

## APPENDIX C

### CANONS PARKING REVIEW - STATUTORY CONSULTATION Sept-Oct 2014

#### ANALYSIS OF COMMENTS

Comments:	Officer Response:
<b><u>(not in harrow)</u></b>	
I am objecting to the increase parking restrictions and pay meter the council is proposing on the parade. As a local resident I feel this will be very bad for local business as there are several shops on the parade that will suffer as a result of this. As it is at the moment with a restriction between 2-3 is perfect as commuters are unable to park and leave their vehicles all day. This is also good for parents with children at the two local schools nearby as they are able to find parking after 3pm.	Installing P&D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times.
In regards to the proposed increase in the Parking restriction, please accept this email as my objection to the proposal. Believe the aim of the council is to kill all trade in small parades and to increase revenue for the council, this not the way to attack car drivers. Please note that car drivers bring in revenue for the government in power and employment. Cars are becoming more efficient in gas emissions and that reduces air pollution. Suggest Council to look at other areas of the services where costs can be cut. E.g. Reduction in support vehicles, Stop housing benefits for those who arrived from inside/outside Europe who have not worked or never attempted to find work since arriving in UK or in the borough	Installing P&D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times.
I am writing to express my objections to the introduction of parking restrictions in the vicinity of Canons Park underground station. I currently park in Howberry Road in the stretch of road between the existing parking restrictions and usually outside the park area. I used to park in Stanmore station car park, until I was issued with an invoice for contravening their parking regulations because I failed to exhibit a ticket in my window. I had purchased a three-day ticket and hadn't displayed it. I strenuously objected to their invoice on several occasions and had several unpleasant conversations with them but they refused to cancel the £75 charge despite my being able to prove I had purchased a ticket. I was angry with them - understandably, I think, and am now unwilling to park there. In any case the costs are unreasonable and now unaffordable. I chose to park in Howberry Road because it appears to be a safe residential street. The stretch of road that cars can park on all day is short so the inconvenience to other motorists is minimal. The houses in this road all have parking for two or three cars at the front of their houses so the inconvenience to residents must also be minimal. I had a conversation with a resident about the parking in the street a while ago. He said he thought the parking was dangerous because of children running out of the park and into the road. I don't think the park is a place where a parent would allow a child of an age likely to run into the street to play unsupervised, so I don't agree with his argument. If the restrictions come into force I will effectively be priced out of my job because I cannot afford to pay the exorbitant and unrealistic parking charges at the station. Oxford imposes a £2 charge for park and ride into its city centre. If the charges at Stanmore or Canons Park were similar then it would be affordable. Also, as a single woman I want to be able to park in a safe area with street lighting. I seriously hope that you reconsider this imposition of this restriction.	The restrictions have been requested by the residents of the road because of the amount of non-resident parking. The council do not run or control the station car parks
I am writing in objection to the proposed parking restrictions on Honeypot Lane (Ref DP2014-10), I regularly attend Kumon classes with my son at 907 Honeypot Lane	The single yellow line opposite the shops is remaining operational Monday to Friday 2-3pm so parking is available without using the P&D. If visiting during these times then will need to pay the appropriate fee.
<b><u>ADDERLEY ROAD</u></b>	
I understand that you are proposing to introduce Pay and Display at the parade of shops near Whitchurch School. I would like to object to this proposal as there is already currently a restriction in place. I do not see what benefit the new proposal will have as there is currently ample parking there whenever I have gone to there. I currently use the Kumon Centre there and spend quite a bit of time there. Not only that but I use the shops there while I visit Kumon and at separate times. This will affect the businesses by enforcing such a	Installing P&D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times. The single yellow line opposite the shops is remaining operational Monday to Friday 2-3pm so parking is

<p>proposal. Therefore, I would like to put forward my strong objection to this.</p>	<p>available without using the P&amp;D. If visiting during these times then will need to pay the appropriate fee.</p>
<p><b><u>BROMEFIELD</u></b></p>	
<p>Further to the "Canons Park Station Follow Up Parking Review", I would like my formal objection noted and considered.</p> <p>Having lived on Bromefield for fifteen years I am unclear as to what is the Council's main objective here. Is it one to ward off parking-commuters or revenue generation, because the rational being offered, that of improving safety, is perhaps a thinner veil than the Council would like to admit for I could, along with many residents, be able to assist the Council in identifying areas which are unsafe and should be addressed. However, I understand this is an impractical proposition so consider it withdrawn and just a goodwill gesture. If you really want to enforce parking restrictions in the name of safety then perhaps you should consider making areas such as Whitchurch school on Wemborough Road and Stanburn school double-red line areas (yes, thank you for the token yellow lines), for the number of negligent drivers who park and obscure the vision for other motorists outside schools and therefore endangering the children is surely the kind of safety the Council should be working to implement. However, day after day I see cars parking on the yellow no-parking lines outside Stanburn and await the day the Council manages to put its multitude of resources to efficient use and curb this dangerous behaviour and blatant disregard of the highway code.</p> <p>Part of me wonders how much the contract for parking enforcement has netted the Council and how much revenue potential was offered the winning bidder. Please do not insult collective social intelligence by explaining this effort is a net-zero profit initiative with the wellbeing of the tax payer in mind. I think I may have heard that one a few times too many. By extending the controls I cannot help but feel the Council continues to implement changes which fail to work in favour of those residents, like myself, who are yet to be convinced the Council's main objective; surely if safety is the aim then along with inconveniencing (and yes that IS what it is) residents like myself, perhaps they ought to ensure grassy verges, overgrown bushes and out of control trees should be routinely managed to ensure motorist and pedestrian safety. Why not start by cutting the bushes right outside my house on the street, the ones which make it impossible for me to exit my driveway without fearing a collision. Yes, the ones I report ever year and if I don't report them they get left, whilst all else is cut! But I digress...I really should get back on track and address the landscaping issue with the relevant department. So, my concern is that my household has two cars, mine and my wife's, and, as already stated, live at Bromefield so am directly affected by your decision. Both of my vehicles are usually at home all week at various hours, depending on whether I will drive to work or not or whether my wife is home or not. With only off-street parking for one car my second vehicle now runs the risk of a daily ticket for being parked outside my house. You are not leaving residents with a viable alternative. Honestly, what are residents with limited off street parking to do? I do not agree with and am against this proposal to extend yellow lines outside my door. I feel this expansion of the parking control is an unreasonable display of the Council's responsibility to ensure the well-being of the residents of the borough.</p> <p>Finally, you state that 75% of the residents supported inclusion? Please prove this, as I have yet to speak with a resident on my street who has multiple cars in the household with limited parking in favour of restricted parking on their street. Honestly, there are lies, damned lies and statistics. I would welcome the results for Bromefield, excluding other streets, as I feel the 75% claim would turn out to be somewhat of an exaggeration. Hypothetically speaking if only three people objected and the rest remained silent would this imple 100% are against. No need to answer this.</p> <p>I await for my concerns to be addressed, which is of course assuming emails are read and escalated.</p>	<p>The council must balance the needs of the wider community and try to keep the public highway network running as freely and as safely as possible. The percentage response rate is based on those that chose to respond to previous consultations. The council does not second guess what those who do not respond think. The council cannot control the number of vehicles residents choose to own or park on the public highway</p>
<p>Objection to the scheme proposals following the Canons Park Station Follow up Parking Review</p> <p>Following the results of the recent 'Canons Park Station Follow up Parking Review', I wish to raise several objections in response to the proposed plans and to demonstrate how these proposals materially affect me.</p> <p>1.Safety</p> <p>I live opposite the 'green' area which is positioned between the intersection of Bromefield and Gyles Park. This area is triangular shaped and has one side fully double lined with the remaining two sides being partially double yellow lined on each corner which serves to prevent the sight-lines of road users pulling out from the green area from been obscured by parked vehicles. This arrangement currently leaves two sides of the 'green' approximately 60 yards in length,without parking restrictions. It should be noted that these areas are rarely used by residents to park their cars, who opt instead to park on their own or on-street on the 'housing' side of the road. However, following the first parking review of the HoneyPot Lane shopping zone, these areas have attracted significant numbers of commuter cars as well as a range of vans, car loading vehicles and flat-bed trucks which have been displaced from surrounding residential streets as a direct result of</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.</p> <p>Residents do not have sole use of the public highway and it should be expected that other vehicles will be parking on the public highway.</p> <p>If other local restrictions are required on safety grounds then these can be assessed under our Local Safety Parking Programme (LSPP) which is a scoring based system previously agreed by the Traffic and Road Safety Advisory Panel (TARSAP) to address safety concerns and prioritises where there is the most need. Local ward councillors can also request small changes to parking controls and if they feel it is a priority then they can allocate their Neighbourhood Investment Scheme (NIS) money to carry out the investigation and legal processes that area required.</p>

previous yellow-lining implementations. The combination of these vehicles parked adjacent to residential vehicles on the 'house' side of the street creates an unbroken line of vehicles which narrows the road to such an extent that there is only sufficient room for one car to pass. In the case of the side of the green opposite my property this occurs on a descending blind-bend. Vehicles travelling down this single line 'funnel' simply cannot see another vehicle travelling up the road until very late and has no place to pull into in order to avoid a potential collision.

Furthermore, as someone who uses my own drive to park my vehicle, the presence of vehicles parked either side of my drive, combined with a row of vans and cars parked opposite means that I am unable to pull out of my drive safely. The requisite sight-lines have been severely restricted forcing me to negotiate the vehicle onto a road which already possesses an inherent blind-bend and which has been narrowed off to a dangerous width. I have already had several near misses and I fear it is now only a matter of time before I, or any of the other residents who live opposite the green, are involved in a serious accident. Putting aside the concerns for my own safety and the safety of my family, the fact is that Bromefield is positioned between three schools, indeed, the Council have also muted their desire for a fourth school to be opened on the Whitchurch playing field. This means that Bromefield and the surrounding roads will naturally be used as a main pedestrian route for local schoolchildren. The current situation with commuter parking is making the sighting and crossing of the road extremely hazardous for these children as well as local residents. I also understand that following the first review that the emergency services stated that the parking restrictions would go to reduce the problems they had previously experienced when accessing the street. Will this problem not now occur again further down the street? If so what will the remedy be other than to wait until the next parking review? In the meantime people's lives will inevitably be put at unnecessary risk.

2. Unspecified Demarcations & Lack of Transparency As evidenced by the results of the recent parking review it is clear that each street involved in the consultation has been sub-divided into segments. From this it is assumed that each household is essentially voting on the future parking arrangement appropriate to their particular segment rather than on the street as a whole(?) The rationale used in determining the demarcation boundaries of these segments, and of the households that get determine the outcome of them, is not readily apparent. Moreover the areas surrounding the green, which again is rarely used by local residents, appears to have been wrapped up in the argument for keeping on street parking. Whilst it is recognised that voting to retain parking outside one's house is an understandable requirement, leaving small islands of parking not generally used by residents will only serve to leave parts of the street horribly exposed to the same commuter parking problem that has blighted the whole Canons Park region in recent years. Leaving these areas unrestricted to essentially become free parking zones for commuters who are simply unprepared to pay a car park fee or to offer it up to commercial vehicles that have been displaced from households often sited several streets away and which have already voted to implement parking controls in their own area, is not only unreasonable but actually perverse. The fair and reasonable approach would be that the only people eligible to vote on the 'green' section should be those who live adjacent to it and who are fundamentally affected by this decision. It is unfair to involve the opinion of a household further down the street which is solely focused on ensuring it retains the off-street parking capacity outside of their own property.

I therefore wish to raise an objection that the demarcation strategy used in this review has not been made clear, has never been communicated, is flawed in its methodology and is fundamentally unfair in its approach.

3. Reduction in the Quality of Life The results of the recent review has highlighted that the households at the top end of Bromefield have voted unanimously to introduce parking restrictions in their section. Everyday walking to and from work I see the dreadful conditions that these people have had to live under. Ironically the plethora of vans, trucks and commuter cars has deprived them of the residential parking that they also originally sought to maintain. Furthermore, the presence of non-residential vehicles has generated a huge amount of dumped rubbish and litter which is usually discarded by the owners of these vehicles. Compounding this is the fact that the Council's street cleaning vehicles are unable to gain access to the kerb sufficient to keep on top of this. Why should residents look out of their window onto the sides of high sided vans, flatbed trucks and car-loaders and walk out onto a street where the bushes are filled with rubbish and the streets dirty? I am sure it will only take a few minutes to look at the incidents of fly-tipping on Bromefield in recent months to understand the current problem. Since the public notices have started to appear on the lamp-posts, there has been a migration of these vehicles to the green area. Not only are these things big and unsightly but they are often poorly maintained as evidenced by the heavy oil stains now appearing on the road by the green. The presence of these vehicles is also attracting crime. Twice in recent weeks I have disturbed people trying to break into vans that have been left parked for several days adjacent to the green. I subsequently informed both of the owners of the situation. As suspected neither of these lived on Bromefield. Indeed one of the van owners lives in the development opposite Canons Park station some 3/4 of a mile

<p>away. The combination of all these factors clearly contributes to degradation in the quality of life for the genuine residents of Bromefield. Again, the failure to properly understand the dynamics of the street and to demarcate accordingly means that we will inevitably be condemned to the same fate as that experienced by those residents who have suffered so much following the first review and who have now voted to reclaim their section of the street. Why should the quality of life of others on the street be similarly affected? In accordance with the legislation which controls this statutory consultation process, I would be grateful if you would accept this communication as formal declaration of my objection to the proposed scheme based upon the points raised in the main body of text.</p>	
<p><b><u>BUCKINGHAM GARDENS</u></b></p>	
<p>Re: Your reference DP 2014-10, Introduction of single yellow line controls to Buckingham Gardens I Buckingham Road. We write to object to the introduction of single yellow line controls in Buckingham Gardens! Buckingham Road. In an effort to discourage commuter parking we, as residents, are also denied the opportunity to use our road space. The proposed scheme will detract from the enjoyment of our property, taking away our current right to all-day parking in the vicinity.</p>	<p>13 responses using the same form letter from 13 addresses in road. A single yellow lines scheme does restrict parking for residents and visitors however in the Canons area this is the control that is supported by the large local resident association and is throughout the area. In light of the resident objections it is proposed that the panel allocate funding next financial year to investigate a traditional CPZ that would allow residents and their visitors to park in Buckingham Gardens</p>
<p><b><u>BUCKINGHAM ROAD</u></b></p>	
<p>Re: Your reference DP 2014-10, Introduction of single yellow line controls to Buckingham Gardens I Buckingham Road. We write to object to the introduction of single yellow line controls in Buckingham Gardens! Buckingham Road. In an effort to discourage commuter parking we, as residents, are also denied the opportunity to use our road space. The proposed scheme will detract from the enjoyment of our property, taking away our current right to all-day parking in the vicinity.</p>	<p>2 responses using the same form letter from 2 addresses in road A single yellow lines scheme does restrict parking for residents and visitors however in the Canons area this is the control that is supported by the large local resident association and is throughout the area. In light of the resident objections it is proposed that the panel allocate funding next financial year to investigate a traditional CPZ that would allow residents and their visitors to park in Buckingham Gardens.</p>
<p><b><u>BUSH GROVE</u></b></p>	
<p>I have read the consultation re the above and note that there will now be a restriction on Wemborough Road. However this will only push the cars further into unrestricted residential areas and it will not solve the problem. Parking on the playing field side of Wemborough Road does not seem to be a problem. The main issues are the cars parking too near the corner of Bush Grove and Wemborough Road making it dangerous to turn right. The only outcome of this review will be that the cars normally parking on Wemborough Road will move further down Bush Grove. What will you the do about that? Will you then extend the CPZ even further?</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.</p>
<p>With regard to the proposal Bush Grove -on both sides on uncontrolled sections between property numbers 19 to 33 for a single yellow line Mon-Fri 2-3pm there is an objection by many of the residents of Bush Grove.(petition as shown with currently 33 objections more to follow) The concern is that this proposal together with planned controlled parking in the adjoining Wemborough Road/Bromefield/Home Mead will create a knock on effect as the vehicles that currently park during commuter hours at these locations will likely park along the remaining uncontrolled section of Bush Grove. Although most of the residents of Bush Grove feel that the controls are necessary in Wemborough Road they do not think that the extension of a yellow line in their street is beneficial to them if fact to the contrary. I therefore ask you to reconsider this proposal. Also submitted petition</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.</p>
<p><b><u>CHEYNEYS AVENUE</u></b></p>	
<p>Both sections of 75 Cheyneys Avenue and the junction of Howberry Road and 106 Cheyneys Avenue and the junction of Howberry Road must be controlled. From Monday to Saturday between 9am-11am (or 10am-</p>	<p>Single yellow lines were part of the statutory consultation operational Monday to Friday 2-3pm in line with the rest of the Canons area that is supported by the large local residents association.</p>

<p>12noon) and 3-5pm. What is happening now that the commuters park their cars for the whole day without any consideration in the uncontrolled sections on both sides of Cheyneys Avenue. This is causing immense inconvenience to the residents, in particular young mothers with children. This must be stopped.</p> <p>I live at Cheyneys Avenue, Canons Park, Edgware, HA8 6SD. I have read your follow up parking review document carefully. Would you please explain in clear terms about the situation about my street? There is uncontrolled section between 75 Cheyneys Avenue and the junction of Howberry Road. The installation of a controlled zone between 106 Cheyneys Avenue and the junction of Howberry Road has been mentioned. When you say on both sides on uncontrolled sections, do you mean to include our side between 75 Cheyneys Avenue and the junction of Howberry Road? Please confirm.</p> <p>Also operational time must be Monday to Saturday, 9am-11am (or 10am-12noon) and 3-5pm for the convenience of residents.</p> <p>I look forward to hearing from you</p>	
<p>I wish to make some comments with regard to the proposed extension of the single yellow line waiting restrictions (2pm to 3pm Monday to Friday) in Cheyneys Avenue (Area 1). I am a resident at Cheyneys Avenue and have lived here since 1971. I wish to say that I strongly support the planned extension of the waiting restrictions to the rest of Cheyneys Avenue. The current situation is intolerable. Since the waiting restrictions were introduced to most of Cheyneys Avenue (up to number 118) and most of Howberry Road in April 2013, these two roads have become clogged with parked cars. It is now difficult for me to come out from my driveway because parked cars on either side make it more difficult to see any on-coming traffic. Also, this part of Cheyneys Avenue has now effectively been reduced to a one-lane road so if I meet an on-coming car I often have to reverse some distance. There have also occasionally been cases of people double parking on both sides of the road, and sometimes blocking people's drives, or parking on the green verges. This tends to happen when people are having building work done, or are having large items delivered such that vans and lorries need to park in the vicinity. The situation is potentially dangerous and cannot be allowed to continue.</p>	Supportive comment
<p>I write in respect of the statutory consultation were you propose to impose parking restrictions on both sides in uncontrolled sections between 106 Cheyneys Avenue and the junction of Howberry Road. I confirm that I am the owner of the property situated at XXX Cheyneys Avenue, Edgware and I write in my capacity as the owner-occupier. Please note that I OBJECT to the placing of any form of parking control on both sides in uncontrolled sections between 106 Cheyneys Avenue and the junction of Howberry Road. I also OBJECT to placing any form of parking control in front of XXX Cheyneys Avenue, Edgware.</p>	3 responses using the same wording received from 3 properties The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.
<p>I wish to object further yellow lines to be placed onto Cheyneys Avenue. In the last consultation, I objected to the placing on yellow lines outside our residential home, Cheyneys Avenue. We have no problems where we are; and wish for the road to remain in its current way.</p>	The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.
<p><b><u>CHRISTCHURCH AVENUE</u></b></p>	
<p>I am very unhappy about increase in parking restriction in this area, as this will directly affect us, as we take our Son to Kumon Study Centre Stanmore on dail basis. Increasing the restriction timings or adding a pay and display slot would be so inconvenient and will add a burden on to our pocket. I hope you will consider our request and will not make any amendments in the current structure of parking policy in this area.</p>	Installing P&D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times.
<p><b><u>CULVERLANDS CLOSE</u></b></p>	
<p>Hi, I wanted to object to increasing the parking restriction proposed, under the above case. The current parking restriction defers commuters to park and take public transport into the city, but I believe increasing the restriction will impact the small businesses, which I/ my family use frequently.</p>	Installing P&D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times.
<p><b><u>DALKEITH GROVE</u></b></p>	

<p>I XXX of XXX Dalkeith Grove Do not want Dalkeith Grove to be included in the Stanmore CPZ but would like to have the proposals put forward by the Traffic, Highway and Asset Management team in April for the "Introduction of short sections of double yellow lines on alternating sides of the carriageway preventing parking on both sides of the carriageway 'At Any Time'. This ensures vehicles will be able to pass at all times reducing the likelihood of congestions" to be implemented instead</p>	<p>6 responses using the same form letter from 5 addresses in road This recommendation was amended at TARSAP to the reflect representation at the meeting by a residents group and local ward councillor. This report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group are affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times</p>
<p>We refer to the above review (Canons Park station follow up parking review) We live at Dalkeith Grove and enter a strong objection to the proposed extension of the school keep clear markings outside our house. This has been proposed before and we objected, successfully, at that time. The proposals for parking restrictions, whilst not ideal, will at least, hopefully, help to alleviate the existing problem of traffic flow in Dalkeith grove. The proposed extension of the school keep clear markings outside our house will add nothing to the alleviation of the problem with traffic in Dalkeith Grove. We feel that we are entitled to have space outside our house where we, or more importantly our visitors, can park ( albeit not between 2 and 3) and we will be materially disadvantaged by this proposal.</p>	<p>This is to allow more room for the coaches attending the college better access to the entrance during the school times as there are usually cars pared directly after the rial bridge causing access difficulties. This only affects this one property and only at school times and would mean that anyone visiting the property having to park on the road would only be one house away.. This property has off street parking.</p>
<p>We are in favour and support the suggested proposals for Dalkeith Grove, Stanmore i.e the single yellow lines during Monday to Friday 2-3pm.</p>	<p>4 responses using the same wording from 4 addresses in road Unfortunately there were objections to this. In light of this the report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group claim to be affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times.</p>
<p>We are strongly IN FAVOUR of the proposals for Dalkeith Grove submitted in the latest statutory consultation. They will definitely have a very positive impact.</p>	<p>Unfortunately there were objections to this. In light of this the report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group claim to be affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times.</p>
<p>As residents of Dalkeith Grove, we are IN FAVOUR and support the proposals suggested in the Statutory Consultation for Dalkeith Grove, Stanmore - Single yellow lines on both sides of the road running from the railway bridge to Dovercourt Gardens. Operational 2.00-3.00 pm Monday to Friday</p>	<p>Unfortunately there were objections to this. In light of this the report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group claim to be affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times.</p>
<p>Formal objection to Statutory Consultation for Follow Up Parking Review - School Parking and Houses Nos. 2 to 24 Dalkeith Grove, Stanmore HA7 The problem will be during School hours, together with commuter parking all day from the bend (houses Nos. 24 to 2) to Pangbourne Drive. Cars will be parked on both sides of the road, causing obstruction and the traffic flow in both directions will be blocked. Therefore I suggest you ban parking on one side of the road on Monday to Friday 8.30 to 4.30pm. I await hearing your comments in due course.</p>	<p>Unfortunately there were objections to this. In light of this the report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group claim to be affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times.</p>
<p>I write in support of the proposals suggested for Dalkeith Grove, Stanmore i.e the installation of single yellow lines operational Monday to Friday 2-3pm. Dalkeith Grove for over twenty years, and NLCS parent for 14 years</p>	<p>Unfortunately there were objections to this. In light of this the report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group claim to be affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times.</p>
<p>The original proposals was to have lengths of double yellow lines along Dalkeith Grove which would have meant that there would be passing areas.As I understand it, the current proposals is to have a single yellow line which restricts parking between 2pm and 3pm each day. I have a strong objection to this proposal. It would mean that the few cars which park during commuter periods would not be able to do so. However it does nothing to prevent the mindless idiots who drive along the pavement when the road is restricted by school parents. This problem is exacerbated by the school coaches. Yesterday afternoon, I went outside my house at various times and took a series of photographs. These are attached and as you can see the times are annotated. At 14.34 there were some cars parked but these were either Dalkeith Grove residents, their visitors or school parents. However the traffic was running freely. At 15.04, the same cars were parked but again the traffic was running freely. At 16.08, the madness was in full flow. Traffic was at a standstill. A blue car drove along the pavement westwards. A blue car drove along the pavement eastwards. This was followed by a red car, then a blue car and then a silver car.In addition to this I witnessed two arguments and a fight.The single yellow line will do nothing to stop this. These were not single incidents - it happens daily. Please do something else - it is only time before there is a serious accident.</p>	<p>This recommendation was amended at TARSAP to the reflect representation at the meeting by a residents group and local ward councillor. This report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group are affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times</p>
<p>I first of all must say I am absolutely delighted that School Keep Clear markings are going to be put outside</p>	<p>Comment of support regarding the school keep clear markings.</p>

<p>my house. I have been asking for them for years.</p> <p><b>OBJECTION</b></p> <p>Whilst writing, I am not happy with the Monday to Friday 2 - 3 p.m. single yellow lines to be installed in my road. Whilst stopping people parking in Dalkeith Grove and leaving their cars there all day it will do nothing to stop the huge amount of school traffic using this road. It is totally chaotic down this road between the hours of 8.15 a.m. and 9.00 a.m. and 3.00 p.m. to 4.30 p.m. Sometimes you cannot drive down our road and people are driving onto the pavement to get their car through the road. An accident waiting to happen. I would far rather the 10.00 - 11.00 a.m. and 3-4 p.m. restrictions as in Dovercourt Gardens. However, if this is not possible I would have to accept 2 - 3 p.m. I must say that I am extremely pleased that something, at least, is at last being done about the traffic problems on our road.</p>	<p>This report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group are affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times</p>
<p><b><u>DONNEFIELD AVENUE</u></b></p>	
<p>I have just returned from being away and have seen the notice sent through the post regarding proposed parking controls being opted. I have Major concerns over the parking services for (S) Donnefield Avenue, as a resident who pays taxes as well as parking permit I DO NOT see how this is going to make parking on Donnefield Avenue any better. The restrictions not only make the residents life a problem by looking for parking during the day especially with Canons Park located so close and so many people visiting this location on a daily basis. Since the residential permit restrictions have come in to place last April it has helped many residents in Canons Park Close by not having to worry if they move their car and that they will have parking space available when they return. You have to realise before the permits were provided to residents and even currently every Sunday it can take anything up to an hour or so to find parking. This is even more inconvenient for those with children who cannot leave their cars and whom have to wait hours to find parking outside their own homes. This lack of logical approach by the transport agencies is not assisting the residents but making their lives even more difficult only as the council want to gain more money. Not to mention there is already a large car park available for local visitors located on Donnefield Avenue.</p> <p>If the proposal for PERMIT &amp; PAY Display is approved it will be even more horrendous for residents to find parking out side our/their apartments on Donnefield Avenue. The idea behind the PAY &amp; Display sevice is absolutely ridiculous - Why can't you place this pay and display option on Whitchurch Lane, Howberry Road and Cheyneys Avenue where residents actually have parking options e.g. drive ways.</p>	<p>The proposal has been brought about by the number of other activities that are accessed from this road and concerns that there was nowhere for these people to park since the permit only scheme was introduced. The P&amp;D will allow some relatively short term parking for users of the local amenities but the permit holders will also be able to use any spaces that are not occupied. It does not allow for all day parking by commuters. As the road is a public highway the council have to manage the balance between what residents want, and in this instance, access to amenities that are of use and benefit for the whole community.</p>
<p>Reference DP 2014-10 – Objection for Donnefield Avenue</p> <p>I wish to object to the proposed dual use Permit Holders and Pay and Display. The times proposed, ie 8am-6.30 will mean it is highly likely that all the spaces are taken up by Pay and Display users and that residents or visitors with permits will be unable to park, especially on Saturday and after 5 in the evenings. A better time interval might be between 9am-4pm Monday to Friday only, excluding public holidays. However, I think this proposal in general does not deal with the main issue which seems to me to be one of people parking at the beginning of Donnefield Avenue to collect people coming to or from trains at Canons Park Station. I suggest that there be some bays at the Station end of the road which have limited waiting, say up to 30 minutes, which are shared Permit Holder bays. Alternatively, the charge, if any, could be on a sliding scale up to four hours. It would also be helpful if the NCP Station Car Park in Donnefield Avenue were to offer reduced fee 4 hour parking slots, even if only at weekends and in the evenings. This would encourage people wishing to Canons Park to use this car park instead of parking in Donnefield Avenue.</p> <p>I hope you find these suggestions helpful.</p>	<p>The proposal has been brought about by the number of other activities that are accessed from this road and concerns that there was nowhere for these people to park since the permit only scheme was introduced. The P&amp;D will allow some relatively short term parking for users of the local amenities but the permit holders will also be able to use any spaces that are not occupied. It does not allow for all day parking by commuters. As the road is a public highway the council have to manage the balance between what residents want, and in this instance, access to amenities that are of use and benefit for the whole community.</p> <p>Outside of the current permit time anyone can park in this road now as it is a public highway. This has meant that in the evenings and on Sundays if residents go out then it is likely that the space could be taken by a non-resident. Unfortunately this will not change</p>
<p><b><u>DOVERCOURT GARDENS</u></b></p>	
<p>I was advised to email you following a conversation I had with one of your colleagues last week. I live at XXX Dovercourt Gardens, HA7 4SH a road where you are proposing to extend the current restrictions to. Whilst I welcome these changes I would like to make the point that although we received the proposal for the consultation via post, and even made some points to it, I was not alerted to the upcoming parking restrictions until my husband pointed out the notices on the lamp posts last week dated 18 September (they have since been removed). We did not receive any notices via post as previous and have therefore missed your deadline of 8th October which seem,s terribly unfair since it will have an enormous impact on my family, moreover there is no link to this traffic order as the notice suggested at <a href="http://www.harrow.gov.uk/trafficorders">www.harrow.gov.uk/trafficorders</a>. The reason I am writing is to request the extension of the zone to include my house, XXX (the proposal is from</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.</p> <p>This report proposes a further consultation if agreed by TARSAP for a possible extension of the CPZ. All consultation documents are hand delivered to all properties within the consultation area. There had been no other reports of non delivery.</p>

<p>no.2-16) the reason being we have a disabled son and although we have a badge for his use only plus on driveway space, the kerb space outside my house is vital to us our son has numerous hospital therapists and specialist teachers visiting and it will be impossible for them to park (the space outside our home being the first 'free' one will become the most prized one inevitably) and if I don't have access to purchasing visitor permits (as your colleague advised me) there will be no way for them to park and visit him which will be a really terrible situation. It will also mean that my husband will have problems parking his car and we need to have access to both cars as he often takes our son to school. I do hope you will consider our case and plea carefully.</p>	
<p><b><u>DU CROS DRIVE</u></b></p>	
<p>As a resident for over 60 years at Du Cros Drive, Stanmore it is really should come as no surprise I completely supported the long overdue action that was enforced May 2013 with ????? to the waiting and loading restrictions on a number of thoroughfares inclusive of the Canons Park and Honey Pot Lane, Stanmore shopping parades. My particular concern was Ducros Drive where the commuter brigade had for a number of years caused utter mayhem to the essential traffic endeavouring to access the road to reach the North London Collegiate School. As the owner of a car and without a driveway I was quite prepared to pay for a parking permit in the hope of being able to availity to have my vehicle outside the house so parked during the restricted period 3pm to 4pm Mondays to Fridays. However, it was my understanding parking permits were not being issued for Du Cros Drive and that I should park my vehicle in Peters Close, which, I have subsequently undertaken when, in particular, the car is not being used between 1500 and 1600 Mondays to Fridays. What has given me enormous concern are the latest proposals displayed south of Ducros Drive to further introduce what are undoubtedly necessary, more waiting and loading restrictions. I fully endorse the action, however, if Peters Close is to be included as proposed I shall have considerable difficulties parking my vehicle in the vicinity of my home and to be honest would need to visit my allotment on Greenhill site ????? on a more regular basis, if only to enable me to have freedom of parking. The winter months as I feel sure you will appreciate with inclement weather and those occasions when I may have difficulties getting out to move the car due to illness are very real which gives me such concern. I very much support the necessary action to deal with this traffic parking problem and would be more than willing to pay to cost of a parking permit</p>	<p>A single yellow line scheme does restrict parking for residents and visitors however in the Canons area this is the control that is supported by the large local resident association and is throughout the area. In light of the resident objections from Peters Close it is recommended that the proposal be abandoned but this is subject to discussion and approval at this panel meeting so resident may still be able to park there, however it should be realised that this vehicle may be one of the vehicles some residents of Peters Close have previously complained about..</p>
<p><b><u>HANDEL CLOSE</u></b></p>	
<p>Subject: Reference DP2014-10: Objection to proposed extension to Controlled Parking Zone H I am in favour of extending the CPZ as the roads are used as a free commuter car park. However, I ask that due consideration is given to the operation of the schools in the immediate vicinity (of which there are two – North London Collegiate School and Aylward Primary School) because the proposal does not seem to take them into account. Aylward School is larger than the average primary school and due to this takes in children from a larger than normal catchment area, including many with special educational needs (often from outside the immediate locality). While it would be ideal if all parents can collect their children from school on foot this is often not practical for all parents every day. The following factors are all very relevant:</p> <ul style="list-style-type: none"> <li>• Distance between school and home</li> <li>• infant siblings (so often the case with a primary school)</li> <li>• extracurricular activities (eg sports clubs immediately after school - which should be actively encouraged)</li> <li>• parents' work commitments</li> </ul> <p>There are certainly many other factors too. While understanding, and sympathising, with the difficult situation faced by residents (and having spoken to some) it seems that the primary cause of the problem is commuters leaving their cars for the entire day while continuing their commute by train and not the brief period of the school run. The current CPZ restrictions encourage parents in cars to arrive earlier than necessary in order to park and stay for longer than necessary as they have a longer walk to the school. Maintaining a CPZ between 3:00pm and 4:00pm will not affect the commuters (who will have been prevented from parking there at 10:00am anyway) but will have a huge effect on the school traffic. It will only serve to move the problem slightly further afield with parents still fighting for the nearest 'restriction-free' parking – getting there earlier</p>	<p>This recommendation was amended at TARSAP to the reflect representation at the meeting by a residents group and local ward councillor and was not proposed between 3-4pm but 2-3pm the objector suggests. This report proposes a further consultation if agreed by TARSAP for a traditional style CPZ in Dalkeith Grove to deal with the commuters the resident group are affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times</p>



<p>and parking there for longer. To amend the afternoon CPZ hours to 2:00pm-3:00pm will allow parents to park closer to the school, therefore collect their children more quickly and actually ease the pressure on the roads around the school. You will not stop all parents driving to school but you can stop the commuters. Please consider an amendment to the CPZ hours in the area if you do decide to extend the zone.</p>	
<p><b><u>HIBBERT ROAD</u></b></p>	
<p>Having read the detailed pdfs on your web site relating to DP2014-10 (Proposed Canons Park Area Parking Review) I don't believe the regulations you sort are balanced and the blanket coverage of such a vast area is complete overkill. I admit, as a commuter using Canons Park Tube station and several bus routes, the purpose of this letter is to preserve where I park my car and to keep a convenience that myself and fellow commuter find on these roads. The arguments presented here reflect these concerns. I'd like to highlight points in Analysis of Consultation results in the Canons Park Area Follow up Parking Review Public Consultation pdf specifically for Howberry Road. 2.22 Table - Experience Parking problems in your Street. Firstly I'd like to point out that most if not all of the houses along this street have both a drive way and a garage. The driveway has ample parking for one to two cars. I find it hard to believe that 25 individuals on a road with well over a hundred houses on it truly find it hard to find a parking place. An alternative approach could be to have the Yellow Lines down one side of the road, throughout the planned affected area. Double or single, this would break up some of the congestion on the roads and allow commuters and those visiting residents of the proposed affected area an alternative. Have you even considered removing some Yellow Lines? Several years back, Lines were introduced to the Canons Park end of Howberry Road and this has resulted in bunching parked cars up to the top of Howberry Road. Wouldn't removing some ease the congested roads over a larger area. I would like to mention that it looks like work has already begun on putting down Yellow Lines days ahead of the last date for objections. Does this mean that any objections have already been deemed unworthy of consideration. Lets hope not. These actions are making a bad situation worse. No alternatives have been laid out or considered. Congratulations on making a bad situation worse</p>	<p>The restrictions have been requested by the residents of the road because of the amount of non-resident parking.</p>
<p><b><u>HONEYPOT LANE</u></b></p>	
<p>We are from the parade of shops (UK EXPERT PIZZA &amp; GRILL) in honeypot lane and this email is in regards to the latest notice that harrow council has put up on the lamp posts to warn us they pay and display machines (ref: DP2014-10) would soon be put up in front of our parade and would restrict us from parking in front of our own business. It states that the machines would operate from Monday to Friday 8am till 6:30pm. We as the business owners of the shops on this parade object to these restrictions and would like to request harrow council not to put these pay and display machines up. It will make it very difficult for us to park our cars because paying for them would be very costly &amp; our opening hours are 12 noon till late.</p>	<p>Installing P&amp;D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&amp;D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times. Outside of the control times any vehicle can park in the bays. Business owners should not be parking in front of their shops as this also reduces spaces for customers. The single yellow line opposite the shops is remaining operational Monday to Friday 2-3pm so parking is available without using the P&amp;D. If visiting during these times then will need to pay the appropriate fee.</p>
<p>Can you please look into this for us on HoneyPot lane parade Can you please include Saturday parking restriction for this area as well like the one you have at Cannons Park Station parade All the people who live across the shop in the new flats park their cars the whole weekend and our customers have no where to park Can you also put in request for extension to parking restriction for morning from 11am to 12pm in the our service road as Canons Park station</p>	<p>This has not been highlighted to the council previously so cannot be included at this time. It will be kept on file for future reference.</p>
<p>The service road outside the shops at HoneyPot Lane as per the address below. I wish to object to the plans for the service road starting at Nos 843. If you install pay &amp; display and resident permits you are going to kill trade for the shopkeepers. Everything is running very smoothly as it is, why change. Is this an attempt to raise money for the council? You will drive shoppers away. And we pay enough in rates as it is. Why not reverse which side you make pay &amp; display and residents parking. That would make more sense.</p>	<p>Installing P&amp;D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&amp;D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times. Outside of the control times any vehicle can park in the bays. Business owners should not be parking in front of their shops as this also reduces spaces for customers. The single yellow line opposite the shops is remaining operational Monday to Friday 2-3pm so parking is available without using the P&amp;D. If visiting during these times then will need to pay the appropriate fee.</p>
<p><b><u>HOWBERRY ROAD</u></b></p>	

<p>Double yellow lines request on Howberry Road</p> <p>I have been contacted by many of my constituents who live in the Howberry Road area and they are very worried because the lack of yellow lines outside their homes is resulting in many commuters parking their vehicles outside residents homes and this often blocks their view when leaving their driveways. This can cause car accidents and the need for a single yellow line extension along Howberry Road is, therefore, urgently required. I am enclosing a copy of an email I received from one of my constituents that highlights the concerns of residents in Howberry Road. In view of the very dangerous situation the current lack of a single yellow line presents on Howberry Road, it would be appreciated if you would urgently deal with this case and ensure that an inspection of the car parking situation on Howberry Road and the implementation of a single yellow line extension is carried out on Howberry Road as soon as possible.</p>	<p>Letter from MP regarding the consultation.</p> <p>Resident should be aware that the statutory consultation was taking place at the time of their letter to the MP and would be aware that the council is proposing a variety of waiting restrictions as they are requesting</p>
<p>Having received the Statutory Consultation for the Canons Park Parking Review, I would like to comment that I am supportive of the proposed measures. I would, however, suggest that the measures will likely have a knock-on impact to my neighboring roads, such as Wychwood Avenue, where the controls are only being proposed on small sections of the road, so I'm not sure whether the proposed controls can be extended further in to that road to save future problems?</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.</p>
<p>Re: Ref DP 2014 -10</p> <p>Having received the Statutory Consultation for the Canons Park Parking Review, I would like to comment that I am supportive of the proposed measures. I would, however, suggest that the measures will likely have a knock-on impact to my neighboring roads, such as Wychwood Avenue, where the controls are only being proposed on small sections of the road, so I'm not sure whether the proposed controls can be extended further in to that road to save future problems? Similarly, I cannot see any proposed controls at the northern end of Howberry Road (odd door numbers side), at it's junction with Du Cros Drive, and so I was wondering if single yellow lines can be implemented along this section too?</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received. This was not the case in this section of road.</p>
<p>I am in agreement with the above proposal.</p>	<p>Supportive comment</p>
<p>I would like to add my support to the Canon Park Station traffic consultation. I live on the last stretch of Howberry Road which does not currently have any control restrictions. This leads to vehicles being parked on both sides of the road during the morning, making visibility difficult for vehicle accessing Howberry Road from the driveways. Additionally, as vehicles are parked on both side of the road, it is difficult for oncoming traffic to pass without finding space in between parked cars - usually by using the space created by unencumbered driveways. I would support the introduction of parking controls on the remaining section of Howberry Road.</p>	<p>Supportive comment</p>
<p>I live at Howberry Road and wish to reconfirm my support for parking restrictions as outlined in the follow up parking review booklet. Parking in my part of the road is dangerously congested with commuters regularly parking outside my house and overhanging onto my drive with no regards to the property owners. Police and traffic wardens have been called out and the only way to safely resolve this is to implement parking restrictions.</p>	<p>Supportive comment</p> <p>If any resident suffers from vehicles overhanging their driveway then they can call out Parking Operations team on 020 8424 1858 and if resources allow they will send a Civil Enforcement Officer to issue the vehicle with a Penalty Charge Notice providing certain criteria are met and the resident signs paperwork to confirm the vehicle is not connected with the property. More details are available on the Harrow Council website.</p>
<p>Thank you for the result of the consultation. I just wanted to say thank you for (Ihope) the decision to ban parking between 2 and 31 am also grateful because as I am disabled my family and friends who come to help cannot sometimes come up my driveway because it is obstructed.</p>	<p>Supportive comment</p> <p>If any resident suffers from vehicles overhanging their driveway then they can call out Parking Operations team on 020 8424 1858 and if resources allow they will send a Civil Enforcement Officer to issue the vehicle with a Penalty Charge Notice providing certain criteria are met and the resident signs paperwork to confirm the vehicle is not connected with the property. More details are available on the Harrow Council website.</p>
<p><b><u>JELlicoe Gardens</u></b></p>	
<p>Subject: DP2014-10 stanmore parking restrictions</p> <p>I am writing to object the parking restrictions around the stanmore kumon centre area. The restricitons will affect us greatly as we use the kumon centre on a regular basis. If we have to pay for parking to use the parade we will consider changing to another centre in another area which has free parking</p>	<p>The single yellow line opposite the shops is remaining operational Monday to Friday 2-3pm so parking is available without using the P&amp;D. If visiting during these times then will need to pay the appropriate fee.</p>
<p><b><u>LETCworth Road</u></b></p>	
<p>I am writing to object to proposal DP2014-10. My reasons are as follows, with further restictions local residents will not be able to park and use the local ammeritied shops etc. WE will be forced to shop at supermarkeets that have free parking at all times. In addition to this I am a local resident who lives in stanmore place opposite this parade . I am not permitted a permit to park on my own development by my</p>	<p>Installing P&amp;D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&amp;D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers.</p> <p>Any vehicle can park outside the control hours whether they have a permit or not and do not have to pay in</p>

<p>housing association or a permit by harrow council I therefore have to park my car work and at weekends in the local area, this parade is a rare place where I can park not in front of someone's home. I have witnessed the fact the parade is 3/4 empty at this time. Therefore permit holders are not using this parade overnight there is not the need to put more restrictions in place like many others like me we will be forced to park in the local streets so the problem will simply exist somewhere else. please can harrow council see the reality of this. Also I believe the roadside will be unused 8.00 am- 18.00 Monday to Saturday. But there will be a melee when all the cars will try to park there between 18.30 and late evening, actually causing more stress for local people and more traffic congestions. I hope you at harrow think about the people and a perfectly good parking area doesn't end up being unused. Thank you.</p>	<p>the P&amp;D bays outside the control times.</p>
<p><b><u>PANGBOURNE DRIVE</u></b></p>	
<p>I refer to the above Parking Review and along with many of my neighbours are disappointed to see that no provision has been made for my road, Pangbourne Drive! As you will no doubt be aware traffic in the morning and evenings along Pangbourne Drive coming from Stonegrove into Dalkeith Grove is horrendous. The volume of traffic is huge and when possible exceeds the 20mph speed limit. I have been informed that a mother and child were knocked down in Dalkeith Grove last week and which was inevitable given the volume of traffic passing along what is a narrow residential street. Inspection will show that cars park both sides of Pangbourne Drive where it meets the junction with Stonegrove. There are double lines in the slip road which helps but restricted parking is required at the end of Pangbourne Drive leading out to the slip road. Traffic there comes to a halt and I have seen vehicles driving along the pavement in order "to escape". The matter is further aggravated by huge coaches coming into Pangbourne Drive. It is often impossible for them to get through without vehicles mounting the verges to allow them through. If there is now to be restricted parking in parts of Dalkeith Grove, Dovercourt Gardens and Heronslea Drive this is only going to exacerbate the problem for Pangbourne Drive. Problems at weekends also arise when matches are played at Wembley. Pangbourne Drive etc., are used as a car park for Stanmore Station. Vehicles drive along the pavement in order to get through which is not only illegal but highly dangerous. The 20 mph restrictions are in 99% of cases ignored. The humps in the road have no or little effect. If one, as I and my wife do, adhere to the speed limit one is invariably hooted/flushed and then overtaken at speed. What is the point of a 20 mph restricted area if it is not enforced and invariably breached. I trust it is not too late for something to be done to solve the problems outlined.</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received. Previous consultations show no support for parking controls in this section of road.</p> <p>Enforcement of any speed limit/restricting is a Police matter as the council has no powers to do such enforcement.</p>
<p>I refer to the above planning review and want to make a number of points regarding this matter:-</p> <ol style="list-style-type: none"> <li>1. The 2-3pm parking restriction in Dalkeith Grove which may deter all day commuter parking does nothing to alleviate the chaotic traffic between 3-4.15 pm. A serious disruption caused by parked vehicles on both sides of the road will still occur! Lives will be put at risk. Only last week there was a serious road traffic accident involving pedestrians.</li> <li>2. By imposing parking restrictions in Dovercourt Gardens and Heronslea Drive this will in turn push commuter parking to sections of Pangbourne Drive and Dalkeith Grove that are not covered by the scheme.</li> <li>3. If cars unable to park in neighbouring roads start parking where there are no restrictions particularly in Pangbourne Drive (already a rat run) then traffic which is often at a standstill will be further disrupted causing chaos preventing a free flow of traffic.</li> <li>4. Currently there is a huge issue with the top of Pangbourne Drive. Entry and egress into the Stonegrove slip road is made virtually impossible by the parking all day and everyday of vehicles on both sides of the road. The dustcart, coaches and large lorries sometimes cannot move in or out of the road!</li> <li>5. Events at Wembley which are frequent particularly match days means that Pangbourne Drive becomes Stanmore Station car park. Exiting one's driveway sometimes is impossible and more often than not creates such a terrible traffic jam that cars drive on the pavement.</li> <li>6. Residents who have not supported the scheme have done so because of the high cost of parking permits especially if residents have more than one car. To be faced with the dilemma of safe roads versus high cost of parking permits is at best a disgraceful situation to put residents in who already pay exorbitant Council tax.</li> <li>7. Whilst writing a mention of the so called "traffic calming" in the area needs addressing. On numerous occasions I have suffered verbal abuse and harassment. I try to adhere to the 20 mph speed limit. Most drivers do not and get very aggressive if they get stuck behind me. This needs sorting! Likewise the speed humps are useless. Cars and large vehicles hurtle over them at great speed. This is dangerous. Something needs to be done.</li> </ol> <p>I would be very grateful to receive a comprehensive reply to all the issues raised above by return.</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received. Previous consultations show no support for parking controls in this section of road.</p> <p>This report proposes a further consultation if agreed by TARSAP for a traditional style CPZ to deal with the commuters the resident group are affected by and incorporating waiting restrictions to allow passing places during the congested school drop off and pick up times.</p> <p>Parking permits are only required by those that would park on the public highway during the control times. If residents park on their own drive or take their car to work then it is unlikely they would need to purchase a parking permit.</p> <p>Enforcement of any speed limit/restricting is a Police matter as the council has no powers to do such enforcement</p>

## PETERS CLOSE

AS A RESIDENT OF PETERS CLOSE WE ARE PARTICULARLY AFFECTED BY THE CURRENT PARKING PROBLEMS IN THIS ODD HOUSE NUMBER SIDE OF PETERS CLOSE. WE REGULARLY HAVE TO PUT NOTICES ON CARS THAT PARTIALLY BLOCK OUR DRIVE WHERE WE HAVE DIFFICULTY ENTERING AND EXITING OUR DRIVE, AND THEN SUFFER SOME ABUSE FROM THEIR OWNERS. WE ARE THEREFORE DEFINITELY IN FAVOUR OF THE PROPOSAL TO PUT PARKING RESTRICTION [DOUBLE AND SINGLE YELLOW LINES ] AROUND THE ODD NUMBERED HOUSES IN PETERS CLOSE HA74SB AND TO HAVE NO PARKING BETWEEN 2-3PM .

Canons Park Station Follow Up Parking Review Statutory Consultation – Objection  
This letter is a formal objection to the proposed extension of the existing Stanmore CPZ Zone and proposed parking restrictions in the Stanmore Canons Park area, with particular objection to proposals for Peters Close.

Reasons for objection:

1. The proposals follow an informal consultation during March and April 2014. That consultation was not conducted in accordance with Council principles of equality, inclusion and democracy; residents opposed to the proposals were excluded from the consultation about parking restrictions because it considered only the views of residents who first acknowledged there was a parking problem to be solved. This biased the outcome and disenfranchised those who objected to the proposed parking restrictions but did not consider parking to be a problem.
2. The proposals are contrary to Harrow Council policy on Climate Change and the Harrow Parking and Management Plan, which encourage a reduction in vehicles on the road and greater use of public transport.
  - (i) Canons Park is adjacent to two underground stations at the end of the Jubilee Line. Commuters from beyond the London Underground network should be encouraged to leave their private vehicles at these transport hubs and continue their journeys on public transport. If they are unable to park in the neighbourhood of these hubs, they will drive further towards central London, with consequent impact on traffic congestion, road safety and pollution.
  - (ii) More parking controls will increase local traffic and pollution as drivers spend more time searching for the diminishing number of remaining parking spaces.
  - (iii) A parked car causes less traffic congestion and pollution than a moving car; the most effective way to reduce both is therefore to provide as much parking space as possible, not to reduce it restrictively.
3. The proposals are contrary to Harrow Council Overarching Policy on Local Character: "Proposals that would harm the character of suburban areas and garden development ... will be resisted".
  - (i) The proposals require the daubing of yellow paint and street signage which will bring urban blight to the area, undermining the quiet, residential, suburban aspect enjoyed by residents.
  - (ii) An increase in the number of frustrated drivers seeking a reduced number of parking spaces will distract them from best road practice and make the roads more dangerous and aggressive. Their actions will also reduce air quality due to the additional vehicle emissions from moving cars.
  - (iii) It will also prompt increased paving of front gardens as residents are excluded from their own streets, with consequent impact on water drainage and further urban blight.
4. The proposals are contrary to Harrow Council Core policy for Stanmore and Harrow Weald, which aims to improve the relationship between Stanmore centre and Stanmore Underground Station and recognises the benefits to the community of shops and businesses. The discouragement of commuters from using Stanmore or Canons Park as their travel hub will take spending power away from our area. This is opposite to the Council's stated intent.  
I object to these parking proposals because they affect me materially for all the reasons above and also because:
5. Parking controls in Peters Close will inconvenience me because guests and tradesmen will be restricted in the times that they can leave vehicles sufficiently near my house to visit or to conduct work on the premises. If tradesmen are obliged to remove themselves and their vehicles from site for one hour a day, their costs will increase and these will be passed on to me and other residents, fuelling inflation.
6. I will feel less safe in my neighbourhood because the proposal will encourage crime in the area; empty streets are less off-putting for criminals than streets filled with cars whose owners may return at any time. It is clear from streets which already have similar parking restrictions that they have become empty and deserted

If any resident suffers from vehicles overhanging their driveway then they can call out Parking Operations team on 020 8424 1858 and if resources allow they will send a Civil Enforcement Officer to issue the vehicle with a Penalty Charge Notice providing certain criteria are met and the resident signs paperwork to confirm the vehicle is not connected with the property. More details are available on the Harrow Council website.

The style of consultation is well tried and used with the borough. The stages involved have been approved by the panel and all consultations are presented to the local ward councillors before publication. The council take all comments on board and try to improve any aspect of the consultation if possible. All views expressed during a consultation are taken into consideration and proposals developed for area where the majority of those that choose to respond have indicated they consider they have a parking problem. A single yellow line scheme does restrict parking for residents and visitors however in the Canons area this is the control that is supported by the large local resident association and is throughout the area. In light of the resident objections it is recommended that the proposal be abandoned but this is subject to discussion and approval at this panel meeting.

<p>for large parts of the day. I also believe that we should encourage visitors to feel safe and welcome in Stanmore.</p> <p>7. My civil liberties will be materially and deleteriously affected, along with those drivers who do not live in my road, but wish to park in it. The road is a public highway and as such, any driver is entitled to park on them. There is no rationale for restricting that right exercised by visitors simply because some residents wish to exercise and reserve for themselves the same right on the highway outside their houses. There are already adequate procedures under the law to deal with bad or illegal parking (e.g. across an entrance, or on a corner) or other forms of inconsiderate, irresponsible or dangerous driving.</p> <p>For all these reasons I object to the proposed extension of parking restrictions in Peters Close and elsewhere in Stanmore.</p>	
<p>I am a resident of Peters Close, Stanmore, one of the roads affected by the review. I would like to make the following comments and objections as follows:-</p> <p>1. I do not believe the Mon-Fri restrictions should include any days that are Bank Holidays. If they are truly a deterrent for commuters then there is no need to include them and makes it difficult to invite people over on those days when it is a non-working day. It would be a fairly simple matter to add this to the signs. The current rule that it includes Bank Holidays catches many people out and your parking wardens then delight in swooping down and ticketing everyone - this does not reflect well on Harrow Council and comes across as devious because it is unclear.</p> <p>2. I strongly object to the proposal for further restrictions both at Station Parade, Canons Park and Honeypot Lane Shopping Parade. To date the current restrictions in place in both these areas are working very effectively. It is quite unnecessary and punitive to charge for parking in both these shopping parades and I believe the shops there will suffer. (I currently visit the Magical Nails shop quite happily midweek avoiding 2-3 pm but if you bring in charges I will make my appointments at the weekend only). These shops will struggle to survive. The free 20 minutes offered is very time consuming to do and should be extended at least to 30 minutes in all areas of Harrow. Additionally the free 20 minutes should be ADDED to any additional time purchased, not taken away and the person made to pay for the entire parking time.</p> <p>3. I reluctantly accept the yellow line in Peters Close and a one hour restriction Mon-Fri but want to state categorically that we do NOT want any further restrictions imposed at a future date.</p> <p>It is sadly regrettable that in the 30 years we have lived in the area NOTHING has been done to SOLVE the problem of commuter parking - it has just been slowly 'moved on' as each stretch of road's residents has been overwhelmed by people parking outside their house all day. The OBVIOUS solution is to build multi-storey car parks at both Canons Park and Stanmore stations making them affordable by commuters who would then have no desire or need to walk half-mile to the stations.</p>	<p>The inclusion of Bank Holidays in the charging schedule is outside the scope of this consultation and best taken up with the local ward councillors.</p> <p>Installing P&amp;D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&amp;D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers. A single yellow line also means that no-one can park there so there are no customers for the shops at these times.</p> <p>The council do not run or control the station car parks and do not have funding for such buildings</p>
<p>I object to the proposal of extension of the existing Stanmore CPZ Zone H to the Peters Close.</p> <p>Reason for the objection- this is a Close and a residential area and does not warrant parking restrictions. it will materially impact my ability and my friends/families/businesses who visit me to park on road during the week day and on Saturday due to the proposed restriction.</p>	<p>A single yellow line scheme does restrict parking for residents and visitors however in the Canons area this is the control that is supported by the large local resident association and is throughout the area.</p> <p>In light of the resident objections it is recommended that the proposal be abandoned but this is subject to discussion and approval at this panel meeting.</p>
<p>Objections to proposals within the Canons Park Station parking review statutory consultation document(September 2014) regarding Peters Close: Ref DP2014-10</p> <p>As residents of Peters Close firstly let us say that while we do understand and appreciate the need for some form of controlled parking in both Peters Close and the surrounding roads in Canons Park during the week, we wish to object to the proposals for Peters Close contained within the September statutory consultation document. Our objections are based on the issues which we raised in response to the earlier parking consultation document in March 2014. Being practising orthodox jewish, the proposals for a ban on parking between the hours of 2 and 3 pm will create a problem for us as we are unable to drive (move) our vehicles whenever a jewish religious day falls midweek. It will also pose a problem for visiting family members who come to stay with us for religious days, some of whom are in their 80s with long term health problems affecting the distance they can walk who under the Harrow criteria do not qualify for disabled parking badges and other younger family members with small babies, as the extent of this prohibited area is quite large.</p> <p>Given the nature of our objection, would it be possible for Peters Close to have residents parking permits to cover the proposed controlled time of day, similar to the scheme currently in operation for nearby Merrion Road and the one shortly to be implemented for Dovercourt Road, which would have the same overall effect on the parking problem but simultaneously bring in extra revenue for Harrow Council through the sale of both residents and visitors parking permits?</p> <p>We appreciate your consideration of this objection and look forward to a favourable response from you to our personal problem with regard to the proposed traffic control measures for Peters Close.</p>	<p>A single yellow line scheme does restrict parking for residents and visitors however in the Canons area this is the control that is supported by the large local resident association and is throughout the area.</p> <p>In light of the resident objections it is recommended that the proposal be abandoned but this is subject to discussion and approval at this panel meeting.</p>
<p>We have received the details of the parking review and have the following comments:</p> <p>1. There are no parking problems on Saturday so therefore any restrictions that apply should only be for</p>	<p>The proposal was for a single yellow line only operating Monday to Friday. However a single yellow line scheme does restrict parking for residents and visitors and in the Canons area this is the control that is</p>

<p>Monday through to Friday.  2. Please can you confirm if the restrictions will be by single yellow lines or by residents permits areas. If it is by residents permits then please confirm that residents will receive two free permits for each household at no cost to the household. The preference is for residents permits as then for example I as a resident permit holder can park in a resident permit bay and then any visitors or guests to my property can park in my driveway. This prevents the use of parking bays by commuters but does not penalise the residents of Peters Close.</p>	<p>supported by the large local resident association and is throughout the area.  In light of the resident objections it is recommended that the proposal be abandoned but this is subject to discussion and approval at this panel meeting.</p>
<p><b><u>WEMBOROUGH ROAD</u></b></p>	
<p>I am in receipt of your correspondence concerning the above and read the implications for Wemborough road. I hereby object to the proposed extension of the line marking and the extension to the stanmore cpz zone H. parking has got steadily worse here in the 30 years we have lived here but no more so since the authority banned parking on the roads at the rear which has forced cars to park in wemborough. That situation is not acceptable either. Parking controls need to address the numbers of cars drawn into the immediate area by the two school and by commuters. What we don't need are controls which make life even more difficult for residents.  I see no benefit in this scheme for either the above or for the street scene. The proposals will destroy my front garden which is one of the few remaining hedge rowed frontages remaining. The property is occupied by two independent car owners sharing two cars between them. This allows for parking in the drive and on the road. I am handicapped and have difficulty with some travel arrangements. As part of the character of this street I would wish to retain the property's original frontage of privet hedge row and lilac tree with the builder having provided 34 years ago. It is a pity the council doesn't encourage hedge and tree planting rather than removing the one bit of greenery we have got left.</p>	<p>The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.  The council cannot control the number of vehicles residents chose to own or park on the public highway. It should never be assumed that these vehicles can be parked on the public highway as the council has a responsibility to keep the public highway network operating as freely as possible. This resident says they do have limited off street parking. They also say they have lived in the area for 30 years. It must be assumed that their own car ownership and those of the country has increased in that time but are still expecting to park on the public highway.  The proposed restrictions are proposed for Monday to Friday 2-3pm which will remove the long stay commuters but allow residents and their visitors to park on the road most of the time if they choose to do so.</p>
<p>So pleased to see the single yellow lines, operational Mon - Fri 2 - 3pm, are to be installed in Wemborough Road. I wrote about the safety in this area when we had the consultation paper. I'm sure I wasn't the only one to do it. This has made my day!</p>	<p>Supportive comment</p>
<p><b><u>WHITCHURCH LANE</u></b></p>	
<p>We would like to make a formal objection to the parking proposals for Station Parade (adjacent to Canons Park Station).  We made objections to these proposals during the public consultation in March/April 2014. However, you have decided to proceed with your initial plans. The parking on station parade has never been intended for resident parking. In fact, the residents who live in the flats above the business have never had anywhere to park. It is therefore my argument that the people residing in these flats above the shops should have been aware of this situation when they moved into these premises (either as a rental or if they bought the flat). The parking in front of the business on station parade has never been intended for resident parking, however over the last year you have implemented joint resident only and pay and display bays. The parking on station parade has always been intended for the businesses and for the commuters (to pick up and drop off). Since the resident permit bays have been introduced on the parade, there has been a significant impact on our footfall and on our overall business. Therefore, we insist that the parking team should re-consider their proposals.  We propose the following:  Either:  1) Leave things as they are i.e. Joint resident permit holders AND pay and display bays (with 20 minutes free) on the shop side of the service road  AND  Free parking on the Whitchurch Lane side of the service road  OR  2) Pay and display bays (with 20 minutes free) on the shop side of the service road  AND  Joint resident permit holders AND pay and display bays on the Whitchurch Lane side of the service road (with 20 minutes free)  Tesco's Express have started working on their premises and it seems like it will open shortly. Therefore, there</p>	<p>Installing P&amp;D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&amp;D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers.  The separating the existing P&amp;D from permit parking will open up more P&amp;D for customers to the shops as it removes any permit holders from the current shared use bays. It still allows those residents who choose to purchase a parking permit to park near their property in the specific permit bays.  Residential properties have always been a feature of this local shopping parade the same as many others in the country.</p>

<p>is going to be an INCREASED need for parking in the area. The proposals are going to reduce the number of spaces for customers to park, and this may be a serious safety concern. We often find that when there is no parking, customers leave their cars in the middle of the parade, run into the shops to make their purchase, and run back to their cars. Whilst the customer is doing this, there is a back-log of cars waiting to move forward and using their horns to make a noise and get aggressive. It seems like the people that have decided to make the changes are favouring the residents and not listening to the views of the local businesses. I must stress again, this has never ever been a parade for residents to park so why have things changed now! We shall look forward to hearing from you,</p>	
<p>I would like to OBJECT to:  "Permit Holder bays on the Whitchurch Lane side of the service road. Proposed Pay &amp; Display Bays and Disabled Bay on the shop side of the Service Road. Operational Monday to Saturday 8am-6:30pm with a maximum stay of 4 hours for Pay &amp; Display."  Reason for basis of objection:  I will be materially affected because there will be less space for shoppers to park their car and come and shop at my business. One whole side of spaces for shoppers is being taken away. Shoppers will see that they are unable to park and go and shop somewhere else. This is completely anti-business. I am happy with the current restrictions in place</p>	<p>Installing P&amp;D encourages a turnover of short term parking and customers to the shops particularly with the free 20 minute period for on street P&amp;D. Vehicles will not be able to be left there for the vast majority of the day blocking parking spaces for customers.  The separating the existing P&amp;D from permit parking will open up more P&amp;D for customers to the shops as it removes any permit holders from the current shared use bays. It still allows those residents who choose to purchase a parking permit to park near their property in the specific permit bays.  Residential properties have always been a feature of this local shopping parade the same as many others in the country.</p>
<p><b><u>WYCHWOOD AVENUE</u></b></p>	
<p>Reference to your records will confirm that we first raised the issue of traffic discipline and safety in Wychwood avenue, Canons park, Edgware in a letter to your offices dated 31st July 2001.  As previously explained our home is situated at the exit to an 'uncontrolled traffic circle' seemingly originally put in place to shape a bend in the crescent road, which is effectively a right angle. Traffic volumes have continued to increase since we more recently again raised this issue in our letter dated 7th february 2014 and indeed are now exacerbated by the introduction of what is initially diverted traffic to circumvent road works intermittently in progress on Marsh Lane, but experience again demonstrates that such diversions have left the anticipated ever lasting 'Rat Run legacy'. Even excluding any Rat Run consideration it seems clear to us that the time has come to ,if necessary make minor modification to the potential circle shape and introduce the requested Keep Left discipline at this presently uncontrolled Circle &amp; Corner. Thus eliminating the currently ever increasing safety hazard. It should also be noted that the yellow painted 'Parking Restrictions' presently in place have added to the potential difficulties where with two way traffic operating on one side of the relatively narrow road circumventing the green area, one not noly faces the inherent difficulties in such an undisciplined traffic flow, but this short road section also allows cars to be parked without restriction.  I am again reminded of the apparent criteria described to us in the letter from your offices dated 17th August 2001, where serious accident and /or casualties was required prior to any further action being taken, rather than initiation of proactive measures, would certainly now seem to be worthy of further review. I would also draw your attention once again to the recent incident where a car left the road while negotiating this corner, demolished our front garden perimeter wall and fortunately resulted in the driver spending just one night in hospital. An inspection of the road will show that many vehicles come close to disaster when exiting this corner when to avoid oncoming traffic they are forced to drive over kerbs and across the side walk. We once again thank you in anticipation for you further favourable consideration in this matter.</p>	<p>This was not considered as part of this review. Colleagues in the traffic and road safety team have previously considered this in correspondence mentioned by the resident. It would appear that at this time there are no plans to alter the road layout at this location.  As the resident stated that the council require accidents to happen before any further action. The council is committed to casualty reduction and receives limited funding each year and locations of remedial measures must be prioritised to ensure the best use of this funding is made.</p>
<p>Having read the above scheme, and being residents of Wychwood Avenue, HA8 6TL, we would like to express our APPROVAL of this scheme, and hope that it will be passed as soon as possible.</p>	<p>Supportive comment</p>
<p>I strongly object to the recommended parking control proposal.  The reasons for this are:  1) That I and/or any house guests would be fined for parking outside my house between certain hours of the day.  2) Adding unnecessary restrictions in this location may have a negative effect on the value of my property.  3) The council have provided no alternative parking arrangements in this area for residents or their guests.  4) There is no need for any parking restrictions in this area. Parking has never been an issue in Wychwood Avenue.  5) Restrictions in this area will lead to parking issues along the remainder of Wychwood Avenue.  I hope you will take the above into consideration when making your decision</p>	<p>The proposed restrictions are proposed for Monday to Friday 2-3pm which will remove the long stay commuters but allow residents and their visitors to park on the road most of the time if they choose to do so. No evidence of this.  The council cannot control the number of vehicles residents chose to own or park on the public highway and have no responsibility to provide any on street parking.  The length of the proposals was considered in discussion with local ward councillors and where it was shown there was support from the local residents from the responses received.</p>