of road. Some commercial style vehicles are becoming more prevalent in residential areas than previously. This is generally more of an issue where properties are rented rather than owned. These vehicles do tend to belong to the tenant and can change regularly.</p>
001267	OAKLEIGH AVENUE	<p>CPZ should be put in whole of Oakleigh Avenue, because people at the beginning of Oakleigh Avenue who have 2 or 3 cars with no permits take all spaces for days, stopping residents from parking near or outside their own houses. Also to stop people parking all day while they go to work. When visitors arrive there is nowhere for them to park. People have the right to park anywhere if they are taxed and insured but it is very frustrating when you cannot park near your own home.</p>	<p>Unfortunately lives just outside existing CPZ. No previous majority support from residents in remaining section of road for CPZ. Council cannot control the number of vehicles residents own.</p>
001326	OAKLEIGH AVENUE	<p>If the parking in The Chase becomes part of the CPZ the employees of businesses along Burnt Oak Broadway will start parking in my road. This would mean that further extensions to the CPZ will be required. I live outside the CPZ at present (only just) and use the space at lower end of The Chase to park safely as we have had occasions where speeding drivers have caused damage to parked cars along Oakleigh Avenue. Understand need for change at the junction of Burnt Oak Broadway + Oakleigh Avenue and need for extra double yellow lines on some road junctions, but would not like the CPZ to extend further.</p>	<p>CPZ only progressed in areas that show a majority of support for such a scheme. Maybe this resident parking in The Chase is part of the problem these residents have complained about, hence their request to extend the CPZ.</p>
001330	OAKLEIGH AVENUE	<p>Absolutely no reason to extend the double yellow coverage on Orchard Grove (near Oakleigh Ave junction) Congestion is not a problem on this corner and you would be removing a perfectly useful parking spot for no good reason. I do however think the loading areas at the end of Oakleigh Ave (near Burnt Oak B'way) MUST be tightened. Rather than extending the double yellow the council would do well to enforce the restrictions already in place.</p>	<p>This is not a view shared by all as borne out by requests from residents living in the area to do something about the congestion at these junctions. Parking on the public highway is not an automatic right of any motorist and access also has to be maintained for service and emergency vehicles. The proposed changes to parking bays near Burnt Oak Broadway should ease congestion at these points. Will ask for more obvious enforcement if possible when changes are made</p>
001359	OAKLEIGH	<p>1. Residential parking should be considered for the whole of Oakleigh</p>	<p>No previous majority support from residents in remaining section of road</p>

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	AVENUE	Ave. 2. The proposed extension of double yellow lines on corner of Oakleigh Ave and Broomsgrove Gardens should proceed. 3. Unauthorised parking of cars and commercial vehicles between Park Way and exit/entrance to Oakleigh Ave and the Broadway creates difficult and dangerous blockage.	for CPZ Some commercial style vehicles are becoming more prevalent in residential areas than previously. This is generally more of an issue where properties are rented rather than owned. These vehicles do tend to belong to the tenant and can change regularly. As long as the vehicle is taxed then it can park on the public highway as can any other vehicle that is taxed.
001362	OAKLEIGH AVENUE	I'm delighted that the loading bays at Oakleigh Ave are being withdrawn. It creates traffic congestion. It was probably one of the worst decisions taken to site all day loading bays there, as it was being constantly abused. Also I have seen several able bodied drivers using "blue badges" to park in the pay and display bays. You need to take more action for inappropriate use of these badges.	Positive response in relation to loading bay changes, and hopefully changes will reduce loading bay abuse. Disabilities may not be obvious to casual observers so drivers may have legitimate requirement for a blue badge.
001269	ORCHARD GROVE	Thank you for your correspondence - I have no comments to make. Thank you.	No response required
001271	ORCHARD GROVE	Does not affect us.	No response required
001272	ORCHARD GROVE	Since the parking restrictions there seems to be caravans, trailers and foreign lorries park on junctions that are not part of the restricted area. The more restrictions placed on nearby streets seem only to move the problem. By placing parking for residents between say 12 to 13:00 hours only signs would stop more residents parking and leaving vehicles for days.	Parking of caravans and trailers are difficult to enforce as are foreign vehicles. Signs only cannot be placed on road for residents only. This is the whole purpose of a CPZ if requested by the majority of residents living in the road. This was not the case in Orchard Grove hence why no CPZ in road.
001274	ORCHARD GROVE	The loading bay in Oakleigh Avenue should be removed all together as access almost impossible when used opposite parked cars. There is no parking problems on this side of the Edgware Road and only sensible double lines (yellow) are required. If Edgware Hospital car park introduced sensible car parking fees especially for Hospital staff then the hospital employees would not park in the surrounding residential streets. All the highlighted proposals in your documentation are from cars visiting the hospital.	The proposed changes to the parking and loading bays should address this. Yellow lines do not allow customers to visit shops. Council cannot control the level of charges in private car parks.
001276	ORCHARD GROVE	Last thing I want is "No" parking control in our area. We don't want any control in parking or permit parking bay. Thank you.	No CPZ proposed in this road
001277	ORCHARD GROVE	I support removal of existing loading bays on the left side of Oakleigh Ave when you enter this road from Burnt Oak Broadway. Many times there are cars parked there which 'abuse' this loading bay in that they are not loading or off loading. This is creating congestion by blocking the flow of traffic. To move the loading bay on to the opposite side of that	Positive response to the proposed changes and shows some of the reasons why this was proposed.

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		road where there is currently P+D parking bays is a good idea.	
001278	ORCHARD GROVE	I agree with the proposals because vehicles left on this road for many weeks waiting for repair, and made road-worthy (some vehicles are towed and left behind), can only cause the increasing risk of road safety and burglaries	No response required
001331	ORCHARD GROVE	By extending 'double yellow' lines further along this part of the corner takes away additional parking used by residents of the houses closes to the corners. This forces further vehicles to park outside already congested houses, as there are quite a few 'houses' used for 'additional occupants' outside of the normal 'family' homes along this road, especially large white vans	If all residents considered the number of vehicles they own compared to the amount of space they have to park them on their own property then there would not be excessive demand for the limited on street parking.
001332 001334	ORCHARD GROVE	The Chase should not be included in CPZ. Will not add value as traffic or people parking in The Chase is not excessive. Simply adding CPZ to The Chase will lead to putting burden on parking further down other roads. We do not CPZ in all road in this area and make it money making scheme for council. Burnt Oak Broadway and Oakleigh Ave junction I agree with the changes. Having double yellow line is not enough as people are constantly ignoring these. Please can we have RED LINES here. We in general need to stop LARGE vans/vehicles being parked in street corners and in front of peoples houses. This putting peoples lives in danger as it creates blind spot for normal (sized) cars driving.	Proposed CPZ extension requested by residents of road. Displaced parking can be an issue which is why whole area consulted rather than just individual roads. CPZ only introduced in roads which show a majority of support for such a scheme.All CPZ by national legislation need to be self financing. Red lines are only on main routes in/out of London and controlled by Transport for London and are not designed for residential roads. Some commercial style vehicles are becoming more prevalent in residential areas than previously. This is generally more of an issue where properties are rented rather than owned. These vehicles do tend to belong to the tenant and can change regularly. As long as the vehicle is taxed then it can park on the public highway as can any other vehicle that is taxed.
001279	STRATHMORE GARDENS	I still think that The Highlands should be made a one-way street. Also parking bays (pay + display) outside restricted hours should be in force Saturdays as well (in The Highlands)	Making such a long road one-way can be problematic and is difficult to get a direction that most of the residents would be happy to live with permanently. Traffic speeds can also increase as motorists realise there will be no traffic coming the other way. The current pay and display parking bays are operational Monday to Saturday until 6.30pm
001357	STRATHMORE GARDENS	I think that no entry signs should be positioned more visibly at the junction of the service road and The Highlands. There are no signs to say that the service road in front of the shops is one way.	The no entry points are being investigated further to identify any other possible sign locations as part of this review. Service road is not legally one-way
001243	THE CHASE	Thank you for the proposal I am happy with the proposal. The loading bay from Burnt Oak Broadway to Highland & Oakleigh Ave is a danger to pedestrians as people park on double yellow line not only it causes bottle neck to Edgware Road. This area should have double	Proposals should help this. Red lines are only on main routes in/out of London and controlled by Transport for London and are not designed for residential roads

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		red lines to avoid people stopping for any reason and driver get's good visibility.	
001245	THE CHASE	Please look into car repairs been carried out and car's left for sale over weeks. Thank you.	Passed to highway enforcement for their consideration
001247	THE CHASE	Some time ago paid money to Council to widen the driveway. Now people come and park and block the driveway because The Chase has half of the way parking meters. Some time people from other roads come and park. Even if you are not going to put parking meters, at least put some double yellow lines. These Eastern country people come and rented the houses. Some people got seven cars, in one house.	Lives just outside old CPZ, proposed CPZ extension should help this.
001248	THE CHASE	Indicated at Question 2:- No-That's peak time for work Other comment:- We need parking bays urgently.	Hence why trying to find what time residents/businesses suggest. Assume proposed CPZ extension will deal with second statement
001339	THE CHASE	The junction Oakleigh Ave to Edgware Road should have double yellow lines all the way on one side of the road (not just on existing loading bays). The congestion needs to be addressed and you haven't gone far enough. Double yellow lines should also be increased on other side of the junction of Axholme Ave and Oakleigh Avenue.	The proposed double yellow lines in the removed loading bays do join up with the existing double yellow lines either side that extend past Park Way. Not proposed as part of these works.
001340	THE CHASE	I very much agree with the review of the controlled parking zone as suggested in the documents received. Well done HARROW Now you can sort out the litter PROBLEM	Positive response in relation to CPZ. Better street cleaning is possible in areas where better acces for crews is available.
001344	THE CHASE	-At last, the whole of The Chase is being changed to the same code. -There will be congestion in the streets backing onto The Chase - these residents should consider controlled parking. -Not sure why cars/vans are parked on public pathways of Axholme + Orchard Grove - NO ONE from the traffic dept Harrow are enforcing against parking on the pavement. -* Traffic attendenders SHOULD police rigorously between 10-3pm or more where parking restrictions start B4 10 or end after 3pm!!!*	CPZ only progressed in areas that show a majority of support for such a scheme. Originally not all of The Chase wanted to be included. Not all areas of borough can be covered all of the time by the Civil Enforcement Officers but if a specific problem at a specific time can be identified then more robust enforcement may be possible.
001363	THE CHASE	Please provide evidence why pay and display is required on The Chase. Similar previous schemes have achieved nothing more than a revenue stream for the council. Solution for parking in Burnt Oak Broadway area is to make parking cheaper in the parking behind Burnt Oak station.	Pay and display was envisaged for the northern end of The Chase and in Bacon Lane to allow visitors to the local businesses and the doctors surgery the ability to park near these premises as it is within the CPZ. Council cannot control the level of charges in private car parks.
001364	THE CHASE	If the parking control becomes operational I would appreciate it if you would place a disabled bay outside as holder of a disable badge.	Contacted resident to get them to apply separately as all disabled bays are dealt with as an independent project. This resident has off street parking. Parking outside properties usually improves once CPZ introduced as non residents are removed.
001388	THE CHASE	There are already too many restricted roads very close to my place	This is not a view shared by all as borne out by requests from residents living in the area to do something about the non resident parking.

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001258	THE HIGHLANDS	A lot of drivers mistake the bay outside a double bay. 2 cars park and overlap the Drive. A disabled bay should also be in place. Cars still park and overlap my drive.	Bay is required length for one car. Does not mention if over-parking occurs during control times or in evenings when it would be permitted as no controls in force at these times. Disabled bays are applied for by residents in need of assistance if they have no availability for off street parking.
001259	THE HIGHLANDS	Since parking restrictions have been imposed on The Highlands life has been less stressful! Thank you.	Positive response and shows that those residents that want a CPZ can see improvement in their local area.
001345	THE HIGHLANDS	Parking both sides of The Highlands at Edgware Rd end will block it. To block the top of The Highlands would not be a good idea. That starts a lot of problems, The weekends the road is blocked. Also loading time should be 8-10am because any earlier will wake people up to much noise. Also complained about condition of pavement.	Possible misunderstanding of plans as loading bay being removed from one side so that at least one side of the road is clear. Loading bay time comments noted. This is outside the scope of this scheme but comments will be forwarded to highway maintenance team for their consideration.
001346	THE HIGHLANDS	Loading should NOT be allowed before 8am. This is because people can still be sleeping at that time and the noise generated by loading will disturb them. Consideration ought to be given to the cluttering occurring in the upper part of Park Way which on busy days, can impact all traffic flow (in addition to being unsightly and very dirty)	Loading bay time comments noted. Any fly-tipping should be reported and would be dealt with by the relevant team as it is beyond the scope of this consultation.
001282	VANCOUVER ROAD	I believe loading for shops should be done between 5 + 7am so that at busy times they are not obstructing traffic. Also why have no trees been planted in Vancouver Road while this scheme has been under taken	There must be a compromise on the loading times as such an early start is not necessarily viable for all the businesses in the area. Tree planting / replacement programme is subject to their own departments criteria and generally not park of a parking scheme in a residential road
001285	VANCOUVER ROAD	The one way system on Park Way is not working. I regularly see cars entering & driving the wrong down it.	Signing and lining have been improved during the life of the scheme. Drivers are aware what they are doing and risk the manoeuvre. Additional sites for signing are being investigated as part of this review.
001349	VANCOUVER ROAD	The worst area locally concerns the use of the service road in Burnt Oak Broadway, used by vans loading/unloading to the ethnic green grocers. These stores block the public pavement with their goods and obstruct pedestrians all day long and making it very difficult	This is an issue the council is aware of and is trying to resolve.
001353	VANCOUVER ROAD	I would just say all the changes made to my local area have made a huge difference. My own road is now wonderful. Many thanks	Positive response and shows that those residents that want a CPZ can see improvement in their local area.