

APPENDIX D

Road	Ref. No.	Comment / Objection	Engineer's comment
Pinner Road (13)	706, 1010, 1127	Objection to relocation of bus stop as this will not allow the businesses to load / unload outside their shops.	The swapping of the bus stop and proposed pay & display bays was requested by Transport for London (TfL) and agreed after extensive liaison / negotiation with TfL. This was to improve the bus stop accessibility whilst providing new pay & display bays as requested by local businesses.
	904, 1010, 1011	Objects to the relocation of bus stop as this would reduce the width of the footway for push chairs and wheel chair users.	The legal minimum footway width of 1.2m will be maintained at the relocated bus stop to allow obstruction free movement of push chairs and wheel chairs.
	379, 384, 903	Supports the scheme in favour of businesses.	No response required.
	370, 1010	Request for half hour free parking in the bays to increase business.	Considering the maintenance and enforcement costs of pay & display bays, the council cannot afford to provide free parking for first half hour. However, a borough wide review of parking and permit charges was carried out in last financial year by the council with a view to harmonise these charges and make them transparent throughout the borough. The result of this consultation will be reported to the cabinet where the decision will be made on the progress of the review.
	469, 904	Objects to the change from single yellow to double yellow line waiting restrictions outside no. 173-187, especially on Sunday as this will reduce loading space for businesses	Loading / unloading are permitted on double yellow lines and are governed by the time period indicated on loading restriction time plate. The proposed loading restrictions along the southern footway of Pinner Road between The Gardens and Neptune Road are relaxed from existing 7am-10am & 3pm-8pm Mon-Fri and 8am-6.30pm Sat & Sun to 7-10am Mon-Fri and 11am-5pm Sat & Sun. These revised loading restrictions will assist businesses to load/unload during the evenings and weekends.
	904, 1010	Objects to the relocation of bus stop as this will increase the risk of fire at the litter bin next to the bus stop.	Litter bin will be relocated at appropriate location near the bus stop so as to avoid any increase in risk of fire hazard. There has been no evidence that the location of the bin near a bus stop is a fire hazard.
	904, 1010	Objects to the proposed extension of hours of operation of existing shared resident and pay & display parking bays as this will limit parking of residents who work on shifts that start and end late.	The existing shared resident and pay & display bays near the shops are primarily provided for shoppers to the local businesses. The extension of hours of operation of these bays are proposed to harmonise the times of operation of other bays in the vicinity of the location.

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	649	Objection to relocation of bus stop due to privacy reasons. The proposed relocation of bus stop will reduce privacy as people standing at the bus stop will have clear view of our front windows and door and can monitor our movements.	Bus stops are the essential elements of a bus service and are required to run an efficient and reliable public transport system. They are required to be provided at appropriate locations along a bus route to load / unload passengers. Relocation of bus stop does not reduce the overall privacy of the properties.
	649	Objection to relocation of bus stop as it will cause structural damage to the property as the property is old and have less foundation.	There has been no evidence of structural damages to properties due to bus stop relocation.
	649	Objection to relocation of bus stop as it will increase noise and air pollution.	The overall noise and air pollution does not increase due to relocation of bus stop.
	649	Objection to relocation of bus stop as it will encourage the shoppers to park outside my property, blocking my driveway and ignoring the waiting restrictions.	New pay & display bays are provided outside the shops for shoppers and visitors to the area. If the proposals are approved by the TARSAP, the parking enforcement team will be informed to carry out enforcement of the new waiting and loading restrictions.
	706	Objection to relocation of bus stop as customers will not be able to park outside their shops.	Relocation of the bus stop is critical to the achieved the overall objective of the scheme to provide parking for visitors and shoppers to the local businesses. The swapping of the bus stop and proposed pay & display bays was requested by Transport for London (TfL) and agreed after extensive liaison / negotiation with TfL. This was to improve the bus stop accessibility whilst providing new pay & display bays as requested by local businesses.
	706	Suggests not to carry out any proposals including relocation of bus stop.	The overall objective of the scheme is to provide additional parking for visitors and shoppers to the local businesses and to improved safety of all road users.
	900	Suggests to increase resident permit parking bay times as residents find it hard to find a parking space even when they have paid for the permit.	A Controlled Parking Zone (CPZ) does not guarantee a parking space for the residents. It only increases the chances of availability of parking space depending on the location of the property within the CPZ.
	904	Objects to the relocation of bus stop as it will hide the post box from the main road.	The Post box is located on private boundary. Relocation of the bus stop is critical to the achieved the overall objective of the scheme to provide parking for visitors and shoppers to the local businesses.
	904	Objects to the proposed double yellow lines on Bedford Road, Oxford Road and Rutland Road as this will reduce parking spaces for local shops and for loading / unloading activities.	Parking and loading/unloading activities are not allowed within 10m of the junction as stated in The Highway Code no 243 "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". The proposed double yellow lines and loading restrictions are proposed to enforce the highway code and to improve the visibility at the junctions.

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	904	Objects to the proposed extension of hours of operation of existing Pay & Display parking bays as this will reduce the customers and the spending in the local area.	The overall objective of the scheme is to provide additional parking for visitors and shoppers to the local businesses. The extension of hours of operation of the existing shared resident and pay & display bays are proposed to harmonise the times of operation of other bays in the vicinity of the location.
	1011	Suggests to move the existing bus stop to outside property no. 189-194 to create additional parking spaces.	Possibility of relocation of bus stop to outside property no. 189-194 was investigated with TfL. However, this was not possible as it would be far away from the next bus stop along the route.
	1012	Objects to the proposals as they are potentially damaging to patient's health and their ability to have ready access to the facilities at the doctor's surgery.	Parking and loading/unloading activities are not allowed within 10m of the junction as stated in The Highway Code no 243 " <i>DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</i> ". The proposed double yellow lines and loading restrictions are proposed to enforce the highway code and to improve the visibility at the junctions. The proposed additional pay and display bays will provide more parking spaces to the visitors and shoppers to the local businesses.
	1012	Objects to the proposals as it breaches the council's obligation of duty of care to protect local residents from any potential health risks.	Parking and loading/unloading activities are not allowed within 10m of the junction as stated in The Highway Code no 243 " <i>DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</i> ". The proposed double yellow lines and loading restrictions are proposed to enforce the highway code and to improve the visibility at the junctions.
	1012	Requests free parking spaces for patient's safety and care in the close proximity of the surgery.	Considering the maintenance and enforcement costs of pay & display bays, the council cannot afford to provide free free parking for first half hour.
	1127	Objects to the relocation of bus stop as this will prevent loading / unloading and will subsequently cause the business to close down.	The swapping of the bus stop and proposed pay & display bays was requested by Transport for London (TfL) and agreed after extensive liaison / negotiation with TfL. This was to improve the bus stop accessibility whilst providing new pay & display bays as requested by local businesses.
Homefield Road (1)	1044	Supports the introduction of no loading at any time restrictions at the junctions.	-
	1044	Objects to the proposed pay & display parking bays along Pinner Road as there are sufficient parking spaces available on side roads.	The pay & display bays are proposed on Pinner Road as the local businesses have been lobbying for parking provision outside the shops.

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	1044	Suggests to implement higher tariff for pay & display bays on Pinner Road than those on the side roads to encourage more use of suitable parking on side roads.	Implementing different tariffs for the pay & display bays in close vicinity increases confusion among shoppers. A borough wide review of parking and permit charges was carried out by the council with a view to harmonise these charges in the borough. The result of this consultation will be reported to the cabinet where the decision will be made on the progress of the review.
	1044	Suggests a very short maximum stay of 30min no return within 1 hour for proposed pay & display bays on Pinner Road to support the call for businesses	Implementing different tariffs for the pay & display bays in close vicinity increases confusion among shoppers.
	1044	Concerned about increased risk of accidents for cyclists if the proposals are implemented.	Although Pinner Road forms a part of London Cycle Route Network (LCNplus), the number of cyclist using this section of the road is very low. The proposals do not prohibit cyclists using Pinner Road. However, cycle logos will be provided at appropriate locations to warn other road users of any possible cyclist.
	1044	Requests re-routing the London Cycle Network Plus (LCN+) route away from Pinner Road together with construction of build outs to improve junction visibility.	The cycle route on Pinner Road forms part of a strategic LCN+ routes. The main objective of LCN+ route is to connect destinations in the quickest and shortest possible way to encourage more cyclists to use the route. The LCN+ route on Pinner Road is a direct link connecting North Harrow and the town centre. Any diversion of the existing route will defy the objective on LCN+ route.
	1044	Request to extend existing CPZ time to Mon - Fri, 7am - 7pm as parking problem persists after 12pm.	Wherever possible, this statutory consultation has considered all the comments that were received from residents and businesses during the informal consultation carried out during February 2011 and July 2011. There wasn't a majority of support with respect to change in the current hours of operation of CPZ times. Also changes in CPZ times is not advertised as part of the Statutory Consultation and hence it cannot be considered in this process.
Devonshire Road (2)	708	Request to extend existing CPZ time to cover weekend as parking problem persists during the weekend.	Wherever possible, this statutory consultation has considered all the comments that were received from residents and businesses during the informal consultation carried out during February 2011 and July 2011. There wasn't a majority of support with respect to change in the current hours of operation of CPZ times. Also changes in CPZ times is not advertised as part of the Statutory Consultation and hence it cannot be considered in this process.

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	765	Supports the CPZ in Pinner Roads and County roads.	No response required
	765	Request to extend existing CPZ time to Mon - Fri, 7am - 7pm as parking problem persists after 12pm.	Wherever possible, this statutory consultation has considered all the comments that were received from residents and businesses during the informal consultation carried out during February 2011 and July 2011. There wasn't a majority of support with respect to change in the current hours of operation of CPZ times. Also changes in CPZ times is not advertised as part of the Statutory Consultation and hence it cannot be considered in this process.
Pinner View (2)	416,915	Objects to the proposals as it will cause more inconvenience to residents of Pinner View.	The objective of the scheme is to increase the number of parking spaces available along Pinner Road and County Roads without compromising safety of all road users. The existing shared use pay & display and permit parking bay time is increased, thereby increasing the availability of parking space for residents and visitors.
Bouverie Road (1)	901	Objects to the proposals as it will increase the risk of accidents due to cars parked on one side of the road.	Double yellow line waiting restrictions are proposed on the opposite side of the road where pay & display parking bays are proposed to avoid any possible congestion on Pinner Road.
	901	Objects to the proposals as the existing advisory cycle lanes on Pinner Road are narrow and it should be kept clear of parked vehicles.	Although Pinner Road forms a part of the strategic London Cycle Route Network (LCN+), the number of cyclist using this section of the road is very low. The proposals do not prohibit cyclists using Pinner Road. However, cycle logos will be provided at appropriate locations to warn other road users of any possible cyclist.
Wessex Drive (1)	916	Objects to the proposals as it infringes on public rights and inconveniences local shoppers.	New pay & display bays are provided outside the shops for shoppers and visitors to the area.