

Objection/Comment	Officer Response
<p>As a resident of 52 The Ridgeway, HA7 4BD, I strongly object to the parking review on The Ridgeway and September Way.</p> <p>The main reason for this is I have elderly parents who come and visit me 2 to 3 times a week by car and they I would need to buy visitor permits for them. £20.90 for a book of 10 would not even get us through a month! Thanks</p> <p>This will put them off visiting me which is not good at there age and for mental health.</p> <p>Furthermore, the annual resident parking permit costs are extortionate. We already pay large council tax bills and now this will be an additional unnecessary cost on top. There are no parking issues around the area. I have been living her for 6 years now so this is absolutely unnecessary.</p> <p>I really do hope this does not go ahead for the residents sake!</p>	<p>The proposals have been developed in response to a petition from residents for the introduction of parking controls. The problems have been identified by these residents and the consultation initiated accordingly.</p> <p>It is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. Whilst no- one has the right to park on street practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz, with fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles.</p> <p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. The address has off street parking for up to 4 vehicles that could be used to park visitors and/or tradesmen.</p>
<p>I want to bring to you attention the recent notification that we have received in regards to the proposed changes to the parking restrictions on The Ridgeway Stanmore HA7 4BD.</p> <p>I do not agree with the above proposal for The Ridgeway</p> <p>Objections</p> <p>The controlled times are too restricted for me as a resident and for any visitors I may have in the morning, afternoon and evenings. Am I expected to pay for them as well as my yearly fee for a parking permit? The parking situation on our road is now too bad that we need Parking Permits.The mechanic no longer parks his car on our road and we are alright for students and teachers to use the road for parking purposes.These charges will further increase financial burden on our families. because we are going to pay for ourselves and our visitors to pack. It gives no guarantee of a place to park. It will also devalue the value of properties on our street as people would opt to buy houses on streets where there are no restrictions. We therefore we don't need further restriction on parking in The Ridgeway please withdraw this scheme.</p>	<p>The proposals have been developed in response to a petition from residents for the introduction of parking controls. The problems have been identified by these residents and the consultation initiated accordingly.</p> <p>It is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. Whilst no- one has the right to park on street practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz, with fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles.</p> <p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. This address has off street parking for up to 3 vehicles that could be used to park visitors and/or tradesmen.</p>

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<p>I have received the documents showing the proposed changes to the existing CPZ in The Ridgeway and am writing to confirm that I support the changes as detailed.</p> <p>Regards</p>	<p>Comments in support noted</p>
<p>In response to the parking area review affecting The Ridgeway currently not within the CPZ (B) - I would like to make an objection.</p> <p>I would like to object to the proposed single yellow line in front of my double dropped curb at 72 The Ridgeway. The dropped curb spans the entire front of my property and only affects us as the owners of the property.</p> <p>As this is at the end of the proposed expansion and it does not impact the safety of the wider community and is a minor change to reduce the scale of the proposal I hope it can be considered as per the guidance we have received.</p> <p>If you would like to discuss the objection, please feel free to get into contact with me - my details are below.</p>	<p>In CPZ all kerbside has to be covered by either a parking bay or a zone time waiting restriction.</p>
<p>With reference to The Ridgeway and September Way Area Parking Review I am objecting to the proposal with reference to the timing of the parking control 10am-2pm seems to be too long. I would be happy for 2 hours either 10am-12pm or 10am-11am and 3pm-4pm. I will be grateful if you will consider this objection.</p>	<p>Council no longer introduce schemes with these hours.</p>
<p>I object to the Ridgeway and September Way extension of parking controls for the following reasons:</p> <ol style="list-style-type: none"> 1. We have four residents who all require a vehicle for the purposes of employment in particular one nurse, one carer and one heating engineer with a van. The imposition of parking controls will result in unaffordable expenses for us; 2. This is discrimination against those in particular who have large extended families who often visit and provide support. These parking controls will mean they are no longer going to be able to afford to visit resulting in us feeling isolated. As an Indian with a large extended family who visit often, this would directly impact me; 3. You are making it very difficult for students for parking, and in some cases this will prevent their rightful access to education; 	<p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. This address has a garage and space off street to park up to 3 vehicles. The road is not provided as a car park, no one has the right to park on street. Indeed it is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. If residents own more cars than they have space to park off street they cannot rely on free on street parking but practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of CPZ.</p> <p>The proposals have been developed in response to a petition from residents for the introduction of parking controls. The problems have been identified by these</p>

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<ol style="list-style-type: none"> 4. This is going to result in residents blocking up their driveways resulting in no green spaces; 5. This is a disproportionate action simply because the council couldn't stop one man trading jaguars (cars) from the street and we all have to suffer. 	<p>residents and the consultation initiated accordingly.</p> <p>The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz, with fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles.</p> <p>Students should be encouraged to adopt modes of travel to school other than private cars.</p>
<p>We object to the Ridgeway and September Way extension of parking controls for the following reasons:</p> <ol style="list-style-type: none"> 1. We have four residents who all require a vehicle for the purposes of employment in particular one nurse, one carer and one heating engineer with a van. The imposition of parking controls will result in unaffordable expenses for us; 2. This is discrimination against those in particular who have large extended families who often visit and provide support. These parking controls will mean they are no longer going to be able to afford to visit resulting in us feeling isolated. As an Indian with an large extended family who visit often, this would directly impact me; 3. You are making it very difficult for students for parking, and in some cases this will in you preventing their rightful access to education; 4. This is going to result in residents blocking up their driveways resulting in no green spaces; 5. This is a disproportionate action simply because the council couldn't stop one man trading jaguars (cars) from the street and we all have to suffer. 	<p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. This address has space off street to park up to 3 vehicles. The road is not provided as a car park, no one has the right to park on street. Indeed it is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. If residents own more cars than they have space to park off street they cannot rely on free on street parking but practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz.</p>
<p>I object to the Ridgeway and September Way extension of parking controls for the following reasons:</p> <ol style="list-style-type: none"> 1. This feels an unfair penalty against those in particular who have large extended families who often visit and provide support. These parking controls will mean they are no longer going to be able to afford to visit resulting in Grandparents and grandchildren feeling isolated. As an Indian with an large extended family who visit often, this would directly impact me; 2. You are making it very difficult for students for parking, and in some cases this will in you preventing their rightful access to education; 3. This is going to result in residents blocking up their driveways resulting in no 	<p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. This address has space off street to park up to 4 vehicles. The road is not provided as a car park, no one has the right to park on street. Indeed it is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. If residents own more cars than they have space to park off street they cannot rely on free on street parking but practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space.</p>

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<p>green spaces;</p> <p>4. This feels like a disproportionate action as a result of historical failures by the the council being unable to stop one man trading jaguars (cars) from the street.</p>	<p>The method that local authorities have to address this is the introduction of cpz.</p>
<p>After very careful consideration we have come to the conclusion that we would like to object to any parking restrictions on The Ridgeway, Stanmore.</p> <p>One of the main reasons is it would be of great hindrance to us with regards to carers and services that we need to provide for our daughter.</p> <p>It would also restrict and isolate us from very elderly family that visit us multiple times a week, as their main means of social contact away from their homes.</p> <p>We both have chronic back problems, which prevent us from being able to carry shopping long distance, so parking outside our property, which is usually possible, is essential to our needs.</p> <p>We would kindly ask that the proposal be geared to meet the majority needs of the residents of the road.</p>	<p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. This address has a garage and space off street to park another vehicle. The road is not provided as a car park, no one has the right to park on street. Indeed it is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. If residents own more cars than they have space to park off street they cannot rely on free on street parking, but practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz.</p>
<p>I am an owner of the above addressed property, Mr Manoj Patel, and objecting fully to the above scheme in its current format and will be adversely affected for the following reasons,</p> <ol style="list-style-type: none"> 1. I have a disabled mother who suffers from parkinsonism and has carers and family visiting several times in the day and this will present a challenge in looking after her, as she needs care all hours of the day and will affect her living independently. 2. We have currently fours cars as most of us work some considerable distances for the NHS and this will add an unaffordable expense to what is an already a stretched budget. 3. The large extended family will not be able to visit my mother, whose joy from the pain and trapped between the four walls is to see all and in particular grand children. 4. I see this to be an unwarranted and undesired tax on us as residents bearing in mind, is something we never really asked for and this will affect our property prices too. 5. The consultation was flawed as I had never received any notice or paperwork prior to this legal Document. <p>If the scheme was tweaked in someway, for example, being allowed to park in front</p>	<p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles. This address has a garage and space off street to park up to 3 vehicles. The road is not provided as a car park, no one has the right to park on street. Indeed it is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. If residents own more cars than they have space to park off street they cannot rely on free on street parking but practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz.</p>

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<p>of our drives by way of displaying a sticker or restrictions for shorter period then the scheme could work.</p> <p>I sincerely hope that the responsible officers consider the residents views seriously and do not go ahead with this unwanted scheme.</p>	
<p>If this goes ahead, the cars will park on Lansdowne Road which is a busy thoroughway and will cause sever traffic jams.</p> <p>The Ridgeway is a little used road and cars have to park somewhere so it makes sense to let them park there.</p> <p>You either need to make both roads have traffic restrictions or have no restrictions on both roads.</p>	<p>The possibility of transfer of parking is not a material ground for objection.</p>
<p>I would like to register my objections to the legal notification issued on 11 November 2021. I am concerned that the residents of The Ridgeway have not been properly consulted regarding the details of the proposed CPZ and the current proposal, if implemented, will mean that residents will be in a worse position than we are at present.</p> <p>In particular I am concerned about:</p> <p>a) The extended hours of the CPZ, four not one hour;</p> <p>b) The lack of adequate parking bays for residents and their visitors - this is a particular concern for visiting carers, friends, family and tradesmen. At present they are able to park across ou! drop _kerbs without inconveniencing others, the proposed CPZ will not allow this between 10:00 - 14:00;</p> <p>c) The introduction of double yellow lines outside more properties;</p> <p>d) The impact on road safety, due to unsafe positioning of parking bays; and</p> <p>e) The potential environmental impact that these changes will have as residents find it necessary to convert their front gardens into parking spaces.</p> <p>I oppose the CPZ as currently presented. I would however be prepared to consider a revised plan, that is discussed with residents, and addresses my concerns and those of the other the residents. I also think it would be appropriate for the council to look at solutions to the main cause of the parking problems, which is the lack of parking available on the Stanmore College site and the lack of a drop off/ collection area for the nursery.</p>	<p>The new Parking Management Strategy seeks to standardise the operational hours of new parking schemes. In the strategy there are three standard solutions to solve the main types of parking problems encountered. • Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 2pm); Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm);Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – Midnight.</p> <p>A CPZ is an area where all parking on the highway is controlled for most, or part of the day. All kerbside space is marked as a parking bay (where parking is considered to be safe and appropriate) or a yellow line (where parking is considered to be dangerous or obstructive). This means that yellow lines, operating during the hours when parking controls apply, will be placed in locations such as in front of driveways, at junctions, on bends and where roads narrow and parked vehicles cannot be safely accommodated. The aim is to make more spaces available for residents, businesses and their visitors.</p> <p>With fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles encroaching on the restrictions marked at junctions. Parking bays are only marked where it is safe and appropriate to park. This can sometimes mean that the existing pattern of parking is not replicated. As a result, it is sometimes possible, especially in small side roads,</p>

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	<p>that the number of bays marked might represent a fall in parking capacity. However, this fall must be balanced against the reduction in the number of parked vehicles belonging to non-residents.</p> <p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles.</p>
<p>We live at 33 The Ridgeway, Stanmore, Middlesex, HA7 4BE.</p> <p>First of all, I would like to thank Harrow Council for all of their care and attention to this matter and for the Parking Planning consultation document and the Consultation Plan.</p> <p>Clearly, a lot of detailed work has been put into all of this. I would also like to place on record the exemplary way in which Sajjad Farid handled himself during the meeting with some of the residents on Wednesday, 1st December in The Ridgeway. He remained calm, cool and collected despite some heat being generated by some of the residents in attendance and he took the time to explain the detail behind some of the safety decisions involved. He was, indeed, a credit to the Council.</p> <p>A meeting of residents was held on Thursday, 2nd December in order to discuss the CPZ. Mostly, those who were objecting turned up.</p> <p>There were three principal concerns raised about the proposed CPZ:</p> <ul style="list-style-type: none"> • Not enough parking bays on the Plan for the residents; • Carers would need to obtain permits and this might be a problem to organize, if the carer might be changed from week to week; and they might not have anywhere to park; • The CPZ will affect house prices in the road; • Visiting family or friends won't have anywhere to park. • I can't park across my own driveway or dropped curb <p>The actual facts on the ground</p> <p>Residents' cars actually parked on the road</p> <p>In order for the Council to carefully consider these objections, it is important to understand the facts regarding current resident parking.</p> <p>Accordingly, I attach nine photos. These were taken last Sunday, 5th December at about 7:45 am. The cars on the road were the same as those that were there on Saturday night – so, these represent the cars belonging to the residents.</p> <p>Photo 1: 3 cars. The car at the far end belongs to No. 74 – whose driveway was free</p>	<p>Comments in support noted.</p>

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<p>for that car to be parked off road. So, just two cars.</p> <p>Photo 2: Taken from further up the road, another 4 cars. The second car in on the left is parked on the road, because there are building works and a portaloo on the front drive. So, only another three cars.</p> <p>Photo 3: Much further up The Ridgeway, just two more cars. The white Jeep is parked on the road, but the driveway at number 15 had plenty of space for it, so the resident's choice to leave it on the road. So, just one more car.</p> <p>Photo 4: Taken from Elm Park. There are two cars parked outside the flats on Ridgeway Court on the left-hand side and another two cars on the right – so, four cars.</p> <p>Photo 5: Just a more distant shot showing no other cars until the end of the unrestricted parking zone.</p> <p>Photo 6: Not really relevant for our purposes, but this is the view looking from Elm Park until the end of The Ridgeway, where it meets Old Church Lane.</p> <p>So, in total, there are just ten residents' cars parked on the street but fifteen – twenty (?) parking bays being provided under the CPZ.</p> <p>Parking for carers</p> <p>Photo 7: This is a photo of number 17 that I believe might have a carer. Please note the available space on the driveway, which would therefore mean that the carer could park off road.</p> <p>Photo 8: This is a photo of no. 19, which I believe might have a carer. Please note the empty driveway, affording the same off-road parking conditions for a carer.</p> <p>Photo 9: This is a photo of no. 25, which I believe might have a carer. The Jaguar belongs to a previous resident of The Ridgeway. However, there is still plenty of room for a carer to park on the driveway.</p> <p>Effect on House Prices – I do not subscribe to this view. We almost didn't buy our house because of the existing parking problems in the road and the resultant lack of view when trying to come out of the driveway. We have had several near misses with traffic travelling down The Ridgeway.</p> <p>Also, I don't think that house prices should be a valid reason to object to the CPZ, which is solely concerned with parking.</p> <p>Visiting Families – Many of the houses have space on their driveways. Furthermore, the proposed CPZ hours are only from 10:00 am until 2:00 pm, Monday to Friday - so only a short time period.</p>	

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<p>Furthermore, if there is no CPZ in place., then there will certainly be no spaces available for visiting families - not only during that time period, but all day, and the road will be filled with students' cars, as happens now.</p> <p>I can't park across my own driveway or dropped curb</p> <p>That should not be necessary, as shown by the photographs and the available bays under the CPZ.</p> <p>I consider that the above analysis renders the objections listed above to be invalid.</p> <p>The student parking problem in the road</p> <p>We have a very serious parking problem with the students. They do not respect drop curbs, making entry and egress from driveways very difficult and dangerous. Neighbours have suffered abuse from students when asking them to move their cars. One neighbour even had her car keyed. Also, litter is dropped from their cars indiscriminately.</p> <p>There are a few individual residents who have encouraged objections to be raised against the proposed CPZ, mainly because they do not suffer from the student parking.</p> <p>For example, house number 23 has double yellow lines extending right across the frontage of the house, including in front of the curb drop. So, no students will park there.</p> <p>Number 50 has a number of curb drops at very short intervals in front of the house, thereby preventing students from attempting to park there.</p> <p>The parking problem will be greatly exacerbated if we do not proceed with the CPZ, but other roads do.</p> <p>My concern is that a doorstep campaign has been mounted to sign residents up to be against the CPZ. For example, I spoke to No. 42 and she said that she had signed the document presented to her, as it was explained to her that carers would not be able to park. Given my observations above, this appears to be a misrepresentation.</p> <p>As you know, responding to two previous rounds of questionnaires, a good majority of the residents were in favour of the CPZ. However, I'm concerned that some residents have been misled by the recent campaign mounted in response to the Plan being published; this being after considerable effort and funds being spent by the Council, no doubt.</p> <p>I am submitting this response by email and by post, just in case the photo attachments are caught by the Council's firewall.</p>	

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I would be happy to discuss these matters further with you.	
<p>I am writing in about the new parking scheme around Stanmore College. I fully support your proposals, although I do not think they go far enough. I feel obliged to write as I have had a neighbour knocking at my door wanting my husband and I to write in and object. This has me worried that these proposals may be watered down. We live almost opposite the college at No 7, The Ridgeway and apart from the dangerous and great personal inconvenience the student parking causes us both, we should all be discouraging students from driving. With COP 26 in the very recent past, we should be actively dissuading students from driving to college every day and every evening. There is absolutely no need for this, other than disabled bays of course, as there are excellent public transport links to the college. The bus could not stop any closer and both Stanmore Station and Canons Park are in short and easy walking distance. It should be the goal of all of us to cut driving as it is the goal of Harrow Council, London, the UK and globally. Living at No 7, getting of our driveway is almost impossible and without somebody to 'see' us out (often not possible) incredibly dangerous. Students park both sides of our drive often going over the dropped kerb and visibility is often zero. I cannot even describe how dangerous this is, I am in fact reversing out blind. Reversing in is not possible due to the car parking space opposite which is a large part of the problem. I did contact the Council about this once before (several years ago) and it was removed but somehow this space (for the residents of Ridgeway Court) opposite our house is back. I now have a smaller car than before when with a larger a car it was physically impossible to get out. The man from the Council agreed with me and the parking space was removed. It is now just about possible, with a ridiculous amount of manoeuvres inch by inch but I cannot convey strongly enough, it is insanely dangerous. With a car either side of our driveway and one opposite there is absolutely no room to see or manoeuvre. I sincerely believe that it is only a matter of time before an accident will happen, so I wanted to put my concerns about this in writing. As above I fully support the new proposals, not only concerning my house but also the rest of The Ridgeway. Every house in The Ridgeway was built with a garage and only a couple have converted them into living space (perhaps they shouldn't have) the flats - Ridgeway Court - have garages too. All houses have off street parking and some even have double yellow lines. The proposal for parking bays seems more than adequate. Somebody mentioned house prices I believe and as a resident who has lived here over 60 years and knows the history</p>	Comments in support noted

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<p>before that (my grandmother had the house built, my parents lived here and now me) this makes no sense to me. Never in the existence of The Ridgeway has there been a parking problem such as there is now, it just couldn't be worse, therefore I don't see how anybody can object to your proposals. As I also mentioned above, I would like them to go further, I would like the 'no parking' extended far beyond 2.00 p.m. and I would be in favour of double yellow lines up this end of The Ridgeway too. Some parking bays are needed I agree, for when family, friends, workers e.g. carers, gardeners etc visit but what is proposed seems more than sufficient. I would like to thank you for the work that has obviously gone into this. The situation at present is terrible, above all it's dangerous. I was trying so desperately to see if a car was coming a few days ago that I almost hit a student walking on the pavement (they were on their phone so weren't looking). The inconvenience I have described, I have even had to go to the college and get a student out of class who had blocked me in, making me late for a doctors appointment. The situation just can't go on like this, it's an accident waiting to happen, so I thank you very much for your efforts and I look forward to the plan being implemented.</p>	
<p>We live at 1 The Ridgeway and confirm we are strongly in favour of the detailed proposed CPZ scheme you have issued. The reasons are as set out below Currently during term time The Ridgeway is crammed with cars left by students from Stanmore 6th Form college and staff/visitors to the attached nursery. The matter is exacerbated by them regularly parking illegally over dropped kerbs making it dangerous for residents to back out on to the road. This is a daily occurrence and I have attached a picture from this morning where the car pictured was left there for over 2 hours making it impossible to back out from our garage to the road. The residents who voiced objections to the proposal appear to be unaffected by student parking as they either have double yellow lines running outside their properties or have no room for street parking due to dropped kerbs being in close proximity. There have been other objections that in my opinion are not valid. If the scheme does not go through the parking situation will get worse especially if other nearby roads do go ahead with CPZ as that would drive more cars to areas without it. Residents who complain carers would not be able to park are missing the point that without the CPZ the carers would have nowhere to park if the road has even more students parking. The same applies where residents complain that the scheme would mean their family</p>	<p>Comments in support noted.</p>

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<p>and friends could not park outside their property if they do not have room on their driveways. With the scheme they would have more space (and could purchase daily resident parking vouchers for between 10 and 2). The final objection related to property prices and again I cannot follow the logic, any prospective buyer in my opinion would be less likely to buy if the road is crammed with parked cars should the CPZ scheme not be approved.</p> <p>We sincerely hope the scheme is approved to make the street safer for the residents. In addition whilst not the sole cause it is noticeable the amount of litter dumped on the pavement and kerb is greatly reduced outside of term time.</p>	
<p>Comments on the proposed CPZ Scheme for The Ridgeway, Stanmore, Middx. – in favour of the CPZ as proposed</p> <p>We live at No.15 The Ridgeway.</p> <p>First of all, I would like to thank Harrow Council for all of their care and attention to this matter and for the Parking Planning consultation document and the Consultation Plan.</p> <p>Clearly, a lot of detailed work has been put into all of this.</p> <p>There have been discussions among the residents regarding objections to the proposed scheme.</p> <p>I list the main ones I consider need to be addressed:</p> <ul style="list-style-type: none"> • Not enough parking bays on the Plan for the residents; • Carers would need to obtain permits and this might be a problem to organize, if the carer might be changed from week to week; and they might not have anywhere to park; • Visiting family or friends won't have anywhere to park. <p>Not enough parking bays on the plan</p> <p>On a regular late weekday evening and at weekends, there are usually no more than nine or ten cars parked on the road and even one or two of those could be parked on the resident's driveway, but they choose to park on the street, probably because they did not want students/college staff/ random vehicles from surrounding roads where CPZ already exists, parking their cars for up to 3 weeks at a time 24/7. THIS IS MOST DISCONCERTING!</p> <p>The CPZ is proposing 15 parking bays, so there really is not a shortage of bays being proposed for the residents.</p> <p>Carers would need to obtain permits</p>	<p>Comments in support noted</p>

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<p>If the CPZ is not in place, there will not be anywhere for the carers to park on the road anyway, as all available spaces will be taken up by the aforementioned and this will be exacerbated if The Ridgeway is excluded from the CPZ Zone.</p> <p>Visiting family or friends won't have anywhere to park</p> <p>Many of the houses have space on their driveways. Furthermore, the proposed CPZ hours are only from 10:00 am until 2:00 pm, Monday to Friday - so only for a short time period.</p> <p>Furthermore, if there is no CPZ in place., then there will certainly be no spaces available for visiting families - not only during that time period, but all day and beyond, and the road will be filled with aforementioned cars, as happens now.</p> <p>The student and Stanmore College staff parking problem in the road</p> <p>We have a very serious parking problem with the students and College staff. They do not respect drop curbs, making entry and egress from driveways very difficult and dangerous.</p> <p>Neighbours have suffered abuse f when asking them to move their cars. We have had our car keyed following a confrontation, but this was done later in the day and impossible to prove but being a coincidence is a stretch!</p> <p>The parking problem will be greatly exacerbated if we do not proceed with the CPZ, but other roads do.</p>	
<p>Whilst I am in principle in agreement with the proposal there are a couple of issues I would like to address. The houses nearest the college feel the CPZ is a good idea but those further away who are not directly affected seem to be against the idea.</p> <p>As for myself I am in complete agreement that something needs to be done. The college is getting bigger with no parking facilities forcing staff and students onto the side streets. Indeed as you are no doubt aware the car park was reduced to make the college larger. If the proposal does not go ahead, we will have more parking from the surrounding streets.</p> <p>I cannot get out of my drive safely as there are cars parked opposite, to the left and to the right and on most occasions have to turn left out of the drive instead of being able to go right which is my designated route. For me a zone of 10 until 3pm would be preferable as many of the cars are not there all day but change for the afternoon session and then again for evening at the college. The weekends are a pleasure as there is no parking. Even during the holidays there are usually classes at the college which still present a problem.</p>	<p>Comments in support noted.</p>

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<p>I have had cars parked overnight and for months on end, one in particular was a resident in Elm Park who did not move the car until the MOT was due. I realise that the road outside of my house does not belong to me but as a taxpayer I should not have to put up with cars being dumped outside.</p> <p>Perhaps in order to appease the residents who are objecting the road could be made residents only. They are in the main objecting to the fact that tradesmen and family will not be able to visit them between the controlled timing. Another alternative would be to be able to park across our drives with a resident sticker on it.</p> <p>Bank holidays should certainly be excluded from the zoning times.</p> <p>Obviously, you are not going to be able to please everyone but there must be a compromise to this situation. It is the houses nearest the college that are suffering the most so even if the current zone is extended to the bend this might help and appease those further down the road who do not want anything at all.</p> <p>The top of the road leading out into Old Church Lane should be completely yellow band as the parking is restricting traffic flow and making it dangerous to pull out into the main road. My last point is that this congestion is all due to the college being in a residential street and who are not taking any responsibility for this situation.</p> <p>The Mayor of London is happy to make travelling into the West End of London an issue with many parking restrictions in an effort to dissuade people from using their cars and so too should Harrow Council by encouraging their staff and students to use public transport.</p> <p>I have lived here for many years and watched this problem get bigger and bigger and with it having a detrimental effect to what was once a lovely street.</p> <p>In closing I would just like to add that I am not in favour of a parking bay outside my house as this will not stop the problem of drivers being able to park 24 hrs a day from any of the surrounding streets outside my house and for me will not help at all. I am happy for the current restrictions as displayed on the map to continue outside number 44 and indeed look forward to it being implemented.</p> <p>I hope my opinion is taken into account. I have sent this response by email as well and am happy to discuss this further with you.</p>	
<p>I would like to register my objections to the legal notification issued on 11 November 2021. I am concerned that the residents of The Ridgeway have not been properly consulted regarding the details of the proposed CPZ and the current proposal, if implemented, will mean that residents will be in a worse position than we are at</p>	<p>Most of the houses have space on their driveways. The proposed CPZ hours are only from 10:00 am until 2:00 pm, Monday to Friday - so only for a short time period.</p>

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<p>present.</p> <p>In particular I am concerned about:</p> <p>a) The extended hours of the CPZ, four not one hour;</p> <p>b) The lack of adequate parking bays for residents and their visitors - this is a particular concern for visiting carers, friends, family and tradesmen. At present they are able to park across our drop .kerbs without inconveniencing others, the proposed CPZ will not allow this between 10:00-14:00;</p> <p>C) The introduction of double yellow lines outside more properties;</p> <p>d) The impact on road safety, due to unsafe positioning of parking bays; and</p> <p>e) The potential environmental impact that these changes will have as residents find it necessary to convert their front gardens into parking spaces.</p> <p>I oppose the CPZ as currently presented. I would however be prepared to consider a revised plan, that is discussed with residents, and addresses my concerns and those of the other the residents. I also think it would be appropriate for the council to look at solutions to the main cause of the parking problems, which is the lack of parking available on the Stanmore College site and the lack of a drop off/ collection area for the nursery.</p>	
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<p>I understand that the parking issue in the road was brought to your attention some years ago by a few residents, who felt that something needed to be done due to primarily a motor trader using the road to park his cars on. It is my understanding that since meetings with the council (some years ago), until now no further meetings with residents have taken place to discuss any parking proposals. The document that you have presented for consultation has had no input from the residents. I would like to register my objections to the legal notification issued on 11 November 2021. If this scheme is approved it will have damaging consequences to my me and my family and the way we live and carry out our daily lives. The current proposal, if implemented, will mean that residents will be in a worse position than we are at present.</p> <p>In particular I am concerned about:</p> <p>a) The introduction of double yellow lines outside my house (#SO), which will prevent me, my family, tradesmen and other visitors to park outside my house at any time. At present they can safely park across my drop kerbs. We often look after my grandchildren, as my daughter is a single parent, and these double yellow lines will prevent her dropping off and collect ing'her children. I have lived here for nearly 40 years and we have never had a problem on this straight part of the road;</p> <p>b) The layout of the road is not compatible with a CPZ with bays due to the amount of drop kerbs which residents and their visitors use to park outside their own houses;</p> <p>c) The extended hours of the CPZ, four not one hour;</p> <p>d) The lack of adequate parking bays for residents and their visitors - this is a particular concern for visiting carers, friends, family and tradesmen. At present they are able to park across our drop kerbs without inconveniencing others, the proposed CPZ will not allow this between 10:00 - 14:00;</p> <p>e) The impact on road safety, due to unsafe positioning of parking bays; and</p>	<p>The new Parking Management Strategy seeks to standardise the operational hours of new parking schemes. In the strategy there are three standard solutions to solve the main types of parking problems encountered. • Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 2pm); Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm);Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – Midnight.</p> <p>A CPZ is an area where all parking on the highway is controlled for most, or part of the day. All kerbside space is marked as a parking bay (where parking is considered to be safe and appropriate) or a yellow line (where parking is considered to be dangerous or obstructive). This means that yellow lines, operating during the hours when parking controls apply, will be placed in locations such as in front of driveways, at junctions, on bends and where roads narrow and parked vehicles cannot be safely accommodated. The aim is to make more spaces available for residents, businesses and their visitors.</p> <p>With fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles encroaching on the restrictions marked at junctions. Parking bays are only marked where it is safe and appropriate to park. This can sometimes mean that the existing pattern of parking is not replicated. As a result, it is sometimes possible, especially in small side roads, that the number of bays marked might represent a fall in parking capacity. However, this fall must be balanced against the reduction in the number of parked vehicles belonging to non-residents.</p> <p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in</p>

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<p>f) The potential environmental impact that these changes will have as residents find it necessary to convert their front gardens into parking spaces.</p> <p>Once again I would reiterate, a scheme was first mentioned by a few residents to help alleviate the parking situation, but this proposal makes it much worse for the residents and is not what was originally requested.</p> <p>It is my understand that the majority of the residents in The Ridgeway do not want this scheme and therefore it should not be implemented in The Ridgeway. You will no doubt respect their wishes.</p>	<p>the area have off street parking – many with space for two or more vehicles.</p>
<p>I would like to register my objections to the legal notification issued on 11 November 2021. am concerned that the residents of The Ridgeway have not been properly consulted regarding the details of the proposed CPZ and the current proposal, if implemented, will mean that residents will be in a worse position than we are at present. In particular I am concerned about:</p> <ul style="list-style-type: none"> a) The extended hours of the CPZ, four not one hour; b) The lack of adequate parking bays for residents and their visitors; c) The introduction of double yellow lines outside more properties; d) The impact on road safety, due to unsafe positioning of parking bays; and e) The potential environmental impact that these changes will have as residents find it necessary to convert their front gardens into parking spaces. <p>I oppose the CPZ as currently presented. I would however be prepared to consider a revised plan, that is discussed with residents, and addresses my concerns and those of the other the residents. I also think it would be appropriate for the council to look at solutions to the main cause of the parking problems, which is the lack of parking available on the Stanmore College site.</p>	<p>The new Parking Management Strategy seeks to standardise the operational hours of new parking schemes. In the strategy there are three standard solutions to solve the main types of parking problems encountered. • Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 2pm); Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm); Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – Midnight).</p> <p>A CPZ is an area where all parking on the highway is controlled for most, or part of the day. All kerbside space is marked as a parking bay (where parking is considered to be safe and appropriate) or a yellow line (where parking is considered to be dangerous or obstructive). This means that yellow lines, operating during the hours when parking controls apply, will be placed in locations such as in front of driveways, at junctions, on bends and where roads narrow and parked vehicles cannot be safely accommodated. The aim is to make more spaces available for residents, businesses and their visitors.</p> <p>With fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles encroaching on the restrictions marked at junctions. Parking bays are only marked where it is safe and appropriate to park. This can sometimes mean that the existing pattern of parking is not replicated. As a result, it is sometimes possible, especially in small side roads, that the number of bays marked might represent a fall in parking capacity. However, this fall must be balanced against the reduction in the number of parked vehicles belonging to non-residents.</p> <p>Parking permits are only required if a vehicle is to be parked on street during the</p>

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<p>I am a resident on September Way (Mentmore Court), HA7 2SR and have received the legal notification for changes of parking restrictions.</p> <p>I have attached the map of our road (September Way) and circled in green where I would like to object the issue of red line (double yellow) line to be enforced. At</p>	<p>The double yellow lines are proposed to prevent parking where it may be unsafe or cause obstruction</p>

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<p>present we have residents park their motor vehicle on the road and removing that would cause traffic issues for the local residents as presently we have limited parking.</p> <p>I can explain better if someone can get in touch asap to discuss.</p>	
<p>I live on September Way and have a couple of questions:</p> <p>1. We are currently in CPZ Zone B. Is the Zone going to change?</p> <p>2. There is a risk that commuters and stanmore college students will start parking their cars in our residential parking after the new parking restrictions come in. What will / can Harrow Council, police, PCSO staff do to prevent this? What legal measures can residents take to prevent this?</p>	<p>It is proposed that September Way is included in a new CPZ, with extended hours of control operational Monday to Friday 10am to 2pm.</p> <p>The zone will be enforced by PCSO as at present.</p>
<p>I write regarding the above subect and very much WELCOME this scheme. I think that the extension of the time limit restricting non-permit holders to 10.00 - 2.00 will help solve local, problems created mainly by Stanmore college students.</p> <p>Can I raise that if the double yellow lines are to be extended as shown, the short southernmost existing green line on the plan just opposite the the numbers 73 to 137 September Way on the plan is too short and could be extended into the curved section without causing any problem.</p> <p>In my capacity as Director of Mentmore Court (Stanmore Ltd) I have impressed upon residents in Mentmore Court to make their views known on the CPZ to you (for or against) by the 8th December.</p>	<p>Comments in support noted</p>
<p>We own the property and I am in receipt of the consultations for the proposed changes to CPZ on September Way.</p> <p>For Zone B in your proposed - I want to record my vote FOR the proposed changes to extend operations hours from 10am - 2pm as well as the proposed "At any time" waiting restrictions i.e. double yellow lines.</p> <p>This is absolutely the right thing to do. We have a several cars parked from the students at Stanmore college which is not what we expect as residents and adds to noise pollution.</p>	<p>Comments in support noted</p>
<p>I am writing to object to some of your proposals to amend the parking restrictions. Generally I feel that the amended controlled mid-week 10.00– 2.00 resident only control is fine as do I think that the 24 hour prohibition on the eastern side of CTW is</p>	<p>Comments in support noted.</p> <p>The double yellow lines are proposed to prevent instances of unsafe or obstructive parking.</p>

Objection/Comment	Officer Response
<p>sensible. However, I do object to the double yellow lines on the Western side starting immediately south of the 3rd controlled spot on that side (approx. opposite to the southernmost end of Mentmore Court) extending all the way along that side of the road toward 4 Laurimel Close on your plan. It will cause considerable and unnecessary inconvenience to visitors and deliveries to Mentmore Court and to 139-177 on your plan, with no advantage. No problem is caused by short/medium term parking for owners/residents/visitors/deliveries to that end of the road. The problems are caused mid-week / term time, by all day parking by college staff and students which the 10-2.00 restriction will ease. The 24hr, 365 day restriction will create more problems than it will solve. Please re-consider and amend your proposals.</p>	
<p>We are the resident owners of and are writing to object to part of your proposal to change the parking regulation at the above.</p> <ol style="list-style-type: none"> 1. In general we have no views on the proposal to create a single time restriction from 10.00am – 2.00pm in place of the current two 2 hour periods. 2. We feel that the 24hr proposed restriction along the North side of CTW against May House is sensible. 3. We do however object strongly to the proposed 24 hr restriction in the hammerhead. It is unnecessary and will give no advantage. There is no problem with casual parking in this area particular at night, subject to the existing/ proposed residents only time periods. It will cause problems for visitors to 4-14 and cause more congestion along the un-restricted kerb sides. <p>Please can you bring this objection to the notice of the appropriate decision makers and request an amendment to the proposals.</p>	<p>Comments in support noted. The double yellow lines are proposed to prevent instances of unsafe or obstructive parking.</p>
<p>We reside at 11 Cherry Tree Way and object to some of the proposed changes.</p> <ol style="list-style-type: none"> 1. Will the single time restriction of 10am to 14pm be in place or will the 15pm to 16pm continue. 2. The proposal for the hammerhead being a 24 hr restriction is unnecessary, this does not interfere with any other parking restriction and can cause more congestion in other areas on CTW. 3. I have a parking permit for CTW, where am I able to park at restricted and unrestricted times. 	<p>Permits for CTW will remain valid. The double yellow lines are proposed to prevent instances of unsafe or obstructive parking.</p>

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<p>We are the resident of 9 Cherry Tree Way and are writing to object to part of your proposal to change the parking regulation at the above.</p> <p>We strongly object to the proposed 24 hour restriction in the hammerhead section. We see no benefit in this save for causing problems for visitors to 4-14 and cause congestion along the un-restricted areas.</p> <p>Please can you consider this objection and recommend an amendment to the proposal of 24 hour restriction in the hammerhead section.</p>	<p>The double yellow lines are proposed to prevent instances of unsafe or obstructive parking.</p>
<p>Please find attached the letter of objection in relation to the double yellow lines proposed for Cherry Tree Way. Please note that you will be receiving another signed petition from Rev Matthew Stone separately</p> <p>With reference to the legal notification of proposed changes in Cherry Tree Way and surrounding roads, we note that this was based on a petition from the residents of the Ridgeway and September Way and an informal consultation. The residents of Cherry Tree Way were not consulted.</p> <p>The zoning and restrictions in Cherry Tree Way were settled a few years ago in consultation with the council and the residents at the time taking into account safety aspects and no further restrictions were considered necessary. Double yellow lines were already put in place, where there was a concern.</p> <p>We object to the introduction of new double yellow lines as indicated on your plans. Parking was taken into account when the original restrictions were considered. There are cars parked on the road outside of restriction times but only for a short period of around fifteen minutes while parents drop and collect their children from the nursery school in Old Church Lane. Cherry Tree Way is very safe for these little children and we should not take this privilege away from them. If double yellow lines are introduced, parents of these children dropping and collecting their children from the nursery school will end up congesting the main road outside of the nursery, which will be hazardous. In addition, it will not be convenient for workpeople visiting the road with the proposed long period restriction.</p>	<p>The new Parking Management Strategy seeks to standardise the operational hours of new parking schemes. In the strategy there are three standard solutions to solve the main types of parking problems encountered. • Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 2pm); Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm); Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – Midnight).</p> <p>A CPZ is an area where all parking on the highway is controlled for most, or part of the day. All kerbside space is marked as a parking bay (where parking is considered to be safe and appropriate) or a yellow line (where parking is considered to be dangerous or obstructive). This means that yellow lines, operating during the hours when parking controls apply, will be placed in locations such as in front of driveways, at junctions, on bends and where roads narrow and parked vehicles cannot be safely accommodated. The aim is to make more spaces available for residents, businesses and their visitors.</p> <p>With fewer vehicles parked in the road following the introduction of a CPZ, a reduction is expected in the number of parked vehicles encroaching on the restrictions marked at junctions. Parking bays are only marked where it is safe and appropriate to park. This can sometimes mean that the existing pattern of parking is not replicated. As a result, it is sometimes possible, especially in small side roads, that the number of bays marked might represent a fall in parking capacity.</p>

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<p>During this lockdown, some residents are forced to work from home and they have made a note of their comments on the petition stating that additional restrictions would cause them real problems.</p> <p>The current arrangement of parking from 10-11am and 3-4pm is working very well. On balance, we would prefer the current arrangements to continue please.</p>	<p>However, this fall must be balanced against the reduction in the number of parked vehicles belonging to non-residents.</p> <p>Parking permits are only required if a vehicle is to be parked on street during the operational hours of the CPZ; it should be noted that the majority of properties in the area have off street parking – many with space for two or more vehicles.</p>
<p>I am writing in my capacity as Rector of St John's Church in Stanmore (and a local resident) to object to the proposal to introduce double yellow lines in Cherry Tree Way, which is off Old Church Lane in Stanmore, and near to the church and church hall.</p> <p>The first I learned of your proposal was when a resident of Cherry Tree Close spoke to me, only a few days ago (and in quite a distressed state), to tell me that the residents are unhappy because they see no need for the existing arrangements to change. She was making contact with me to ask if I knew about the proposals which I did not, even though our church hall is in the next road.</p> <p>I am attaching a petition that has been signed by 90 people, which I created only on Friday evening (3rd December) and shows the strength of feeling. The signatures are from a cross-section of church members and users of the church hall. Local, convenient parking is essential to enable community activities to take place. For example, we run a parent & toddler group and older persons fellowship group for the benefit of the local community. These groups will have to close if local parking is no longer available.</p> <p>Furthermore, given the impact on the mental health of so many people because of the pandemic, convenient access to community groups is essential. In our church hall we also have Rainbows, Brownies, Guides, a children's karate group, a young people's taekwondo group amongst others, meeting each week. From January 2022 the Harrow Police Cadets are going to be using the hall for their weekly meetings. The introduction of double yellow lines is going to cause problems which will be to the detriment of community groups many of whom are providing services which local authorities are no longer able to provide.</p> <p>I have copied in the Stanmore Park Ward Councillors as I am sure they will wish to comment, also the Leader of the Council, plus Cllr Parmar and our local MP.</p>	<p>Firstly it must be noted that St Johns Church is not located within any of the roads within the consultation area. There are no changes to roads such as Rectory Lane where access to the church is situated. The scheme has been developed to address long standing issues concerning obstructive parking in the area that have been the subject of extensive correspondence with the Council over a number of years. The initial consultation was undertaken as a result of the residents' petition in order to reduce the ever increasing non-resident vehicle parking". The initial public consultation showed 74% of respondents in favour of parking controls with extended operational hours.</p> <p>Parking of vehicles associated with the church and associated activities in the residential streets is contributing to (or causing) the parking problems that the residents have been complaining about. The objector and the associated petitioners appear to suggest that driving is the only option for those wishing to attend services and other functions, and requesting that parking facilities should be available on street for those drivers. It is not the responsibility of the council to provide car parking, drivers must find suitable safe locations to park. No one has the right to park on street but practise allows drivers to park where it is safe and does not cause obstruction. The growth in car ownership has placed increased pressure on street through a variety of competing demands for space. The method that local authorities have to address this is the introduction of cpz. There are options available for those members of the congregation, and other groups, who of necessity use a car to attend services. Those who are blue badge holders can park on single or double yellow lines for up to 3 hours and can park for free and for as long as they like in residents parking bays. Delivering to the church will still be possible – there are no changes to loading restrictions-. Many of the congregation will live near one another or on routes that take them past one another's homes, car sharing is an alternative that needs to be investigated.</p>
<p>We are the residents of and are writing to object to all the proposals relating to the</p>	<p>As the objector states the proposals have been developed in response to petitions</p>

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<p>above reference, those being:</p> <ul style="list-style-type: none"> • the CPZ to be operational Monday to Friday 10am to 2pm. • introduction of more double yellow lines <p>The grounds for our objection are that:</p> <ul style="list-style-type: none"> • this review was undertaken as a result of a petition you received from the residents of The Ridgeway and September Way. The residents of Cherry Tree Way were not signatories to this petition • we have no parking issues in our street and therefore do not need any controls other than those already in place • Two of the residents here (my parents) are both elderly and disabled and hence we need to be able to park our car as well as any other car they travel in as close as possible to the house and the proposed yellow lines would not allow this <p>All the residents of Cherry Tree Way agree that these restrictions should not proceed as proposed and as a result have submitted a petition demanding the status quo. We are sure that if the council took notice of petitions by the residents of other streets then our petition will surely not fall on deaf ears.</p> <p>Kind regards Hetal Gandhi & Family</p>	
<p>We feel very strongly against the parking permits restrictions suggested as above Ref. We require help from grandparents for my daughter while we work in the week and they would need to park regularly.</p>	<p>This address has pff street parking for 2-3 vehicles.</p>
<p>I would like to object to the proposal to change parking arrangements for our road and nearby roads.</p> <p>I have lived here 35 years in March and believe the reason for your proposal is due to cars parked whilst using Stanmore College.</p> <p>This has always been the case since myself and family moved here and is only in recent years the entrance has been moved to Old Church Lane which seems to have caused this problem.</p> <p>Currently there is no parking without a permit between 3pm and 4 pm which appears to have always worked. Extending the times to between 10am and 2-00 pm inconveniences many areas and people.</p> <p>The system seems a way of bringing even more revenue to the council on top of</p>	<p>The new Parking Management Strategy seeks to standardise the operational hours of new parking schemes. In the strategy there are three standard solutions to solve the main types of parking problems encountered. • Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 2pm); Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm); Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – Midnight.</p>

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<p>already high council taxes and separate charges for garden rubbish collections. The system will stop visiting not only people who need daily help but friends and family from making visits not only during these hours but overnight at Bank Holidays as they have to be gone by 10.00 am in the morning. It becomes more of a hotel check in and out system.</p> <p>I understand visitor vouchers are available once again at a cost but even then the households who need a regular visit would end up paying for a permit as it would inevitably end up cheaper.</p> <p>Some residences in the area have driveways but there are also people who have very limited incomes and children who need to use parking under the current system. I personally have a driveway so this is not all about myself but for the community especially under current times when many people require to see another human being.</p> <p>Also the charging structure is dependant on emissions or CC power and some residents cannot afford the newer greener vehicles.</p> <p>My in laws have a property in Morecambe Gardens by Aylward School and even there parking is only restricted 10.00am to 11.00am and 3.00pm to 4.00pm daily. Please reconsider your proposal or at least the timings as I am sure a 4 hour restriction is unnecessary including Bank Holidays of</p>	
<p>This is with regard to the notification received for the changes being proposed and applied for the CPZ - zone B which covers ELM Park, Nelson Road, Bernays Close etc. My name is Uday Patel and I live at. I have 2 vehicles registered at this property and I have the parking permit too for zone B.</p> <p>I strongly object to this proposed change as it's a residential area and whenever we have any guest or any trade person etc coming to visit us even for a small duration, the current parking restrictions (3 to 4 PM) are always causing a high level of inconvenience. The Proposed change for ZONE B which is 10 to 2 pm will further cause a high level of inconvenience.</p> <p>I strongly feel that there is absolutely no need for this change in the restriction for the parking timing and would appreciate it if you could kindly consider the above from the residents perspective living in this area.</p>	<p>The proposals have been developed in response to petitions from residents of The Ridgeway and September Way. It is thought highly possible that if changes are made to the operational hours in individual roads in the CPZ then parking will relocate to roads in the CPZ where the hours remain unchanged. For this reason the consultation is extended to include roads other than those that submitted the original petition.</p>
<p>I strongly object to this proposed change as it's a residential area and the reason mentioned for the changes are just not valid in fact whenever we have any guest or</p>	<p>The proposals have been developed in response to petitions from residents of The Ridgeway and September Way. It is thought highly possible that if changes are</p>

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<p>any trade person etc coming to visit us even for a small duration, the current parking restrictions (3 to 4 PM) are always causing a high level of inconvenience. The Proposed change for ZONE B which is 10 to 2 pm will further cause a high level of inconvenience.</p> <p>I strongly feel that there is absolutely no need for this change in the restriction for the parking timing and would appreciate it if you could kindly consider the above from the residents perspective living in this area.</p>	<p>made to the operational hours in individual roads in the CPZ then parking will relocate to roads in the CPZ where the hours remain unchanged. For this reason the consultation is extended to include roads other than those that submitted the original petition.</p>
<p>The following objection regarding the changes to Zone B parking The Ridgeway and September Way, Stanmore Area parking review</p> <p>My objection relates to BERNAYS CLOSE specifically outside No 35-37 where there is a drop down kerb that double yellow lines are marked in plan 3-3 re proposed "at ant time" waiting restrictions. This area is a wasted space where a drop down kerb was installed for a registered disabled wheelchair bound resident resided. They have long since passed away with new owners.</p> <p>A previous request to have the drop down kerb removed outside 31-33 was looked at no action taken as wrong time of the year to work on it but was agreed would happen this also needs to be addressed as again this was put in for a wheelchair bound residents who passed away and property has changed owners twice, both locations are not being used for the purpose they were adapted for and request the kerbs at both locations be returned to their former state to allow more space for residents to park.</p> <p>Parking in BERNAYS Close is at a premium and needs a fresh review between No 1 and No 5 Bernays Close , could parking bay spaces be marked out on the other side of the road where there are no drop down kerbs as these properties have driveways already and facility to use them.</p>	<p>The issues regarding the dropped kerbs can be reported to highway maintenance for investigation.</p>