

APPENDIX E

Appendix E – Summary of consultations comments with officers’ comments

Comments from roads within proposed CPZ

Argyll Gardens

Against double yellow lines in Argyll Gardens since some residents do not have off-street parking.	<ul style="list-style-type: none"> • Double yellow lines are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and is a well established principle in the Highway Code. • The highway authority cannot guarantee the availability of on-street parking.
Concerns of speeding traffic in The Highlands.	<ul style="list-style-type: none"> • Harrow Council has undertaken to investigate the possibility of bidding to Transport for London for traffic calming in The Highlands. Such schemes are prioritised on a number of factors, namely the number of personal injury accidents. To date we have not been allocated funding for this road.
Parked cars in The Highlands (Edgware end) makes it very congested.	<ul style="list-style-type: none"> • The proposed double yellow lines limit the parking at junctions, whilst the CPZ will reduce the number of commuters parking in this road which will provide more passing places and thus reduce congestion.
Support double yellow lines at junctions.	<ul style="list-style-type: none"> • Noted.

Bacon Lane

Residents should not have to pay for resident permit parking. At least 1st car should be free.	<ul style="list-style-type: none"> • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented. • Permit prices in Harrow are about mid-way in the range of all outer North and West London Boroughs. If permit prices were lower in Harrow, prices of other services would need to be increased to make up for it or other free services may have to be withdrawn or cut back.
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	<ul style="list-style-type: none"> • Free permits provide no incentive for non-essential car users to give up the use of their car. • Provided a vehicle displays a current tax disc and is parked so as not to cause an obstruction, it can park in any residential street for unlimited period. • The only enforcement tool the highway authority has is to introduce a CPZ such as proposed or prohibit parking by painting yellow lines which would cause more inconvenience to residents. • Presume that the resident is requesting parking controls should cover more hours. The proposed control hours have been chosen that meet with the wishes of the majority of responses received and are a balance between their effectiveness and inconvenience to residence and their visitors. The council are unable to agree to every ones wishes but try to introduce a scheme where there is majority support based on the consultation responses. • Longer term parking (maximum 4 hours) is needed to enable those visitors to shops or businesses whose appointments are likely to extend more than 2 hours. • Parking surveys show that approximately a third of commuter vehicles will be removed by introducing a CPZ. • Shared Pay and Display parking bays will provide sufficient parking spaces for both residents and visitors. However the parking scheme if implemented will be reviewed 6- 12 months after its implementation, but is subject to resource availability. • Harrow Council has undertaken to investigate the possibility of bidding for Transport for London “Neighbourhoods” funding, which is designed to assist authorities implementing this kind of scheme. However, a one-way system would not solve all the parking issues that people anticipate. • 20mph zones are required to be self-enforcing if traffic speeds are not already sufficiently low. Implementing a 20mph zone alone would not address parking and safety concerns.
Businesses in Bacon Lane should not be able to park in residential streets.	
Support parking restrictions but should be made stronger.	
Should be no long term parking (4hrs) only short term (2hrs).	
More parking should be reserved for residents rather than shared use Pay and Display.	
Bacon Lane should be one way traffic and introduce a 20mph zone.	

<p>Strongly agree with parking proposals. Sometimes not able to get in and out of driveway because of obstructive parking.</p>	<ul style="list-style-type: none"> • Thank you for your support. The proposed CPZ will address this issue.
<p>Burnt Oak Broadway</p>	
<p>Need car to get to work, where can I park my car. Businesses should be provided with at least one parking space since they have no off-street parking available.</p>	<ul style="list-style-type: none"> • The highway authority cannot guarantee the availability of on-street parking. • It is unfair to expect the council to subsidised free parking for some businesses whilst other business provide off street parking for their staff and customers.
<p>Request service road, be made one-way.</p>	<ul style="list-style-type: none"> • Thank you for this suggestion. This issue will be considered when the scheme is reviewed 6- 12 months after its implementation, but is subject to resource availability.
<p>Request loading bays to be relocated at approximately one third from each end of service road.</p>	<ul style="list-style-type: none"> • The common practice in Harrow is to put two loading bays together since it reduces signing, hence reduces street clutter, and makes the bays more visible to other road users. • Whilst having considered this request the loading bays have been relocated more centrally in the service road opposite the mid access point for ease of access. • It should be noted that delivery vehicles can park in a Pay and Display parking space for free without incurring a penalty charge notice, providing there is evidence that loading/unloading is taking place.
<p>Request P&D operational hours 8.30am to 5.30pm since shops do not open till 9 and close at six to avoid having an empty road and allow deliveries before the "rush" starts.</p>	<ul style="list-style-type: none"> • Current waiting restrictions in the service road are 8-9.30am and 4-6.30pm Monday to Saturday. By providing Pay and Display from 8am-6.30pm Monday to Saturday will provide parking spaces for commercial vehicles to service the shops at the being and end of the day.
<p>Restricting parking is wrong and killing high street business.</p>	<ul style="list-style-type: none"> • It is common practice where roads become so congested that where residents have difficulty in finding parking spaces for themselves some form of parking control is required. • Traffic engineers have to find a balance to provide parking for residents, their visitors, the needs of local businesses and

	<p>their visitors whilst maintaining access to all road users including emergency vehicles.</p> <ul style="list-style-type: none"> • Where there are no parking controls vehicles, providing they display a valid tax disc, they can park for an unlimited period preventing parking for visitors to the shops. • Businesses often favour Pay-and-Display parking as it reduces the likelihood of people overstaying and therefore increases the turnover availability of spaces for their customers.
<p>Provide more parking by creating more parking spaces where pavement is wide.</p>	<ul style="list-style-type: none"> • Traffic engineers have tried to maximise the number of parking spaces that can safely be accommodated on the highway without causing obstruction to other road users. • There are several factors that have to be considered in providing more parking spaces such as suggested, namely the whole width of the pavement may not be designated as public highway, in which case business owners would have to agree to give up their frontages to be used for public access at all times. • Many services are located in the footway which might have to be lowered and strengthened to protect them from higher vehicle loadings. • Providing additional parking spaces such as these are extremely expensive and would not attract funding based on the councils criteria to reduce the number of car journeys.
<p>No need for CPZ or Pay and Display. Do not understand why council wants to introduce these measures since none of the residents have requested them.</p>	<ul style="list-style-type: none"> • Residents and businesses were consulted in April 2009 on parking proposals in the area. The proposed parking measures have been based on the responses to that consultation. Parking controls are only proposed where the majority of the responses in a road or a section of the road supported the proposals. • Parking spaces have been introduced where it is safe to do so.
<p>Do not want double yellow lines since can not see the purpose of them.</p>	<ul style="list-style-type: none"> • Double yellow lines are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and is a well established principle in the Highway Code.

<p>Since there are no parking spaces we loose at lot of customers.</p>	<ul style="list-style-type: none"> It is not always possible to provide parking spaces especially on a busy main road such as the A5, which forms part of London's Strategic Road Network.
<p>Columbia Avenue</p>	
<p>Proposed single yellow line 8am to 6.30pm Monday to Saturday should be Monday to Friday.</p>	<ul style="list-style-type: none"> The proposed waiting restrictions in Columbia Avenue have been chosen to be the same as those of the Pay and Display parking bays opposite. Should the single yellow line operational period be changed to Monday to Friday it is likely that the existing parking problems on this side of the road would remain on Saturdays.
<p>Long term parking bays (4 hrs max) should also be Monday to Friday in Columbia Avenue.</p>	<ul style="list-style-type: none"> Columbia Avenue is fairly close to the shops, without parking controls on Saturdays this area would be the nearest free parking available and would therefore likely to suffer from the existing uncontrolled parking.
<p>Support double yellow lines at junctions.</p>	<ul style="list-style-type: none"> Noted.
<p>Parking restrictions in Columbia Av Monday to Saturday 8am -6.30pm are far too long and inconvenient to businesses and residents.</p>	<ul style="list-style-type: none"> Businesses often favour Pay-and-Display parking as it reduces the likelihood of people overstaying and therefore increases the turnover and availability of spaces for their customers.
<p>Proposals are just a money making scheme.</p>	<ul style="list-style-type: none"> The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them (and is comparative with other North and West London Parking charges) and also to deter car ownership in areas where parking is already at premium that a CPZ has been requested.
<p>No provision for employees to park their vehicles for full working day.</p>	<ul style="list-style-type: none"> The highway authority cannot guarantee the availability of on-street parking. It is unfair to expect the council to subsidise free parking for some businesses, whilst other business provide off street parking for their staff and customers.

Gordon Gardens

Support proposals this road is being used as a car park, driveways are often blocked.	<ul style="list-style-type: none">• Thank you for your support. The proposed CPZ will address these issues.
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Kenmore Gardens

Welcome with proposals, can't come soon enough since driveway often blocked.	<ul style="list-style-type: none">• Thank you for your support. The proposed CPZ will address this issue.
Approve of double yellow lines.	<ul style="list-style-type: none">• Noted.
Totally against proposals; Whilst neighbours have off-street parking I cannot afford to pay for parking.	<ul style="list-style-type: none">• The whole of the Burnt Oak Broadway area was consulted in April 2009. The proposed parking controls are only proposed in a road or part road where the majority of responses to that consultation support proposals.• The cost of permits is to cover the cost of production and issue and to deter fraudulent use.• Permits for residents and their visitors are only required if they need to park their vehicle in road during the controlled hours of the CPZ.
Pay for road tax and therefore should be able to park outside my house.	<ul style="list-style-type: none">• The highway authority cannot guarantee the availability of on-street parking.• The vehicle licence only entitles that vehicle to be driven on the highway. The area of road outside a property does not belong to the owner.

Northolme Gardens

Support double yellow lines at junctions.	<ul style="list-style-type: none">• Noted.
100% support for parking controls, long overdue.	<ul style="list-style-type: none">• Noted.
Controlled periods should be all day.	<ul style="list-style-type: none">• Whilst this proposal may be supported by some residents, all day parking restrictions would likely to cause residents more expense by having to purchase permits for their visitors. It is unlikely that all day parking controls would be supported by the majority of the residents.
Would prefer double yellow lines across driveway.	<ul style="list-style-type: none">• Generally, the council do not provide double yellow lines across driveways in isolation.

<p>Commuter parking create problems with cars blocking driveways.</p>	<p>Since this is a narrow road double yellow lines should be introduced opposite to the on-street parking bays to avoid possible obstruction.</p>	<ul style="list-style-type: none"> • Noted. The proposed CPZ will address this issue. • The council is unaware obstructive parking in this road is a problem. The introduction of the CPZ will remove commuter parking leaving more parking spaces for the residents. Painting double yellow lines for the whole length of the road is only considered where obstructive parking is a major issue. • However should the parking scheme be introduced this issue will be reviewed 6- 12 months after its implementation, subject to resource availability.
<p>Oakleigh Avenue (between Burnt Oak Broadway and the Chase)</p>		
<p>Support proposal driveway frequently blocked,</p>	<p>Parking space should be designated to individual resident.</p>	<ul style="list-style-type: none"> • Noted. The proposed CPZ will address this issue. • Permit only parking bays cannot be designated to individuals since it would reduce the number available of parking spaces to the rest of the community.
<p>Do not support CPZ in Oakleigh Av since there are no parking problems in this road.</p>	<p>I do not support double yellow lines since I will never be able to park outside my house.</p>	<ul style="list-style-type: none"> • Other residents in this road say that they do have parking problems. • Double yellow lines at junctions are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and is a well established principle in the Highway Code. • The highway authority cannot guarantee the availability of on-street parking. The area of road outside a property does not belong to the owner.
<p>Proposed double yellow lines at junction of Oakleigh Av and Vancouver Rd don't go far enough.</p>	<p>Money making exercise without any improvement.</p>	<ul style="list-style-type: none"> • The proposed double yellow lines have been designed to safeguard access for emergency vehicles and ensure safe visibility whilst also trying to maximise available parking in the area. The extent of these lines have been verified by computer simulation. • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing

	<p>them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.</p> <ul style="list-style-type: none"> • Police will be informed of this issue at our next liaison meeting.
<p>People park near the shops and cause anti social behaviour.</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.
<p>Park Way</p>	
<p>Single yellow line (8am-6.30pm Monday to Saturday) will affect all the businesses since they will not be able to park across their entrances.</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.
<p>Believe one-way would be beneficial but think it should be in the opposite direction since it will be difficult to gain access onto Stag Lane due to road is frequently congested due to traffic lights.</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.
<p>One-way for Park Way should be from Oakleigh Avenue to Stag Lane which will save cyclist having to do two right turns on to Edgware Rd and avoid traffic signals.</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.
<p>One-way traffic in Park Way is not required rat running not a problem and relives traffic congestion at lights</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.
<p>I agree with proposed double yellow lines in the Park Way because sometimes I am unable to get my car out to get to work which means I have to go by taxi.</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.
<p>One Way system in "Park Way" will help traffic flow.</p>	<ul style="list-style-type: none"> • The width of road is not sufficient to allow large vehicles access in this road without mounting the footway when other vehicles are parking in front of entrances to garages. • Delivery vehicles can load/unload for up to 40 minutes. • A number of vehicle use Park Way to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • To ensure free access from Park Way into Stag Lane it is proposed to introduce “Keep Clear” road markings at this junction. • A number of vehicle use Parkway to avoid the traffic signals at junction of Burnt oak Broadway and Stag Lane. The proposal would stop this manoeuvre. • The width of road in Park Way does not allow for a contra flow cycle lane to be provided. • Park Way suffers from parking congestion and vehicles unable to pass one another due to the narrow width of this road. The proposed one way traffic will reduce the number of vehicles using this road, whilst retaining access for businesses in Burnt Oak Broadway. • Thank you for your support. The proposed measures will address the issue you have raised. • Noted.

Stag Lane

Being penalised for where I live. Agrees there is a parking problem but could be dealt with by other methods.	<ul style="list-style-type: none">• Parking across driveways is a common problem in roads close to local shopping centres. The only means available to the council to stop this is to introduce parking controls with yellow lines.• The highway authority cannot guarantee the availability of on-street parking.• The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.• Community enforcement officers (CEO) can only issue a penalty charge notice for obstructive parking across a driveway when the householder has contacted the council's enforcement team and made a complaint. CEO's can only enforce where there are yellow lines.
Do not agree to proposed yellow line 8am-6.30pm Monday to Saturday since when not at work needs to park car in front of property.	
Do not have additional funds to pay for permit.	
Traffic Wardens rarely seen in this road. Make a rule no parking across driveways or you get a ticket.	

Strathmore Gardens

Pleased with proposed parking controls and support double yellow lines.	<ul style="list-style-type: none">• Noted.
CPZ hours could be extended to include Saturdays due to shoppers and commuters.	<ul style="list-style-type: none">• The proposed control hours have been chosen that meet with the wishes of the majority of responses received. The council is unable to agree to every ones wishes but try to introduce a scheme where there is majority support based on the consultation responses.

The Chase (between Bacon Lane and Columbia Avenue)

<p>Support parking proposals, most of parking spaces in The Chase are taken up by businesses located in this area and visitors to Edgware Hospital.</p>	<ul style="list-style-type: none"> • Noted. The proposed CPZ will address this issue.
<p>Parking across footway makes it dangerous for pedestrians.</p>	<ul style="list-style-type: none"> • Parking on the footway is not allowed. In such cases the council's parking enforcement section should be contacted.
<p>Do not understand why should have to pay to park outside ones own house?</p>	<ul style="list-style-type: none"> • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. • The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented. • The area of road outside a property does not belong to the owner.
<p>There should be no charge for the first permit.</p>	<ul style="list-style-type: none"> • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.
<p>No benefit of free parking for residents.</p>	<ul style="list-style-type: none"> • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.

<p>Proposals will reduce the number of parking spaces available.</p>	<ul style="list-style-type: none"> • The highway authority cannot guarantee the availability of on-street parking, however the maximum number of permit only parking spaces have been introduced whilst protecting access to driveways. • An assessment of the total parking capacity after the scheme is implemented showed that, if residents park efficiently and unselfishly, there will be more spaces than the number of vehicles expected to park overnight.
<p>Support proposals only if I can park across driveway. (Within Zone 10-11am and 2-3pm Monday to Friday).</p>	<ul style="list-style-type: none"> • As a principle all kerbside space must be controlled within a CPZ, so driveways and accesses are covered by a single yellow line, but usually only for the 1 or 2 hours of a day that a CPZ is operational. If parking needs to take place for building work, the contractor can apply for a dispensation from the council.
<p>Why are we not allocated road space to park like rest of The Chase? They can park where they wish,</p>	<ul style="list-style-type: none"> • The extent of the proposed CPZ has been chosen that meets with the wishes of the majority of responses received from residents in your section of The Chase. The council are unable to agree to every ones wishes but try to introduce a scheme where there is majority support based on the consultation responses.
<p>There is no where else to park.</p>	<ul style="list-style-type: none"> • The highway authority cannot guarantee the availability of on-street parking.
<p>Proposals are a money making scheme.</p>	<ul style="list-style-type: none"> • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.
<p>People who cause the problem are Garages in Bacon Lane, commuters for Burnt Oak Station, Doctors surgery, the Hospital Doctors on Watling Av and Oak Lodge Centre and shoppers use road to avoid car</p>	<ul style="list-style-type: none"> • Provided a vehicle displays a current tax disc and is parked so as not to cause an obstruction, it can park in any residential street for an unlimited period. • The principle for paying for a parking permit is established in

parking charges. We are the victims and should not have to pay for privilege to park in one's street.	<p>Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.</p>
CPZ will displace parking which will cause parking problems to other roads.	<ul style="list-style-type: none"> • Residents and businesses in the Burnt Oak Broadway area were consulted on whether they wished to be included in a CPZ and advised that if a neighbouring road was included in the proposals there would be the likelihood of displaced parking.
<p>The Highlands</p>	
There is no problem with parking in The Highlands. Parking close to Edgware is an issue and should be looked at.	<ul style="list-style-type: none"> • Other residents in this road say that they do have parking problems .
Parking controls should be extended to 2-5pm due to heavy volume of traffic.	<ul style="list-style-type: none"> • The proposed control hours have been chosen that meet with the wishes of the majority of responses received. The council are unable to agree to every ones wishes but try to introduce a scheme where there is majority support based on the consultation responses.
This has been along time coming, The Highlands is a very busy road, difficult to cross and often becomes gridlocked, Driveway often becomes blocked by people going shopping, the footway also can be blocked by vans.	<ul style="list-style-type: none"> • Noted. The proposed CPZ will address these issues.
Do not want loading bay near house however loading bays should be charged since a vehicle could stay there all day.	<ul style="list-style-type: none"> • Loading bay is located near the shops. • There is no charge to park in a loading bay but it is usual to limit the length of time a vehicle can load or unload so as to allow a turnover of vehicles.
Proposals will make it impossible to park.	<ul style="list-style-type: none"> • The highway authority cannot guarantee the availability of on-street parking.
Excellent idea long time coming.	<ul style="list-style-type: none"> • Noted.

Request if it is possible to extend the parking bay outside my house to provide more parking spaces?	<ul style="list-style-type: none"> • This will be reviewed on-site if the scheme is implemented.
Support proposals, More people will be able to park and do shopping in local area and also stop workers parking all day. It will also stop driveways getting blocked by parked vehicles (cars and vans). Road can also be kept clean if cleaning teams use restricted time to clean the road.	<ul style="list-style-type: none"> • Thank you for your support, implementing a CPZ will address these issues.
Considers that the Highlands should be made a one way road due to the amount of traffic using this road.	<ul style="list-style-type: none"> • Harrow Council has undertaken to investigate the possibility of bidding for Transport for London “Neighbourhoods” funding, which is designed to assist authorities implementing this kind of scheme. However, a one-way system would not solve all the parking issues that people anticipate.
People park near the shops and cause anti social behaviour problems.	<ul style="list-style-type: none"> • Police will be informed of this issue at our next liaison meeting.

Vancouver Road

Not before time, double yellow lines (needed) on corners.	<ul style="list-style-type: none"> • Noted.
Support parking proposals and look forward to changes which hopefully bring safer, cleaner and environmentally free street.	<ul style="list-style-type: none"> • Thank you for your support, implementing a CPZ will address these issues.
Sincerely hopes scheme gets enforced. Speeding is a problem in Vancouver Road. Numerous accidents occur at junction of Columbia Avenue where lots of pedestrians cross which is unsafe.	<p>The introduction of double yellow lines at junctions will improve visibility and help make the roads safer for motorist and pedestrians. The measures will receive as much enforcement as resources can provide.</p>
Very pleased double yellow lines being introduced. Bacon Lane junction is very dangerous due to vehicles blocking visibility.	<ul style="list-style-type: none"> • Noted.
Do not support proposal since it would mean that residents would always be concerned that they are parked legally.	<ul style="list-style-type: none"> • Providing that vehicles are within a permit only bay and display a permit there should be no concerns when parking in a CPZ during the controlled hours. Drivers already have responsibility for parking lawfully.

<p>Support proposals, blocking of driveways is a frequent problem, request facilities for blue badge holders.</p>	<ul style="list-style-type: none"> • Thank you for your support. The introduction of a CPZ will address these issues. • Blue badge holders ,providing they display their blue badge, are allowed to park in permit only bays and Pay and Display bays free for an unlimited period. They can also park up to three hours on a single yellow line providing they are not causing an obstruction and display their blue badge together with the clock and that there are no loading restrictions.
<p>Against proposals; inconveniencing residents especially when there are functions or events. Visitors will not be able to park without visitors permits extra cost and inconvenience. Pay enough taxes without having to find extra money.</p>	<ul style="list-style-type: none"> • The proposed CPZ in your road meets with the wishes of the majority of responses received. The council are unable to agree to everyone's wishes but try to introduce a scheme where there is majority support based on the consultation responses. Other residents in this road say that they do have parking problems. • Usually a dispensation is granted, such as for funerals etc providing you contact the councils parking enforcement prior to the event. • The vehicle licence only entitles that vehicle to be driven on the highway. • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.
<p>Do not support proposals: there are no parking problems in Vancouver Road.</p>	<ul style="list-style-type: none"> • Other residents in this road say that they do have parking problems. • The proposed CPZ in your road meets with the wishes of the majority of responses received. The council are unable to agree to everyone's wishes but try to introduce a scheme where there is majority support based on the consultation responses.

<p>P&D bays will be used by visitors so I will not be able to park outside my own house.</p>	<ul style="list-style-type: none"> • The Pay and Display bays close to Oakleigh Avenue are shared use bays which residents can use with their permit. • However the highway authority cannot guarantee the availability of on-street parking with or without parking controls. • The area of road outside a property does not belong to the owner.
<p>Proposals will encourage more front gardens to be paved over decreasing green space.</p>	<ul style="list-style-type: none"> • Residents have the right to apply to create a hard stand for their vehicles, however the hard stand must conform to the council's environmental criteria in available size, type of construction and amount of borders left for plants and drainage.
<p>People park near the shops and cause anti social behaviour problems.</p>	<ul style="list-style-type: none"> • Police will be informed of this issue at our next liaison meeting.

Comments from roads within the consultation area but outside the proposed CPZ

Axholme Avenue

<p>Do not support proposal; commercial businesses are the cause of parking problems in this area, converting houses to flats also create more parking problems.</p>	<ul style="list-style-type: none"> • The majority of responses to the consultation from your road did not support a CPZ; hence your road has not been included in the proposed CPZ. • The highway authority is only able to control parking by the introduction of parking controls. • The planning system presumes consent for development, and the council must follow the rules. Lack of parking availability is not normally considered sufficient grounds to refuse planning permission for conversion.
<p>Axholme Avenue is a narrow street and is already heavily parked. Proposals will displace even more cars into this road.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this street, therefore this road has not been included in the CPZ • However if the parking scheme is implemented it will be reviewed 6- 12 months after its implementation subject to resource availability. Should parking become a problem, residents will be given the opportunity to decide if they wish the CPZ to be extended to include their road.
<p>There are no parking problems in Axholme Ave, therefore no need for parking controls.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this street, therefore this road has not been included in the CPZ.
<p>We need some free parking spaces in Bacon Lane to enable people to get to Queensbury station and Edgware Community Hospital.</p>	<ul style="list-style-type: none"> • Free parking spaces will encourage parking into an area where there are already parking problems. • Pay and Display and shared use Pay and Display parking is proposed in Bacon Lane, however a charge has to be made to control the usage of these parking bays.
<p>Do not want double yellow lines.</p>	<ul style="list-style-type: none"> • Double yellow lines are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and is a well established principle in the Highway Code.
<p>Support double yellow lines at junctions will make roads safer.</p>	<ul style="list-style-type: none"> • Noted.

Briary Grove (unadopted road)

Considers double yellow lines are not necessary on outside of bend at junction of Briary Grove with Oakleigh Avenue and Broomgrove.	<ul style="list-style-type: none">• Double yellow lines on this section of public highway are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and are a well established principle in the Highway Code.• The double yellow lines have been kept to a minimum to ensure emergency service access, whilst accommodating the maximum possible on-street parking. The extents of the double yellow lines have been determined by vehicle swept path computer simulation.• The proposed control hours have been chosen that meet with the wishes of the majority of responses received. The council are unable to agree to everyone's wishes but try to introduce a scheme where there is majority support based on the consultation responses.• Thank you for your support for the proposals.
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Broomgrove Gardens

Happy to see double yellow lines at junctions.	<ul style="list-style-type: none">• Noted.
Bromsgrove is 15 mins walk from main shopping area, Do not need CPZ in Broomgrove Gardens, it will only cause problems for residents and not the shoppers.	<ul style="list-style-type: none">• The majority of responses to the consultation from you road did not support a CPZ, hence your road has not been included in the proposed CPZ.
Believes proposals are a money making scheme.	<ul style="list-style-type: none">• The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.

<p>Proposed control period of 10-11am and 2-3pm will not solve parking problems or congestion. Prefer not to introduce CPZ. Residents should not have to pay for permits.</p>	<ul style="list-style-type: none"> • The proposed control hours have been chosen that meet with the wishes of the majority of responses received. The council are unable to agree to everyone's wishes but try to introduce a scheme where there is majority support based on the consultation responses. • Where the majority of residents have requested and supported the proposal of implementing a CPZ in their road the council are duty bound to carry out their wishes. • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented. • Permit prices in Harrow are about mid-way in the range of all outer North and West London Boroughs. If permit prices were lower in Harrow, prices of other services would need to be increased to make up for it or other free services may have to be withdrawn or cut back. • Free permits provide no incentive for non-essential car users to give up the use of their car.
<p>Proposals will transfer parking problems into Broomgove Gardens.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in your street, therefore this road has not been included in the CPZ. • Residents were asked at the initial consultation if they wished to be included in the CPZ if the adjacent road were to be included. • However, if the parking scheme is implemented it will be reviewed 6- 12 months after its implementation subject to resource availability. Should displaced parking become a problem, residents will be given the opportunity to decide if they wish the CPZ to be extended to include their road.

<p>Request to extend double yellow lines at junction of Bacon Lane and Broomgrove Gardens.</p>	<ul style="list-style-type: none"> • It is proposed to extend the existing double yellow lines at this junction. These will be monitored and reviewed together with any other issues after 6 - 12 months of date of implementation, subject to resources being available.
<p>Concern that Broomgrove Gardens will suffer from displaced parking, Playing fields and school should be made to have their own car parks.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in your street, therefore this road has not been included in the CPZ. • However if the parking scheme is implemented it will be reviewed 6- 12 months after its implementation subject to resource availability. Should displaced parking become a problem, residents will be given the opportunity to decide if they wish the CPZ to be extended to include their road. • The Krishna-Avanti School have been contacted regarding the issues of their staff parking in Broomgrove Gardens.
<p>Greencourt Avenue</p>	
<p>CPZ will have an impact on Greencourt Avenue without any parking restrictions. There are already parking problems in this street with parking spaces often taken up by commercial vehicles. This road will suffer from displaced parking if proposals are introduced, therefore against parking proposals.</p>	<ul style="list-style-type: none"> • The majority of responses to the consultation from Greencourt Avenue did not support a CPZ; hence your road has not been included in the proposed CPZ. • However if the parking scheme is introduced it will be reviewed 6- 12 months after its implementation, subject to resource availability. Should displaced parking become a problem, residents will be given the opportunity to decide if they wish the CPZ to be extended to include their road. • Where the majority of residents have requested and supported the introduction of a CPZ in their road, the council are duty bound to carry out their wishes.
<p>Full Agreement, would welcome CPZ in Greencourt Avenue. Large vehicles use this road which has become a car park with cars parked for weeks. Council should go ahead regardless.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in your street, therefore this road has not been included in the CPZ.
<p>Yellow lines long overdue and needed for safety reasons.</p>	<ul style="list-style-type: none"> • Noted.

Oakleigh Avenue (between The Chase and Broomgrove Gardens)	
Support double yellow lines for safety reasons.	<ul style="list-style-type: none"> • Noted.
Lack of parking for guests; not fair on residents and guests to pay.	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this part of Oakleigh Avenue, therefore this section of Oakleigh Avenue has not been included in the CPZ. • This section of Oakleigh Avenue is not included in the CPZ no permits are required.
All parking restrictions will affect local businesses.	<ul style="list-style-type: none"> • Where roads become so congested that resident and visitors to businesses and local shops have difficulty in finding parking spaces for themselves some form of parking controls are required. • Traffic engineers have to find a balance to provide parking for residents, their visitors, the needs of local businesses and their visitors whilst maintain free access to all road users including emergency vehicles. • Where there are no parking controls some vehicles park up for the whole of the day thus preventing parking for visitors to the shops. • Businesses often favour Pay-and-Display parking as it reduces the likelihood of people overstaying and therefore increases the turnover of spaces for their customers.
Request additional double yellow lines at junction of Oakleigh Avenue and The Chase.	<ul style="list-style-type: none"> • The proposed double yellow lines at this junction should be sufficient to provide access for emergency and refuse vehicles. However if the parking scheme is implemented it will be reviewed 6- 12 months after its implementation subject to resource availability when this request will be considered.
Parking proposal will affect my family; totally against proposals.	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this part of Oakleigh Avenue, therefore this section of Oakleigh Avenue has not been included in the CPZ. • Since this part of the road is not included in the CPZ no permits are required.

<p>Oakleigh Ave should have speed humps, cars driven too fast.</p>	<ul style="list-style-type: none"> • Traffic Calming (speed humps) requests are prioritised on the basis of a numerous factors such as: number of personal injury accident ,data supplied by the Metropolitan Police, number of heavy good vehicles and the roads location to school and or parks. Oakleigh Avenue has a good safety record and therefore would not be considered a priority for traffic calming. • However the issue of speeding in this road will be reported to the police at the next traffic liaison meeting with the police.
<p>Single yellow line should operate from 10am - 6pm.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this part of Oakleigh Avenue, therefore this section of Oakleigh Avenue has not been included in the CPZ. Single yellow lines would only be implemented in your road with a CPZ.
<p>Install more parking bays for max of 4-6 hours and charge every 15 mins.</p>	<ul style="list-style-type: none"> • A balance has to be made in allocating parking spaces for the various demands of residents and the visitors, and between those of visitors to businesses and shops in the local area. • Should the maximum stay period be extended to 6 hours for Pay and Display, those spaces are likely to be taken up by business staff, which would be counter productive in creating a high turnover usage of these parking spaces.
<p>Proposed parking restriction for Oakleigh Avenue should be extended to include whole of road otherwise current parking problems in the lower part of the road will be transferred into uncontrolled section.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this part of Oakleigh Avenue, therefore this section of Oakleigh Avenue has not been included in the CPZ. • However if the parking scheme is implemented it will be reviewed 6- 12 months after its implementation subject to resource availability. Should displaced parking become a problem, residents will be given the opportunity to decided if they wish the CPZ to be extended to include the whole of this road.
<p>Oppose parking proposals will incur additional costs. Council should deal with shop keepers who use footway for their business and inconvenience</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this part of Oakleigh Avenue, therefore this section of Oakleigh Avenue has not been included in the

<p>pedestrians. Permit for first car should be at no cost to resident.</p>	<p>CPZ.</p> <ul style="list-style-type: none"> • Since this part of the road is not included in the CPZ no permits are required.
<p>Disappointed that CPZ is proposed along our part of the road. It would be very inconvenient and costly for friends, family and visitors to Pay and Display or for us to continue handing them visitor permits when this is not necessary to do so.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this part of Oakleigh Avenue, therefore this section of Oakleigh Avenue has not been included in the CPZ. • Since this part of the road is not included in the CPZ no permits are required.

Orchard Grove

<p>Do not support proposals, Should not have to pay to park in own street because of local businesses causing the parking problem, pay Council and Car taxes, Council should share profits with residents, parking permits should be free for residents and their visitors.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in Orchard Grove, therefore this street has not been included in the CPZ. • Provided a vehicle displays a current tax disc and is parked so as not to cause an obstruction, it can park in any residential street for an unlimited period. • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented. • When CPZs generate surplus after paying back the initial cost of introduction, this money is invested in transport schemes like providing Freedom Passes for the over-60s. • The Council is not a profit making organisation.
<p>Do not support proposal, parking will be displaced into Axholme Ave and Orchard Grove.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in Orchard Grove, therefore this street has not been included in the CPZ. • However if the parking scheme is implemented it will be reviewed 6- 12 months after its implementation subject to resource availability. Should displaced parking become a

<p>Do not agree with double yellow lines in the area. Do not introduce parking controls in area. There are no current parking problems in Orchard Grove. Spend money on improving street lighting.</p>	<p>problem, residents will be given the opportunity to decide if they wish the CPZ to be extended to include their road.</p> <ul style="list-style-type: none"> • Double yellow lines are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and is a well established principle in the Highway Code. • There was not strong enough support from residents for controlled parking in Orchard Grove, therefore this street has not been included in the CPZ. • CPZ have to be self financing. Should CPZs generate a surplus after paying back the initial cost of introduction, this money is invested in transport schemes like providing Freedom Passes for the over-60s.
<p>The main parking problem is due to business units in Bacon Lane. This needs to be sorted out. Parking restrictions is not the solution because we already pay far too much council tax and cannot afford to pay more.</p>	<ul style="list-style-type: none"> • Provided a vehicle displays a current tax disc and is parked so as not to cause an obstruction, it can park in any residential street for an unlimited period. • The only parking controls the highway authority has is to introduce a CPZ such as proposed or prohibit parking by painting yellow lines which would cause more inconvenience to residents. • The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented. • Parking from businesses is not the only issue residents have raised.
<p>Do not wish to have any yellow lines Orchard Grove.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in Orchard Grove, therefore this street has not been included in the CPZ, therefore no single yellow lines are proposed in Orchard Grove

<p>Bacon Lane should have allocated parking spaces for surgery. Pay and display parking bays is just another way of council making money.</p>	<ul style="list-style-type: none"> • It is not possible to allocate parking spaces for individuals or organisations. Should such a proposal be implemented enforcement would not be able to verify who would be entitled to parking in the designated spaces hence the parking spaces would then likely to be abused. • The proposed Pay and Display parking in Bacon Lane will ensure that patients will be able to find parking spaces albeit they will have to pay. • The principle for paying for a parking is established in Harrow on the basis that people who need travel by car to a busy congested area are reassured that generally there will be parking spaces available and that their stay is no longer than necessary which in turn creates a high turn over of vehicles
<p>The Chase (between Oakleigh Avenue and Columbia Avenue) CPZ will only benefit council in making more revenue. Already pay council and road tax so why should have to pay to park outside my house? Why should residents have to pay for parking when problem caused by other outside area? Parking Zone should be extended to cover whole of the Chase since the uncontrolled section will suffer from displaced parking.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this section of The Chase, therefore this street has not been included in the CPZ and no permits are required. • There was not strong enough support from residents for controlled parking in this section of The Chase, therefore this street has not been included in the CPZ, • However if the parking scheme is introduced it will be reviewed 6- 12 months after its implementation subject to resource availability. Should displaced parking become a problem, residents in this section of The Chase will be given the opportunity to decide if they wish the CPZ to be extended to include their section of road.
<p>No reason to put parking restrictions in The Chase since there are no current parking problems. Proposals will create problems that do not exist at moment.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this section of The Chase, therefore this section of The Chase has not been included in the CPZ. • However if the parking scheme is introduced it will be reviewed 6- 12 months after its implementation subject to

	<p>resource availability. Should displaced parking become a problem, residents in this section of The Chase will be given the opportunity to decide if they wish the CPZ to be extended to include their section of road.</p>
<p>Do not take away freedom to park, Put yellow lines down on one side of road only, and reduce P&D charges to 50p per hour.</p>	<ul style="list-style-type: none"> • There was not strong enough support from residents for controlled parking in this section of The Chase, therefore this section of The Chase has not been included in the CPZ. • The proposed parking charges are the same as that for other road in similar local shopping centres. Should the parking charges be reduced it is likely that there would be less turnover of vehicles thus depriving parking for other visitors to the area.
<p>Do not need double yellow lines; not enough parking for residents</p>	<ul style="list-style-type: none"> • Double yellow lines are required for safety and to ensure all properties are accessible for fire tenders and refuse trucks and is a well established principle in the Highway Code. • The highway authority cannot guarantee the availability of on-street parking.
<p>People park near the shops and cause anti social behaviour problems.</p>	<ul style="list-style-type: none"> • Police will be informed of this issue at our next liaison meeting.

Comments from roads outside the consultation area all related to proposed parking controls in Bacon Lane

<p>Fully support proposal as a patient of Bacon lane surgery; parking near the surgery is currently impossible; proposals will benefit all patients especially blue badge holders. Double yellow lines will also relieve the congestion.</p>	<ul style="list-style-type: none"> • Thank you for your support. The scheme proposal will address these issues.
<p>Parking problems caused by commuters and businesses in Bacon Lane, proposals will adversely affect patients and staff of Bacon Lane Surgery.</p>	<ul style="list-style-type: none"> • Provided a vehicle displays a current tax disc and is parked so as not to cause an obstruction, it can park in any residential street for an unlimited period, therefore it is not possible to target any individual or business. • The only parking controls the highway authority has is to introduce a CPZ such as proposed, or prohibit parking by painting yellow lines which would cause more inconvenience to residents. • The proposed parking in Bacon Lane will ensure that patients will be able to find parking spaces albeit they will have to pay. • The Bacon Lane Surgery has some off street parking and it is for them to manage their own parking requirements for their staff. • Whilst the parking controls may affect some staff, they may consider the use of alternative forms of transport should they not wish to pay for parking, such as use of public transport, walking or cycling, which is the part of the Mayor of London Transport Strategy. • The proposed parking controls will benefit those patients who need to travel by car and especially those with disabilities or mobility problems.
<p>The proposals would make it impossible for the surgery to fulfil “their duty of care”. The only parking restrictions that would work for the surgery is 1-2 pm when there are no appointments for patients and when clinical staff make their home visits.</p>	<ul style="list-style-type: none"> • Whilst a controlled hour of 1 to 2 pm would be beneficial for the medical and administration staff, it would not necessarily be beneficial to patients and the wider community. • The majority of responses to the consultation supported the proposed control hours of 10-11am and 2-3pm. • Control hours of 1-2 pm would not be beneficial to the patients

	<p>since the parking spaces would be taken by other staff to businesses located in this area.</p>
<p>Patients to the surgery should not have to pay to park.</p>	<ul style="list-style-type: none"> It is not possible to allocate parking spaces for individuals such as patients. Should such a proposal be implemented enforcement would not be able to verify who would be entitled to parking in the designated spaces hence the parking spaces would then likely to be open to abuse. The proposed parking in Bacon Lane will ensure that patients will be able to find parking spaces albeit they will have to pay.
<p>Pay and Display parking charges of 50p per half hour are excessive.</p>	<ul style="list-style-type: none"> The proposed Pay and Display parking charges are the same as that for other road in similar areas of Harrow. Should the parking charges be reduced it is likely that there would be less turnover of vehicles thus depriving parking for other visitors to the area.
<p>How will patients who overstay their paid expiry time be treated should they be delayed at the doctor's surgery.</p>	<ul style="list-style-type: none"> This issue has been highlighted and we are currently looking at measures such as telephone payments for parking. Of course the surgery also needs to play its part in minimizing any delays. It should be noted that there are many other doctor surgeries that are located within CPZ's both in Harrow and elsewhere which operate without problems.
<p>Surgery is not a business but provides service and therefore should not have to pay for business permits.</p>	<ul style="list-style-type: none"> The councils permit charges are based on residential or non residential properties. Central government classes a doctor's surgery as businesses and is charged business rates.
<p>Proposal is only a money making exercise.</p>	<ul style="list-style-type: none"> The principle for paying for a parking permit is established in Harrow on the basis that people who live in a CPZ have an added service for which it would be unfair to subsidise from the wider public purse. The price of permits, which are the same across all of Harrow, is set to cover the cost of issuing them and also to deter car ownership in areas where parking is already in such a premium that a CPZ has been implemented.

<p>As a patient of Bacon Lane Surgery the existing scheme will cause great inconvenience and incur cost for myself and other patients attending this practice.</p>	<ul style="list-style-type: none"> • There are extensive existing parking problems in Bacon Lane Patients have complained that often there are no parking spaces available near the surgery. Far from causing inconvenience to patients the proposed Pay and Display bays will ensure that there are parking spaces for those patients who need to travel to the surgery by car, albeit that they will have to pay parking charges. • Where parking is at a premium it is common practise to charge for parking on the highway which ensures parking spaces are available for visitors to the area and that parking spaces are not occupied all day by commuter parking. • These proposals will especially benefit blue badge holders who are entitled to park free in a permit only parking bay or in a Pay and Display parking bay providing they display their blue badge.
<p>Doctors will be forced to commute to work and this will restrict their ability to make home visits.</p>	<ul style="list-style-type: none"> • Bacon Lane Surgery has some off street parking . It is for them to manage the parking spaces for those doctors who need their vehicles to make home visits.