

Objection/Comment	Officer Response
<p>To whom it may concern, I OBJECT to the parking proposal at Courtenay Ave HA35JH. This is due to the fact that your solution will further agitate the already congested parking problem, by taking away spaces rather than controlling who has access. People who have cars and park and leave them for long periods will have free reign. This is a shambles and a waste of taxpayers money.</p>	<p>The service roads where the restrictions are proposed are approximately 5m wide, if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.</p>
<p>I have an objection to a small part of the area parking review which if amended would be of help to the residents in this area. My concerns are about the 'At any time' double yellows for the cycle lane on the boundary between plan 1 and 2 (between 78 & 90 Courtenay Avenue, blue lines on map) Firstly it only needs double yellows on the two outer bays as the inner bays do not impact the cycle lane, having double yellows on the inside would lead to losing much needed parking spaces in an already busy area and the slip road would be plenty wide enough for cyclists. Secondly the area is known for drug dealing where cars park double park there to access Whittlesea path, Motorbikes also cut through there to get to Whittlesea Road when there are no cars blocking this route and vehicles are likewise driven onto the grass. When there is no cars parked to block this things are worse and having parking restrictions for residents would make a larger area for these activities to take place. My concerns are for my father who is 82 and needs regular visits by people who need to park there including myself and it would seem unfair that I cannot park there for the night when parking gets really hard and every space is needed. Please could you consider amending the double yellow lines awaiting implementation (blue lines on map) for the reasons above.</p>	<p>Anti social activities are beyond the scope of this consultation and should be reported to the Police as the only agency with powers to deal with this type of issue. The service roads where the restrictions are proposed are approximately 5m wide, if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.</p>
<p>My objection is that you are going to remove at least 10 parking places from Courtenay Avenue. There are several dead ends in the service road where people park side by side with no trouble with each other. Your plan to cut off one side of these will mean more people coming home from work cannot find anywhere to park. This will cause upset and arguing between nabbers please reconsider this thank you.</p>	<p>The service roads where the restrictions are proposed are approximately 5m wide if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.</p>

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<p>My objection is not for the full proposal, I think most of the areas marked red need some control. However, my concern is for the areas circled in the attached image.</p> <p>In the blue circled area, the cars currently parked in this end section; I hardly ever see move. My view is that if the restrictions are added here the cars currently parked on the red side will move to the green side further south down the service road. This will reduce available parking for day-to-day users.</p> <p>In the orange area, my concern is people leaving excessive space from the edge as they currently do to avoid getting trapped by a car parking too close in front of them. If they continue to do this then technically the red areas would be wasted space that could be used for one extra car in each area as currently used.</p>	<p>The service roads where the restrictions are proposed are approximately 5m wide if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.</p>
<p>I am a resident of Courtenay Avenue & I have lived here for nearly 20 years now & over the years the parking is getting increasingly more difficult for me to park the only car I have to my household due to other households having 3 or more cars, or the parents using all the spaces throughout the day, or the commuters that get onto the bus & leave their cars here all day, or we have people parking here due to the restrictions that are now in place in Long Elms & if it hasn't happened already before we know it there will also be an impact with the kodak buildings that are now nearly finished</p> <p>So, I am writing to inform you that I object to your new proposals for Courtenay Avenue layby as I do believe that it will only make the situation for us as residents a lot worse than what it is already</p> <p>I signed a petition a while back for permit parking in our road as I think that would be the only way forward with this problem we go through on a daily basis, but nothing ever came of it. I would be more than willing to pay for a permit if it meant that it would stop everyone else taking the small limited amount of spaces we have so that I was able to park my only car near to my house or at least in my layby</p>	<p>A proposal to introduce residents parking, in response to the residents petition, was the subject of the initial consultation carried out in 2020. 56% of respondents to this consultation did not support the introduction of a CPZ with residents parking.</p>

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<p>I object to your current proposal for Courtenay Avenue & I would urge you to reconsider the permit restrictions being put in place as being a resident that is the only way I can see us resolving this problem.</p>	
<p>I am a Resident of 26 Courtenay Avenue, My Wife is a disabled Blue badge holder with very limited parking here, She applied for a parking bay a year ago to which still have not received. I have to use my car for work as I work all over the UK and sometimes work nights and need to park my car throughout the day.</p> <p>I have great difficulty in parking outside my home due to some house holds that have 4 cars or more, or the commuters that park here and get on the bus or the school parents that insist on parking here throughout the day times.</p> <p>My Wife did complete a petition for Permit parking and 80% of the neighbours signed this petition for permit parking to allow the residents to have priority in parking.- This was handed in 3-4 years ago</p> <p>I object to your proposal as this will limit our parking even further and is not designed to benefit the residents that live in Courtenay Avenue, this will make the parking situation a lot worse.</p> <p>You have the new Kodak building projects that have impacted on the parking in our street as well as the permit parking in long elms that have impacted on the parking in our street, the commuters and the school parents parking.</p> <p>I urge you to reconsider putting Permit Parking in place, which will be more cost effective to the council and would leave more available parking for the residence.</p> <p>I completely Object to your current plan.</p>	<p>First, the disabled bay has been approved and is included in the next batch to be implemented later this month.</p> <p>A proposal to introduce residents parking, in response to the residents petition, was the subject of the initial consultation carried out in 2020. 56% of respondents t this consultation did not support the introduction of a CPZ with residents parking.</p>
<p>I object to the use of yellow lines being implemented in the “dead-ends” and the inner parts of the outer kerbs of the service road parking areas. Parking is already difficult at times and this would only compound the issue. Currently, the areas at the ends of the service roads and along the insides of the outer kerb are utilised for parking and the people who park here generally know their neighbours in case vehicles need to be moved, but I</p>	<p>The service roads where the restrictions are proposed are approximately 5m wide, if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.</p>

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<p>have never found it to be a problem. Parking along the length of the service road adjacent to the inner part of the outer kerb does happen occasionally, but access and exit is still available. This usually happens overnight, if it happens at all, and highlights the fact that parking is already scarce at times, and that the implementation of yellow lines will not help. People will be forced to park further away, increasing problems on adjacent streets. This would be a particular problem for myself as a shift worker, and as I work in a safety critical role the last thing I want to be thinking about before finishing work is where I may be able to park.</p> <p>The problem is that there are not enough parking spaces, not where people park, and whilst the system as it stands is not ideal, it is the best way to deal with the situation. Continuing to allow people to freely use the spaces within the dead-ends and along the inner parts of the outer kerb mean that parking is available.</p>	
<p>With this email I am making FORMAL OBJECTION of your proposal for Controlled Parking Scheme (no waiting "At any time") (double yellow lines. The reason for my objection is that at Courtenay Avenue in Harrow there is no problem or any issue at present (and there have not been any issues as I have been living at number 65 since 2011). All residents (and I have spoken to at least 15 of my neighbours) have plenty of parking space including for their friends and visitors).</p> <p>Furthermore, I am confident that if you impose any further parking restrictions (taking into consideration that you already put double yellow lines around the bends and corners) will have severe negative impact on the neighbourhood and the available parking spaces.</p> <p>There is a school at the back of my house and many parents park their cars for a short period of time when dropping or picking up their children. With parking restrictions this will only create something that has no problems or issues with huge problems and issues.</p> <p>Therefore I am STRONGLY OBJECT the proposed parking restrictions.</p> <p>Awaiting your prompt reply.</p>	<p>The original proposal to introduce residents parking was in response to the residents petition.</p> <p>The service roads where the restrictions are proposed are approximately 5m wide, if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.</p>