

Ref	Address	Comments	Officers Response
Q154	Alfriston Avenue	Supports revised parking proposals but objects to double yellow lines adjacent to 51 Alfriston Avenue.	Restrictions are proposed to support Rule 243 of the Highway Code which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" The proposed restrictions are a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services.
E032	Berriton Road / Perwell Avenue	Objects to the extent of the double yellow lines in Berriton Road and Perwell Avenue. Would like the double yellow lines extend to prevent obstructive parking in the small gaps between private accesses. Furthermore enforcement is required.	Under the London Local Authorities Act 2003 it is a contravention for motorists to park across a vehicular access unless they have the permission from the land owner. Therefore, additional parking restrictions are not required for the council to enforce against this contravention. Should residents experience this they are advised to contact parking enforcement.
E048	Capthorne Avenue	Objects to the zone extension and associated changes to the Rayners Lane CPZ as they are not needed. In particular objects to proposals in Capthorne Avenue as during the proposed hours of operation there is not a parking problem in the street. Objection also states that the restrictions across residents accesses reduce their ability to park there and residents have to apply and pay for parking in a street which is currently free at the moment.	Residents responses to both the informal consultation and statutory consultation will be reviewed. For officers to recommended measures to be implement there will need to be a majority support from residents effected by the parking pressures in the area. Unless safety related proposals will not be recommended without resident support.

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QN019	Capthorne Avenue	Objects to restrictions as road tax payers should be able to park anywhere as long as its legal.	Only streets where there is majority support from residents within the area directly affected move forward to statutory consultation and subsequently implementation. Many of the double yellow line restrictions are proposed as safety measures to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
E042	Church Avenue	Objects to the double yellow line restrictions in Dewsbury Close and at the junctions of Downs Avenue, West Avenue and Central Avenue with Church Avenue as there is currently no problem experienced and they are unsightly. Furthermore, concerns were highlighted with regards to displaced parking from Dewsbury Close onto Church Avenue will create a parking problem and impact on traffic flow.	Having considered and discussed the proposed restrictions with ward councillors, officers recommend the restrictions around the roundabout at the end of Dewsbury Close are removed to maintain offstreet parking capacity whilst ensuring the fire brigade can service the properties within 30 meters. Parking restrictions on junctions are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.

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E061	Church Avenue	Objects to the proposed double yellow lines in and around Church Ave. Not faced any problems with cars parking where the restrictions are proposed. Raises concerns that due to the lack of cars in the street vehicles speed will increase causing the high volume of traffic using Church Avenue to speed endangering pedestrians and motorists as well as increase noise and pollution. Objects to the proposals as the restrictions will look ugly, reduce property values and will have a negative impact on residents well being. Feels the restrictions are a waste of money and the money should be spent on planting trees in Church Avenue.	The parking restrictions on the bends are proposed as a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
L007	Church Avenue	Objects to the proposal as they have no driveway and currently use an alighting space with asphalt path between verge on Downs Ave to carry heavy shopping to the home. If proposals go ahead and yellow lines go down they will not be able to use the space and will have to walk through the verge in all weather.	The restrictions on the corner in Church Avenue are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. However given the concerns raised it should be noted that vehicles can stop on the double yellow line to load and unload.
E010	Dewsbury Close	Objects to the parking restrictions in Dewsbury Close due to the reduced parking capacity and lack of previous incidents in the close	Having considered and discussed the proposed restrictions with ward councillors, officers recommend that the restrictions proposed to maintain access to the close are maintained whilst the restrictions around the roundabout at the end of the close are removed to maintain offstreet parking capacity whilst ensuring the fire brigade can service the properties within 30 meters.

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E070	Dewsbury Close	Objects to the double yellow lines around the island at the end of the Dewsbury Close as it is believed they are unnecessary and will significantly reduce parking capacity within the close and create displaced parking affecting adjacent roads.	Having considered and discussed the proposed restrictions with ward councillors, officers recommend that the restrictions proposed to maintain access to the close are maintained whilst the restrictions around the roundabout at the end of the close are removed to maintain offstreet parking capacity whilst ensuring the fire brigade can service the properties within 30 meters.
E007	Downs Avenue	Objects to the location of a proposed parking bay outside 24-26 Downs Avenue due to access concerns to a private driveway.	Having reviewed the proposals officers feel entry/exit issues are likely to arise due to the narrow nature of the access. It is therefore proposed that the bay is relocated to the opposite side of the carriageway where the parking capacity within the street can be maintained and access issues are less likely to be experienced.
L059	Downs Avenue	Objects to the proposed extension and layout of the CPZ in Downs Avenue as it does not guarantee a space, reduces the amount of parking, visually impacts on the street, permit cost, inconvenience to renew permit and risk of penalty. In addition concerns were raised to the negative impact to house price, potential for permits to increase in cost, the effect will be minimal as most people have off street parking. With regards to the layout the bay adjacent to 16-18 will affect the access for even properties as it is opposite their drive and will restrict movements. Finally, raises concerns over the previous consultation results as they do not add up.	Having analysed the questionnaire responses from the statutory consultation a response rate of 29% was received for Downs Avenue. Of these responses there was a 80% support level. Due to the high level of resident support for the proposals officers recommendations are for Downs Avenue to be included within the proposed zone extension. Having reviewed the proposals officers feel entry/exit issues are likely to arise due to the narrow nature of the access. It is therefore proposed that the bay is relocated to the opposite side of the carriageway where the parking capacity within the street can be maintained and access issues are less likely to be experienced.

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QN013	Downs Avenue	Objects to the proposed resident permit bay situated between no 24 & 26 Downs Avenue due to the road being very narrow and if a vehicle parked opposite it would be difficult to enter and exit properties.	Having reviewed the proposals officers feel entry/exit issues are likely to arise due to the narrow nature of the access. It is therefore proposed that the bay is relocated to the opposite side of the carriageway where the parking capacity within the street can be maintained and access issues are less likely to be experienced.
E005	Fernbrook drive	Objects to the proposal that the bottom part of Alfriston Avenue and Fernbrook Drive are to be excluded from CPZ. Disagree's with the results of the informal consultation and feels that the results are not representative due to people not fully understanding the implications or everyone received the consultation document, therefore requests a clipboard survey takes place. Additionally has concerns of displaced parking into the southern part of Alfriston Avenue and Fernbrook Drive. Highlights that until the commuter parking at the station is resolved commuter parking will always be a problem.	With regards to the initial consultation not being a representative, officers can only take into consideration the responses received back. It is not considered practical to undertake a clipboard survey due to the vast quantity of resources and financial implications this would have. Furthermore, the councils policy is to consult residents where they can take their time to read through the proposals in the comfort of their own home free from external pressures. In response to concerns that not all residents received a consultation document, other than this objection no complaints have been received. A specialist traffic company is used to deliver the documents as they understand the importance of the consultation process. Although there is often spare capacity for commuters within the Rayners Lane car park, experience shows commuters will always look to park in the surrounding area for free.
E049	Fernbrook drive	Objects to the proposed double yellow lines across the driveway of 18 Fernbrook Drive as the driveway is off the bend and vehicles parked in this location would not obstruct visibility sight lines.	Having reviewed the proposed restrictions and the possible impact of the requested reduction of double yellow lines officers recommend that as the revision would not impact on the bend visibility and adhere to Rule 243 of the High Way Code the proposals are reduced to the boundary of 16-18 Fernbrook Avenue.

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L004	Fernbrook Drive	Objects to the proposal as no problems have occurred in the last forty years. Feels if proposal goes ahead the area will be a permanent car park for commuters, residents and non residents. Concerned over the number of high sided vehicles and why only 3/4 of Alfriston Avenue has been proposed for inclusion and not the rest of The Avenue and Fernbrook Drive.	Having reviewed the responses from the initial public consultation there was not a majority support for inclusion from the responses received for Fernbrook Drive. As a result only double yellow lines were proposed in identified locations on grounds of safety.
E033	Hillcroft Avenue	Feels the restrictions at the junction of The Avenue and Hillcroft Avenue are unnecessary as its rare for vehicles to park there. The main problem is with parents collecting their children. Concerned displaced parking will block residents driveways.	Parking restrictions on junctions are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked <i>"opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"</i> Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. With regards to displaced parking blocking residents driveways, if residents experience this they are advised to contact parking enforcement to discourage this form of inconsiderate parking in the future.

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E066	Hillcroft Avenue	<p>Object to proposals to indiscriminately introduce restrictions on corners of quiet residential roads all over the borough, specifically the restrictions at the junction of Hillcroft Avenue and The Avenue as it is a waste of tax payers money. Parking is not considered a problem at the fore mentioned junction and has never caused an accident. The junction is considered very wide, with good visibility and access has never been an issue. Concerns are also raised over vandalism of vehicles and that residents would like to be able to park outside their property.</p>	<p>The restrictions in the area are proposed as safety measures to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location.</p>
E064	Imperial Drive	<p>Objects to the double yellow lines outside 104-106 Imperial Drive as Rule 238 states that vehicles should not wait on the restrictions and is therefore concerned about vehicles exiting the private accesses. Furthermore, it was highlighted that the restrictions extend into the grass verge outside 108 Imperial Drive which can currently accommodate two vehicles. The current restrictions would reduce this to 1 space.</p>	<p>With regards to the concerns over waiting on the double yellow line to exit the access the double yellow lines allow for vehicles to stop not only waiting for vehicles to clear or give way but also to drop off and pick up goods or passengers for up to 40 minutes. Waiting to exit the access could be considered similar to waiting in congestion alongside double yellow lines and will not be enforced. In addition to this the proposed restrictions have been reduced to the southern driveway boundary of 106 Imperial Way to maximise parking capacity.</p>
E015	Lynton Road	<p>Objects to the double yellow lines as it will not materially improve parking in the area. Feels there is little compliance to Rule 243 of The Highways Code and the restrictions will further increase parking pressures and impact on residents quality of life.</p>	<p>Parking restrictions on junctions are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.</p>

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E053	Lynton road	Objects to the double yellow line proposals in the Lynton Road area due to the reduction in parking capacity. One particular concern raised was having to park far away when having to load and unload shopping and luggage.	The restrictions in the Lynton Road area are proposed to maintain both access and visibility for motorists and pedestrians at all times. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
L008	Lynton Road	Objects to the proposed double yellow line outside 121 Lynton Road as partner is disabled and requires space to park outside the property. Would like if the double yellow lines do go ahead for either a disabled bay or a carriage crossing to allow for off street parking to be constructed.	Having reviewed the proposed measures the restrictions have been reduced to the boundary of 121 and 123 Lynton Road. This allows for the junction to be protected and support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space".
L047	Lynton Road	Objection to the extent of the proposed double yellow lines adjacent to 122 Lynton Road. Confusion over how a previous request not to have the double yellow line over the driveway resulted in an extension.	Restrictions are proposed to ensure suitable visibility at the junction and support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
E068	Mayfield Park	Objects to the extent of the double yellow lines outside 1 Village Way. Due to visibility and traffic flow concerns request for double yellow line to be extended to join the restrictions at the junction of Village Way with South Close	Having reviewed and discussed the proposals with ward councillors officers recommend that the restrictions are extended to the boundary of 5-7 Village Way.

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E052	Newlyn Gardens	Objects to the double yellow lines on the even side of the close as feels there has never been a problem with access. However, understands the councils concerns and responsibilities towards the emergency services but would request that the restrictions are relocated to the opposite side of the carriageway as that is the way vehicles currently park and the kerbs on the even side have high kerbs.	Further to a site meeting with Ward Councillors and considering the comments received officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable.
L016	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services or anything else. If the restrictions do go ahead requests for them to be located on the opposite side of the carriageway and for the road to be resurfaced prior to them being painted.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access. All carriageway surfaces will be repaired prior to the introduction.

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L017	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L018	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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L019	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L020	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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L021	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L022	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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L023	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L024	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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L025	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L026	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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L029	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L030	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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E056	Oakington Avenue	Objects to the double yellow lines proposed in DP2010-9 as they will disfigure and detract from the natural appearance of the road, spoiling the look of the area. In addition to this in recent times since living in the area they are not aware of any access problems for emergency service vehicles. It is believed that the proposals are a waste of public funding and that parking bays have been provided on a bend against the councils own guidelines.	The restrictions are proposed to ensure adequate visibility at the junctions and maintain access for emergency services. As parking pressures increase in the future motorists will be looking to park in places where not considered in the past. Without these proposals the council are unable to enforce and discourage future offences and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
E059	Oakington Avenue	Objects to the proposed double yellow lines in Oakington Avenue and The Retreat due to vehicles very rarely parking in this location due to the one hour parking restriction. Furthermore it is felt the markings will be an eyesore and waste of tax payers money. Suggests that if the restrictions are to go ahead then they should be on the opposite side of the carriageway to allow resident access.	Restrictions are proposed to ensure emergency service access at all times and maximise parking capacity where possible to do this whilst maintaining access.
E037	Ovesdon Avenue	Objects to the proposed CPZ in Ovesdon Avenue as majority of vehicles that park in the street are residents, therefore residents will incur further costs without receiving any benefits, feels the zone is being introduced on small response rate.	Having analysed the questionnaire responses from the statutory consultation a response rate of 25% was received for Ovesdon Avenue. Of these responses there was a 50% support level. Further to discussions with ward councillors it was agreed as there was no majority support that officers recommendations would be for Ovesdon Avenue not to be included within the proposed zone extension.

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QN044	Ovesdon Avenue	Does not object to double yellow lines where necessary on Ovesdon Avenue or single yellow lines to stop commuters but would strongly oppose permit parking.	Having analysed the questionnaire responses from the statutory consultation a response rate of 25% was received for Ovesdon Avenue. Of these responses there was a 50% support level. Although there is an even number of responses both supporting and not supporting the proposals given that the mixed feelings amongst residents over the requirement for a CPZ further to discussions between Ward Councillors and officers it is recommended that Ovesdon Avenue is not included within the CPZ extension however double yellow line proposals will still be recommended.
E051	Raynton Close	Formal objection to the proposed double yellow lines. Would like to see the restrictions on the opposite side of the carriageway as have always parked on that side and will be better for visibility for vehicles entering and exiting the close and keep the accessibility for residents private accesses and larger vehicles visiting the close.	The proposed double yellow lines are located on the western side of the carriageway to maximise the parking capacity within the close. Due to the three private accesses on the western side if restrictions were placed on the opposite side of the carriageway then the parking capacity would be reduced to two vehicles. Having reviewed the access to the properties on the western side of the carriageway it is likely that vehicles would be required to undertake more than one manoeuvre to either enter or exit their drive however if restrictions were placed on the eastern side it is likely vehicles would still have to undertake more than one manoeuvre to enter or exit their drive but would also have reduced parking capacity within the close.

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L005	Raynton Close	Objects to the proposals in Raynton Close. Previously objected when proposed for CPZ and was informed that double yellow lines would only be introduced at bends, junctions and narrowings, not down one entire side of the close. Also objects to allocated parking spaces opposite properties through the narrow section and has concerns over a residents access to the property requesting that it will be necessary to park adjacent and therefore requests for double yellow lines to be reduced to the northern building line of 1 Raynton Close.	The double yellow lines are proposed to discourage obstructive parking and have been located on the western side of the carriageway to maximise the parking capacity within the close. Due to the three private accesses on the western side if restrictions were placed on the opposite side of the carriageway then the parking capacity would be reduced to two vehicles.
E030	Romney Close	Objects to the proposals in Romney Close as nobody ever parks in the road due to the narrow width of the carriageway. Therefore feels the restrictions are unnecessary and a waste of council funds.	Parking restrictions are proposed to discourage vehicles not to park now and in the future as parking pressures increase. Without these proposals the council are unable to enforce obstructive parking and would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. Furthermore these restrictions would ensure access for emergency services. The proposals do not reduce parking capacity in the Close.
QN007	Romney Drive	I object to the double yellow lines proposed adjacent to 8 Romney Drive, there has been no incidents of any kind on the road and will take away parking capacity for visitors which is not necessary.	Restrictions are proposed to support Rule 243 of the Highway Code which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" The proposed restrictions are a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services.

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E027	Southbourne Close	Objects to the parking restrictions within the close as it will reduce the parking capacity by three vehicles. This will result in displaced parking into the narrow section of Southbourne Close that may be obstructive.	Having reviewed the restrictions within the close officers recommend the restrictions are reduced to maintain the parking capacity adjacent to the raised kerbs, however an element of the restrictions are recommended to remain around the end of the turning head to ensure space for vehicles to turn around without having to reverse the full length of The Close.
E029	Southbourne Close	Objects to the parking restrictions in Southbourne Close as it will leave nowhere for visitors to park. Currently the road works well and residents park considerately.	Having reviewed the restrictions within the close officers recommend the restrictions are reduced to maintain the parking capacity adjacent to the raised kerbs, however an element of the restrictions are recommended to remain around the end of the turning head to ensure space for vehicles to turn around without having to reverse the full length of The Close.
E036	Southbourne Close	Objects to the double yellow line restrictions in the Close as the restrictions would remove the only two spaces where visitors can park. Also questions why restrictions cannot be removed where two parking spaces are located as the remaining restrictions at the end of the close would be sufficient for vehicles to turn around.	Having reviewed the restrictions within the close officers recommend the restrictions are reduced to maintain the parking capacity adjacent to the raised kerbs, however an element of the restrictions are recommended to remain around the end of the turning head to ensure space for vehicles to turn around without having to reverse the full length of The Close.
L015	Southbourne Close	Object to the double yellow line proposal due to the fact will cause considerable inconvenience to the occupiers and others in the close. Never had any problems with parking and also there has been no problem for Emergency services.	Having reviewed the extent of the restrictions officers propose to reduce the parking restrictions within the turning head to maintain a number of parking spaces whilst ensuring there is suitable space for vehicles to turn negating the possibility of vehicles having to reverse down the close.

Ref	Address	Comments	Officers Response
L067	Stapleton Close	Objects to the extent of the double yellow line requests it is extended to all the area in front of Nos 1 and 3 Village Way, cars and vans continue to block visibility and access due to the highway layout and proximity to busy junction.	Having reviewed the proposals with Ward Councillors it was agreed that due to the visibility and safety concerns raised that the double yellow line restrictions are recommended to be extended from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
E031	Suffolk Road	Objects to extent of the double yellow lines on Suffolk Road. Feels restrictions should stop after the island outside 100 Suffolk Road and not extend to No.96. Concerns about displaced parking and residents having to load/unload from far away.	Having reviewed the extent of the proposed restrictions officers recommend the restrictions remain unchanged as the restrictions prevent vehicles parking opposite the junction with Lankers Drive. This encourages compliance with Rule 243 of the highway code which states vehicles should not park "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space".
E060	Suffolk Road	Objects to the double yellow line proposals in Suffolk Road due to the parking problems they will causes, specifically in Lankers Drive which is a narrow road. Main concerns are that cars turning onto Suffolk Road will drive even faster and could endanger pedestrians crossing the island outside 102 Suffolk road. Claims no problem with queuing traffic due to parked vehicles and very few vehicles park on the lines during the day as most are at work so they only really park at night time and at the weekend. Also concerned over the cost to the council of the two consultations.	The parking restrictions on the bends are proposed as a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. With regards to the restrictions between Lankers Drive and the roundabout, these are proposed to discourage obstructive parking on the approach to the island and ensure suitable visibility for those using the crossing location.

Ref	Address	Comments	Officers Response
E043	The Avenue	Objects to the length of the proposed permit bay opposite 112-114 The Avenue should the CPZ extension in the north of The Avenue go ahead due to visibility concerns when using private access.	Further to discussions with Ward Councillors given the visibility concerns raised and access issues raised in an alternative response officers recommend the proposed bay is relocated to the opposite side of the carriageway.
E071	The Avenue	Objects to plans to introduce the controlled parking zone in The Avenue as during the day there is no evidence of congestion and it is not required. The CPZ will therefore be an unwelcome inconvenience to the residents in the northern section of The Avenue.	Having analysed the questionnaire responses from the statutory consultation a response rate of 58% was received for The Avenue. Of these responses there was a 81% support level. Due to the high level of resident support for the proposals officers recommendations are for The Avenue to be included within the proposed zone extension.
L006	The Avenue	Objects to the proposal for The Avenue to be included in the CPZ as it is felt there are no problems at all with any parking and also there is no problems with commuters parking their cars. Concerned over impact it will have on Rayners Lane shops and feels CPZ will result in people paving their gardens to create parking space affecting the area and increasing the flood risk.	Having analysed the questionnaire responses from the statutory consultation a response rate of 58% was received for The Avenue. Of these responses there was a 81% support level for the measures. Due to the high level of resident support this indicates that many residents do experience problems and wish for The Avenue to be included within the proposed zone extension. Parking for the shops has recently been reviewed and a scheme is currently on site to improve the parking capacity.
Q136	The Avenue	If CPZ goes ahead in The Avenue would like to object to layout and extent of permit bay between Church Avenue and 105 The Avenue due to visibility issues when using private access.	Due to the safety concerns raised and other residents raising concerns regarding access issues opposite having discussed the proposals with Ward Councillors it is proposed that the bay would be relocated to the opposite side of the carriageway.
Q161	The Avenue	Has a objection towards the two spaces outside numbers 71 to 77; only 2 spaces where 3 on even side; disrupts flow of traffic; many learners use The Ave-parked cars will block view of oncoming traffic-possible accident; noise and pollution.	Proposed bay are located to maximise access for residents to their property. Furthermore offsetting parking bay can act as a traffic calming measure to discourage speeding down long straight sections.

Ref	Address	Comments	Officers Response
QN029	The Avenue	Does not support proposed location of permit bay opposite 112-114 The Avenue as it will impact residents access rights. Parking difficulties have not been experienced in the past and do not feel it would be a problem relocated on the eastern side of the carriageway.	Due to the concerns raised along with other residents raising visibility concerns, having discussed the proposals with Ward Councillors it is proposed that the bay would be relocated to the eastern side of the carriageway.
QN032	The Avenue	Objecting and not in favour of CPZ due to the damage this scheme would do to the lively hood of the area and economy of the local businesses; council has been extremely short sighted in planning and introducing this scheme. Concerned over what plans have been considered for visitors to the area with the reduced parking capacity.	CPZ restrictions have only been proposed for streets where there has been majority support from residents for a requirement. Furthermore, there is currently a scheme in Rayners Lane around the shops which is improving parking facilities and capacity for visitors to the shops. Alternatively paid parking can be sought in the train station car park owned by London Underground which is rarely fully occupied.
L035	The Close	Objects to the proposed double yellow lines in the west side of the close. No parking problems have been experienced and feels the restrictions would be inappropriate. Furthermore access can be obtained from two entrances and budgets should be spent where there are currently problems not possible problems in the future. Does however support the restrictions on the junctions.	Restrictions are proposed to reduce the likelihood of obstructive parking. Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. The proposals in The Close do not reduce the parking capacity as at present drivers should not be leaving their vehicles obstructing the highway.
E013	The Gardens	Objects to the proposal for double yellow lines due to rarely encountering any issues with traffic or obstructions due to parked cars. Double yellow lines both sides unnecessary and will impact on the aesthetics of the area.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions along the narrow section of The Gardens are unnecessary. However further to liaising with the fire brigade, due to appliances requiring access to within 30m of properties to service incidents officers recommend that proposals remain unchanged.

Ref	Address	Comments	Officers Response
E069	The Gardens	Objects to the double yellow lines in The Gardens as it is believed that they are unnecessary and ill conceived. They are not aware of any incidents of accidents or obstructions to emergency services in the last 24 years. Also disagrees with the reason given to introduce double yellow lines on the junction and states road safety could be substantially improved by resurfacing.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have also been reduced from the full extent of The Gardens but maintains the restrictions on the entry arms to ensure accessibility for the emergency services.
L009	The Gardens	Objects to the installation of double yellow lines in The Garden due to no residents wanting the restrictions, never experiencing an access problem, property prices will be affected, unnecessary pollution from ticket inspectors visiting the area and the cost implications of installing the restrictions.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have also been reduced from the full extent of The Gardens but maintains the restrictions on the entry arms to ensure accessibility for the emergency services.
L014	The Gardens	Strongly object to the proposal and feels it is unnecessary, double yellow lines will spoil the area and lower the value of the property. Require a One way system as adopted in The Croft as service vans and non residential cars speed and there are two blind corners where there may be an accident.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. The proposals have also been reduced from the full extent of The Gardens but maintains the restrictions on the entry arms to ensure accessibility for the emergency services.

Ref	Address	Comments	Officers Response
L049	The Gardens	Objects to the proposal in The Gardens, if obstructive parking did take place it would be illegal and although the police would have to deal with it, it is a very unlikely scenario. Furthermore footway parking could be dealt with by the council. Concerned changes to the original plan where restrictions were proposed throughout the close may imply to drivers that it is ok to park in the unrestricted section and could be confusing. Questions why restrictions on both sides of the carriageway are required. Has further objections regarding the money being wasted particularly when footways and carriageways need resurfacing. Finally feels that restrictions will not impact on access for residents but will impact on quality of life.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians at the junction whilst ensuring access for emergency services through the narrow section. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have been reduced from the full extent of The Gardens due to previous correspondence received but maintains the restrictions on the entry arms to ensure accessibility for the emergency services to within 30m of all properties as indicated by the fire brigade.
L052	The Gardens	Objects to the double yellow lines in The Gardens as it is felt that the council wants to impose the restrictions on residents to generate revenue due to unrecoverable funds lost in the Icelandic bank crash.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians at the junction whilst ensuring access for emergency services through the narrow section. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have been reduced from the full extent of The Gardens due to previous correspondence received, but maintains the restrictions on the entry arms to ensure accessibility for the emergency services to within 30m of all properties as indicated by the fire brigade.
E050	The Retreat	Objects to the propose double yellow lines due to the limited capacity that will remain for the number of properties within The Retreat. Suggests that proposals go ahead placing double yellow lines on the kerbs and intersection of Oakington Avenue and The Drive but leave the rest of The Retreat as it currently is.	Due to the narrow width of the carriageway only parking on one side of the carriageway is feasible whilst maintaining access and therefore parking capacity is not reduced other than where the restrictions are proposed on the junctions to maintain access and visibility.

Ref	Address	Comments	Officers Response
E062	The Retreat	<p>Objects to the restrictions as it is believed the proposals are overkill given that inconsiderate parking has never been observed and the area had already been spoilt with unnecessary parking bays and single yellow lines. Furthermore, it is felt that as the area is not used as a rat-run the measures are unnecessary and a waste of tax payers money. If however the restrictions do have to go ahead it is requested that restrictions are watered down with simple signing at the entrances to the close to be considered.</p>	<p>The restrictions in the area are proposed as safety measures to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. With regards to the suggestion on signing on the entry to the close restricting parking, this would not meet the required legal obligations for the restrictions to be enforceable.</p>
E014	Torbay Road	<p>Objects to the proposals as historically cars have never been observed parking on the corner outside and opposite 391 Torbay Road unless it is when residents have an occasion at their house which is usually on a Saturday evening or Sunday afternoon during the summer.</p>	<p>Parking restrictions on the bend are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked on a bend. However, having reviewed the extent of the restrictions with Ward Councillors it was agreed that the restrictions could be reduce to the boundary of 389-391 without significantly impacting on visibility.</p>
E034	Torbay Road	<p>Objects to the double yellow line outside 389 Torbay Road. Feels it will serve no benefit to road safety or avoid accidents as there has been none or even near misses. Double yellow lines will inconvenience tax paying residents. Feels that the single yellow line has worked well ensuring commuters do not park in the street and that funding could be spent better elsewhere.</p>	<p>Parking restrictions on the bend are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked on a bend. However, having reviewed the extent of the restrictions with Ward Councillors it was agreed that the restrictions could be reduce to the boundary of 389-391 without significantly impacting on visibility.</p>

Ref	Address	Comments	Officers Response
E016	Trescoe Gardens	Objects to the proposals as it is felt that parking capacity will be reduced within the close, in addition it is felt that no commuters park in the close and is therefore unlikely to be subject to unthoughtful, obstructive parking. Finally the reduced parking capacity will encourage residents to convert their gardens into offstreet parking.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
E035	Trescoe Gardens	Objects to double yellow lines on Trescoe Gardens as parking in the cul-de-sac is already difficult due to its small size, restrictions on High Warpole and the proposed restrictions will make it more difficult. Also raises concerns that neighbours will turn their gardens into off street parking which will affect the aesthetics of the close.	Further to a site meeting, Ward Councillors were agreed in support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

Ref	Address	Comments	Officers Response
E046	Trescoe Gardens	Objects to the proposed double yellow lines in Trescoe Gardens and surrounding roads. Having never witnessed any obstructions for refuse lorries or emergency vehicles it is felt that the restrictions are not required.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
E057	Trescoe Gardens	Objects to the double yellow lines in Trescoe Gardens due to there not being any access problems in the past, the number of vehicles in the close not likely to increase, concerns over using private accesses and lastly the increased likelihood of unnecessary resentment between neighbours.	Due to the proposed zone extension and increasing parking pressures on the highway in general the likelihood of Trescoe Gardens being subject to external parking is likely to increase, furthermore the revised restrictions do not reduce the parking capacity within the close but do encourage formalised parking on one side of the carriageway to ensure access.

Ref	Address	Comments	Officers Response
E065	Trescoe Gardens	<p>Objects to the proposed double yellow lines on Consultation Plan 23 referring to restrictions in Newlyn Gardens, Trescoe Gardens, Raynton Close, High Warpole and Waverley Road. Feels that the suggestion that emergency services will not be able to access Trescoe Gardens is incorrect due to there not being a problem in the past. Also states that due to Trescoe Gardens being a quiet cul-de-sac used only by residents impaired sight lines are not a problem and once again states there has been no incidents relating to this. Finally, concerns are raised as to how the poor carriageway surface will ensure the road markings do not disappear with the remainder of the road markings.</p>	<p>The restrictions detailed on Consultation Plan 23 are proposed as safety measures. As much as the majority of vehicles using these streets are likely to be residents, many will also be visitors who do not know the road layout. Furthermore the restrictions are proposed to encourage parking in accordance with The High Way Code. With regards to the restrictions in Trescoe Gardens further to a review these have now been reduced, however still ensure access for emergency services to access an incident in properties at the end of the close without reducing the parking capacity within the close.</p>
L002	Trescoe Gardens	<p>Objects as people do not park on both sides as it would completely block access to the close, If they do wish to do so double yellow lines would not stop them. Comments that people do not park opposite the driveways to allow for reasonable access to their drives, furthermore people frequently park adjacent to 2 Trescoe Gardens without incident and therefore the restrictions. Finally, refuse vehicles have not been observed having problems entering or exiting the close.</p>	<p>Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.</p>

Ref	Address	Comments	Officers Response
L012	Trescoe Gardens	<p>Objects to the proposal in the street as it is felt that they will be of no benefit to the residents and will make parking more difficult for them and their visitors. States that vehicles park only on one side and refuse lorries don't have a problem. Would prefer to see the money spent on repairing carriageways and that the restrictions will devalue their house.</p>	<p>Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.</p>

Ref	Address	Comments	Officers Response
L058	Trescoe Gardens	<p>Objects to the proposed yellow lines in Trescoe Gardens. Justification for proposals through The Highway Code are not valid. From experience residents have never obstructed refuse vehicle which reverses up the road with no problem. Visibility is not an issue as almost all motorists coming in and out are residents plus an occasional Sunday visitor. For a long time no one has seen a fire engine in the close but don't see it could be an issue as refuse lorry can get in. Also objects to restrictions on the approach road to Roxbourne Park and raises concerns around the top end of High Warpole near Subway obstructive parking takes place. Feels implementation will be unfair and undemocratic.</p>	<p>Due to the proposed zone extension and increasing parking pressures on the highway in general the likelihood of Trescoe Gardens being subject to external parking is likely to increase, furthermore the revised restrictions do not reduce the parking capacity within the close but do encourage formalised parking on one side of the carriageway to ensure access. Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access</p>

Ref	Address	Comments	Officers Response
E022	Village Way	Objects to the proposed restrictions as Village Way is unaffected by commuter parking and does not feel parking restrictions are required. Some residents have multiple cars and require parking on the unrestricted side of the road. In addition friends and family will have nowhere to park. Speeding traffic is slowed down by the parked vehicles, concerned removing it will increase speeds. Raised issue that residents will pave over their garden and the area will look ugly. Finally, commuter parking does not take place at the weekend why are restrictions proposed for Saturdays.	The restrictions are proposed due to traffic flow being significantly obstructed by parking along Village Way, resulting in one way traffic flow through sections during peak hours. By improving traffic flow officers are aware it is possible vehicle speeds may increase, therefore officers will be proposing to introduce Vehicle Activated Signs along Village Way which have been shown to be effective in reducing vehicle speeds elsewhere in the borough. These restrictions are also proposed for the Saturday as obstructive parking is not only from commuters and impacts traffic flow on Saturday as well.
L054	Village Way	Objects to the extent of the double yellow line requests it is extended to all the area in front of Nos 1 and 3 Village Way, cars and vans continue to block visibility and access due to the highway layout and proximity to busy junction.	Having reviewed the proposals with Ward Councillors it was agreed that due to the visibility and safety concerns raised that the double yellow line restrictions are recommended to be extended from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
L057	Village Way	Objects to the extent of the double yellow lines on Village Way and requests that they are extended to outside 1, 3, 5, 7 and 9 Village Way for safety reasons. Restricted visibility and vehicles blocking access is a common occurrence.	Having reviewed the proposals with Ward Councillors it was agreed that due to the visibility and safety concerns raised that the double yellow line restrictions are recommended to be extended from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
QN041	Village Way	Current proposal not reasonable as have no spare parking capacity on drive and has no space for visitors therefore strongly objects against to the proposals.	CPZ restrictions have only been proposed in streets where there has been majority support from residents in the road. Visitor permits can be purchased.

Ref	Address	Comments	Officers Response
QN042	Village Way	Objects to proposed parking restrictions for Village Way as they are not affected by commuter parking and if proposal go ahead there will be no where for guest and family to park, many of whom have young children. Currently parked vehicles only thing that slows traffic and backing out will become exceedingly difficult. Danger when pedestrians are crossing will also increase and residents will pave over their driveways. Also objects to the proposals on Saturdays as there is no commuter parking.	The restrictions are proposed due to traffic flow being significantly obstructed by parking along Village Way, resulting in one way traffic flow through sections during peak hours. By improving traffic flow officers are aware it is possible vehicle speeds may increase, therefore officers will be proposing to introduce Vehicle Activated Signs along Village Way which have been shown to be effective in reducing vehicle speeds elsewhere in the borough. These restrictions are also proposed for the Saturday as obstructive parking is not only from commuters and impacts traffic flow on Saturday as well.
QN058	Warden Avenue	Objects to the proposed scheme as off street parking is not possible and will have to pay for multiple vehicle permits should the scheme be implemented.	Having analysed the questionnaire responses from the statutory consultation a response rate of 37% was received for Warden Avenue. Of these responses there was a 66% support level. Due to the high level of resident support for the proposals officers recommendations are for Warden Avenue to be included within the proposed zone extension.
QN059	Warden Avenue	Strongly opposed to scheme as it is felt they do not have parking problem during day as commuters are not using Warden Avenue. Neighbours without vehicles are happy to allow cars to park across their drive which would not be available should the proposals be implemented. It is also felt that families should not be placed under further financial burden in current times. By concreting over driveways it is detrimental to the environment. Also raises concerns that parking will be displaced into adjacent streets.	Having analysed the questionnaire responses from the statutory consultation a response rate of 37% was received for Warden Avenue. Of these responses there was a 66% support level. Due to the high level of resident support for the proposals officers recommendations are for Warden Avenue to be included within the proposed zone extension.

Ref	Address	Comments	Officers Response
E012	Waverley Road	Objects to the proposed double yellow lines outside 25-27 Waverly Road due to the bend not being sharp and width of the carriageway not impeding emergency services.	The restrictions are proposed to ensure suitable visibility for both motorists and pedestrians. Furthermore it encourages compliance with Rule 243 of the Highway Code stating that vehicles should not be parked on a bend. Having reviewed the restrictions with Ward Councillors officers recommend that the restrictions are reduced to a point 3 meters north of the boundary of 23-25 Waverly Road. This allows for adequate visibility to remain.
E054	Waverley Road	Objects to the double yellow lines in Raynton Close and Trescoe Gardens as they will directly impact on Waverly Road. However, supports the double yellow lines around the roundabout at the end of High Warpole.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and will therefore not impact on Waverly Road.
L051	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on Waverley Road. Also objects to the double yellow lines between 23-29 Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and is therefore not considered to impact on Waverley Road. The restrictions outside 23-29 Waverly Road are proposed to ensure suitable visibility for both motorists and pedestrians. Furthermore it encourages compliance with Rule 243 of the Highway Code stating that vehicles should not be parked on a bend. Having reviewed the restrictions with Ward Councillors officers recommend that the restrictions are reduced to a point 3 meters north of the boundary of 23-25 Waverly Road. This allows for adequate visibility to remain.

Ref	Address	Comments	Officers Response
L053	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L060	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L061	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L062	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.

Ref	Address	Comments	Officers Response
L063	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L064	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L065	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on Waverley Road. Also objects to the double yellow lines between 23-29 Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and is therefore not considered to impact on Waverley Road. The restrictions outside 23-29 Waverly Road are proposed to ensure suitable visibility for both motorists and pedestrians. Furthermore it encourages compliance with Rule 243 of the Highway Code stating that vehicles should not be parked on a bend. Having reviewed the restrictions with Ward Councillors officers recommend that the restrictions are reduced to a point 3 meters north of the boundary of 23-25 Waverly Road. This allows for adequate visibility to remain.

Ref	Address	Comments	Officers Response
L066	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
E045	West Avenue	Objects to the proposal on West Avenue as it is felt it is another way of council to levy extra charge on residents. Feels there is enough restrictions in the area and they are not necessary in West Avenue. Would like for friends and family to be able to park without restriction.	Having analysed the questionnaire responses from the statutory consultation a response rate of 59% was received for Ovesdon Avenue. Of these responses there was an 83% support level. Further to discussions with ward councillors it was agreed due to the majority support for proposals from residents, officers recommendation would be for West Avenue to be included within the proposed zone extension.
QN057	West Avenue	Strongly objects as it is felt it is another way for council to levy extra charge on residents on top of heavy council tax already paid. Bought property specifically with free parking for friends and family on the carriageway and would like the freedom to park on street.	Having analysed the questionnaire responses from the statutory consultation a response rate of 59% was received for West Avenue. Of these responses there was a 83% support level. Due to the high level of resident support for the proposals officers recommendations are for West Avenue to be included within the proposed zone extension.

Ref	Address	Comments	Officers Response
E003	Yeading Avenue	<p>Concerns that double yellow lines on the bend of Waverly Road will increase speeds as will remove cars parked on corners that slow traffic down and will be danger for children and parent for nearby school. Comments that existing restrictions are not enforced and as a result implementation is a waste of funds.</p> <p>Objects to double yellow lines at the junction of Waverley Road and Yeading Avenue due to the reduction of parking capacity for people living in the area and the likelihood that motorists picking up from the school will park there without prosecution.</p>	<p>Using parked vehicles to impair motorists and pedestrians visibility as a traffic calming measure is not desirable and contradicts the well establish Rule 243 of the Highway Code which states that vehicles should not be parked on a bend. Furthermore, Rule 243 states that vehicles should not be parked <i>"opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"</i> The proposed restrictions on the junction of Waverley Road and Yeading Avenue are a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. It is recommended these safety measures should not be compromised for convenience.</p>