

Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: 13-01-2022

Consideration of consultation responses (Formally proposed parking controls in Various Roads, Longmeadow and Roebuck Wards)

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1. PURPOSE

- 1.1. To detail responses received to a statutory public consultation on proposed parking controls in various roads, Longmeadow and Roebuck Wards for consideration by the Portfolio Holder.
- 1.2. To enable the Portfolio Holder in consultation with Ward Councillors to decide if and how the Council will now proceed with these proposals.

2. RECOMMENDATIONS

- 2.1. That proposed restrictions are implemented as proposed except for the changes specified in paragraphs 2.2 - 2.7 below.
- 2.2. That proposed double yellow lines at Broadwater Crescent's junction with Ashdown Road and at garage compound entrance adjacent to 366 Broadwater Crescent are implemented with a reduced length as shown in revised plan TPE/03/19-5/01 Rev2.
- 2.3. That proposed double yellow lines at Fellowes Way's junction with Broadwater Crescent are extended only on the north side as shown in revised plan TPE/03/19-5/03 Rev1.
- 2.4. That additional double yellow lines are implemented in Hertford Road opposite its junction with Balmoral Close as shown in revised plan TPE/03/19-5/07 Rev1.
- 2.5. That proposed double yellow lines at Brook Drive's junction with Ashdown Road are implemented with a reduced length as shown in revised plan TPE/03/19-5/10 Rev1.
- 2.6. That additional double yellow lines are implemented in Fellowes Way opposite its junction with Woodland Way as shown in revised plan TPE/03/19-5/13 Rev1.

- 2.7. That the proposed verge and footway parking prohibition in Brook Drive is implemented no later than 26 May 2023 and its implementation date to be decided in due course pending further investigations related to creating additional parking in this street.

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4. BACKGROUND

- 4.1. Under an Agency Agreement with Hertfordshire County Council (the Traffic Authority for the area) Stevenage Borough Council is empowered to make Orders under the Road Traffic Regulation Act 1984 for the control and restriction of parking, and enforce those restrictions through Civil Parking Enforcement under the Traffic Management Act 2004.
- 4.2. In June 2019 restrictions of 'no waiting at any time' and the verge and footway parking prohibition were introduced at various locations throughout Broadwater following the full legal process to create Traffic Regulation Orders (TROs). The decision to implement these TROs included a requirement that further investigations be carried out before a decision is taken on if and how parking restrictions should be implemented in some locations. Feedback received following the implementation of those TROs was also reviewed to see whether changes to the original scheme were required.
- 4.3. In addition to our site investigations we carried out informal consultations with residents near to several locations to find out their views prior to formally proposing new restrictions or a change to existing restrictions in those locations.
- 4.4. After taking into consideration residents' feedback and following our site visits, two TROs were prepared. One TRO proposed the revocation of the verge and footway parking prohibition in Knebworth Gate and parts of Holly Leys and Mandeville, while introducing these restrictions in Brook Drive as required by the previous decision. The other TRO proposed to partially revoke double yellow lines in Blenheim Way, to change part of existing double yellow lines in Park View cul-de-sac serving numbers 28-34 into a single yellow line and to introduce 'no waiting at any time' restrictions at various locations in Broadwater as specified in Schedule 1 of The Borough of Stevenage (Various roads in Longmeadow and Roebuck Wards, Stevenage) (Restrictions of Waiting) and (Revocation) Order 2021.
- 4.5. After consultation with the Police and Hertfordshire County Council (the local Highway Authority), neither of which raised any concerns, authorisation was given by Tom Pike, Strategic Director (Environment) for the advertising of The Borough of Stevenage (Various Roads in Longmeadow and Roebuck Wards, Stevenage) (Restriction of Waiting) and (Revocation) Order 2021 and The Borough of Stevenage (Brook Drive, Holly Leys, Knebworth Gate and Mandeville, Stevenage) (Prohibition of verge and footway) and (Revocation) 2021 for public consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.6. The effect of The Borough of Stevenage (Various Roads in Longmeadow and Roebuck Wards, Stevenage) (Restriction of Waiting) and (Revocation) Order 2021 would be to:
 - introduce "no waiting at any time" parking restrictions in parts of Ashdown Road, Balmoral Close, Blenheim Way, Broad Oak Way, Broadwater Crescent, Brook Drive, Caernarvon Close, Fellowes Way, Hertford Road, Holly Leys, Lodge Way, Woodland Way and Windsor Close Stevenage,

where it currently causes a hazard or obstruction, and in other parts of these streets where it may be liable to do so if it occurs in future; and

- prohibit parking Monday-Friday between 8.30-9.30am and 2.30-3.30pm in part of Park View cul-de-sac serving numbers 28-34; and
- revoke restrictions of 'no waiting at any time' in part of Blenheim Way as specified in Schedule 3 of this Order.

4.7. The effect of The Borough of Stevenage (Brook Drive, Holly Leys, Knebworth Gate and Mandeville, Stevenage) (Prohibition of Verge and Footway Parking) and (Revocation) Order 2021 would be to prohibit parking on verges and footways in Brook Drive and to revoke the verge and footway parking prohibition in Knebworth Gate and in parts of Mandeville and Holly Leys as specified in Schedules of this Order.

4.8. These formal proposals for statutory public consultation were advertised through a Notice of Proposals that was published in the Stevenage edition of The Comet on 27 May 2021. Copies of this notice were also erected on local street furniture, and notification letters were sent to addresses in the immediate vicinity of the proposals and to statutory consultees. The consultation continued until 18 June 2021.

4.9. Deposited documents including the Notice of Proposals and a Statement of Reasons for proposing to make this Order, together with copies of the draft Order and maps showing the locations and effects of the Order, were made available for the public to inspect at the Council's offices in Daneshill House and via its website.

4.10. The consultations having been completed, it is now necessary for a decision to be made on if and how the Council should proceed with the introduction of and changes to parking restrictions that have been proposed.

5. REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

5.1. Consultation responses

5.1.1. Sixty-five written responses were received about the proposed parking restrictions during the formal public consultation stage. A further 20 responses were received from residents who were given the opportunity to make representations for those locations where the initial proposals were modified. Copies of all responses are included in full in Appendix 1, but contain personal data so cannot be publicly released. A redacted version with all personal data removed, Appendix 1(i), will be released to the public alongside this report.

5.1.2. Most comments received from residents referred to a specific part of the proposals that was nearest to their address. A summary of consultation responses for each location is presented in Tables 1-17 below.

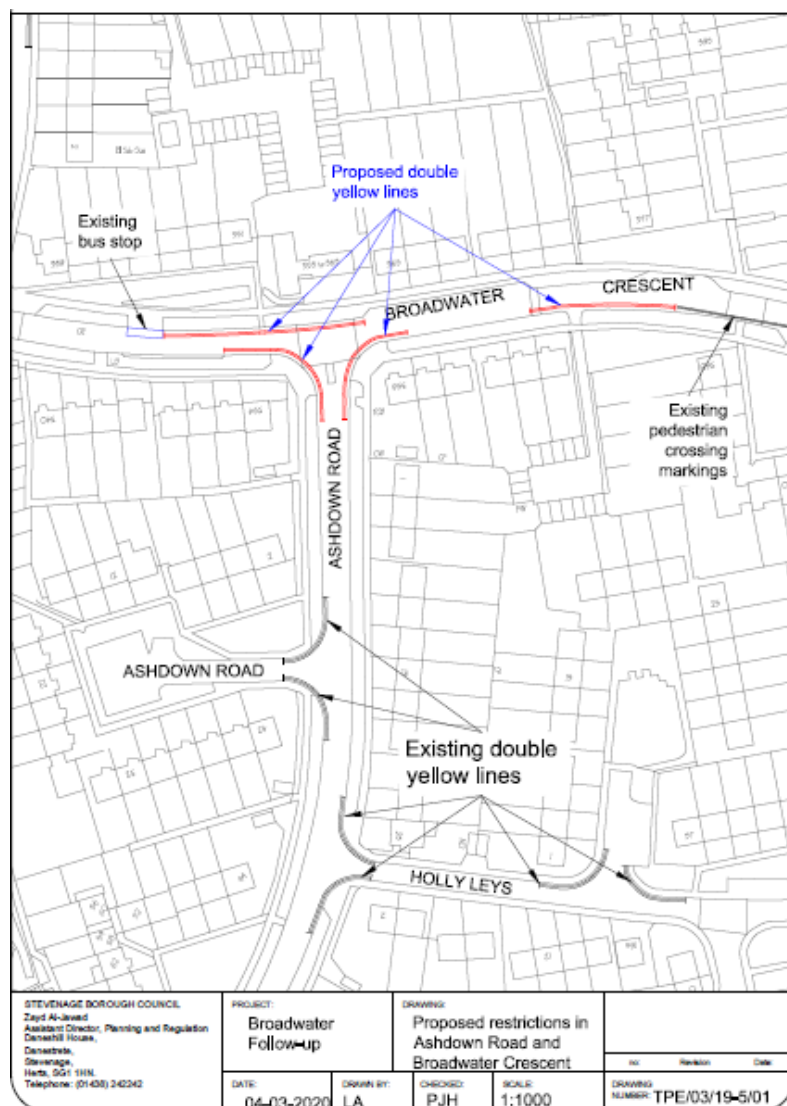
5.1.3. Multiple objections received from the same household were logged as a single objection in this report. The objections received throughout the consultation mainly referred to limited parking available in some of the locations affected by these proposals and how the proposed restrictions will cause the residents to park their vehicles further away from their homes.

5.1.4. Although Broadwater is a residential area in Stevenage where SBC Engineers created more additional parking spaces than any other parts of town between 2013 and 2021, some residents suggested that more parking is needed. Although we are currently unable to create additional parking spaces in residential streets because the Council does not have a capital budget this financial year for this type of works, our SBC Engineers maintain a database of streets that have issues with parking and they were made aware of these suggestion so that if capital funding was made available in the future then these locations along with other roads on that database could be considered at that time. However, creating additional parking does not provide any guarantees that vehicles will stop parking in an obstructive manner therefore the proposals should proceed as recommended.

5.2. Plan TPE/03/19-5/01 – proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent



5.2.1. Proposals shown below on Plan TPE/03/19-5/01 consist of double yellow lines at Broadwater Crescent junction with Ashdown Road and around the garage entrance adjacent to 366 Broadwater Crescent.



5.2.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 94 properties located in the vicinity of these two locations. Eight responses were received during the public consultation relating to these proposed double yellow lines and a summary can be seen in Table 1 below.

5.2.3. Whilst two consultation responses were in favour, five objected to these proposals referring to the high-demand for on-street parking in this area. Suggestions were made that additional parking spaces could be created in Broadwater Crescent adjacent to junction with Ashdown Road.

5.2.4. Following investigations carried out by SBC Engineers, it has been found that creating additional parking in the suggested location is not possible due to its close proximity to the junction and the bus stop.

5.2.5. Whilst site observations confirmed that restrictions are needed to prevent obstructive parking, considering the feedback received from households located in this area it is recommended that the proposed double yellow lines

are implemented with a reduced length except the proposed double yellow lines on the north side of Broadwater Crescent at its junction with Ashdown Road as shown below on plan TPE/03/19-5/01Rev2. Hertfordshire County Council in its role as the Highway Authority has emphasised to SBC that vehicles parking in that area cause an obstruction to the local bus route and it is necessary that restrictions are implemented as proposed on that length of road.

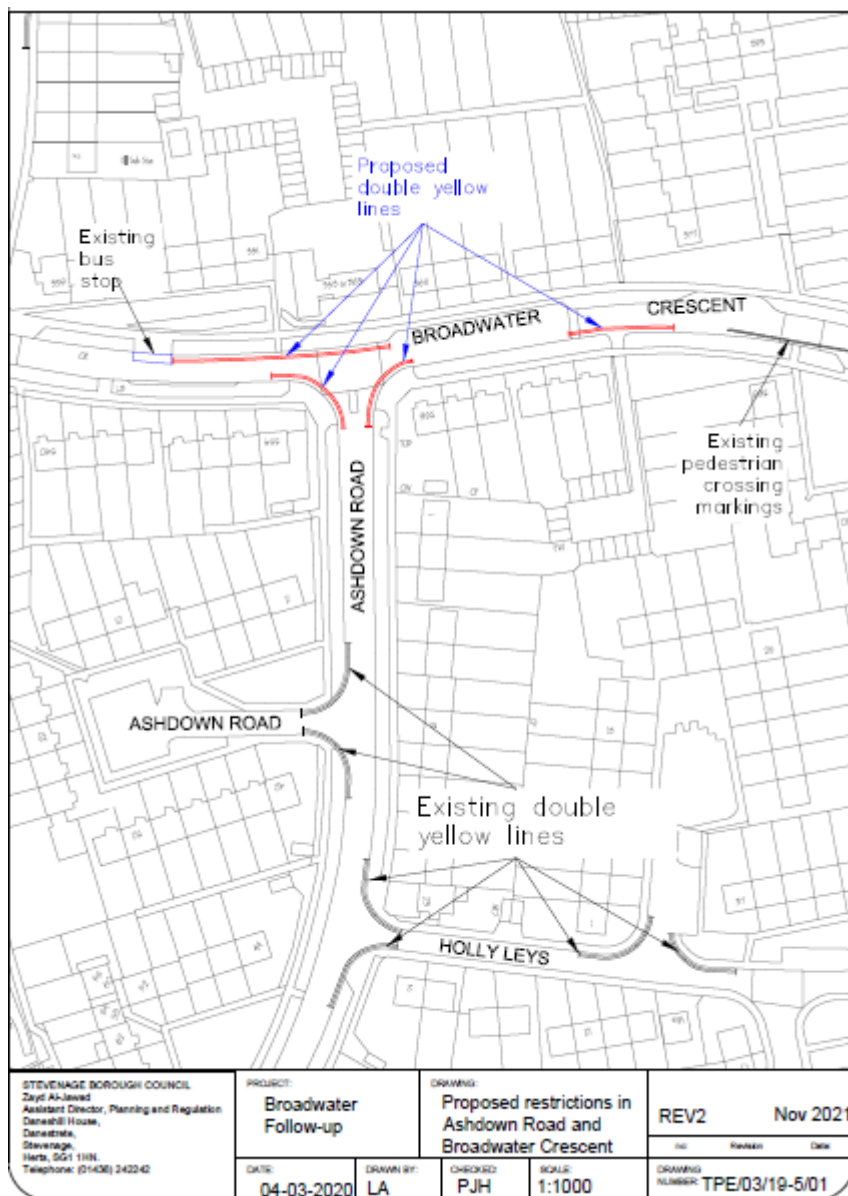


Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

Response reference number	Response summary	Comments on response
13	<p>i. While yellow lines will help that roundabout with the current issues, Parking still remains an issue there. It would be ideal for some additional inlay spaces added to ease the parking. Otherwise the plan for yellow lines is supported by me.</p> <p>ii. I propose to have double yellow lines added to the top of Holly Leys where it meets Ashdown Road. The bend in the road is often a big issue for drivers as people tend to park their vehicles too close to each other on either side of the road.</p>	<p>i. The support is noted. Although there is no statutory requirement for the Council to provide parking, the land adjacent to Broadwater Crescent roundabout with Ashdown Road has been investigated by SBC Engineers and is not suitable for creating additional parking. Furthermore, creating more parking does not provide any guarantees that vehicles will not be parked in an obstructive manner.</p> <p>ii. The suggested location was added to our records and will be taken in consideration when future projects are prioritised.</p>
19	<p>i. I am writing to formally object to the above proposed parking changes. I object for the reasons below.</p> <p>ii. Ashdown Road is notoriously busy, with surrounding streets and cul de sacs taking</p>	<p>i. The objection is noted.</p> <p>ii. The available on-street parking spaces on public highway land can be used by any driver</p>

Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

	<p>parking away from the directly housed residents.</p> <p>iii. Additional bays have been installed, but on one verge they have only installed 1 space, where they could have definitely fit 1 more and I believe 2, so 3 total.</p> <p>iv. More and more residents are installing drives with the dropped kerbs limiting parking spaces on the road. The dropped kerbs are also getting larger and larger again reducing space for non driveway owners. We are unable to install a drive ourselves due to 2 rules stated by HCC.</p> <p>v. The highlighted issues above are only going to be made worse by the proposed changes to Broadwater. We have been increasingly more concerned by the parking in Ashdown Road receiving this notification has only added to the stress. I hope you show some level of sympathy to the circumstances we face on a daily basis.</p>	<p>to park their vehicle and cannot be reserved for a specific household or individual. Every motorist is responsible for parking their vehicle legally and limited on-street parking capacity cannot justify parking a vehicle in a hazardous or obstructive manner.</p> <p>iii. The additional parking spaces created by SBC Engineers in Ashdown Road whilst acting in behalf of Hertfordshire County Council were subject to road safety audit. The layby with just one parking space was designed this way in order to maintain a safe distance from the junction in line with road safety requirements.</p> <p>iv. Applications for residential dropped kerbs are managed by Hertfordshire County Council and SBC does not have the authority to change the existing application process. The high demand for on-street parking does not make the Borough Council less responsible for taking action against hazardous or obstructive parking.</p> <p>v. After taking into consideration other similar concerns raised by households that do not have off-street parking facilities, it is recommended that the proposed double yellow lines are implemented with a reduced length except the proposed double yellow lines on the north side of Broadwater Crescent at its junction with Ashdown Road. Hertfordshire County Council,</p>
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Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

		which is the authority responsible for the safe and expeditious movement of traffic and also oversees public bus routes in Stevenage, has stressed that restrictions are necessary in that area as vehicles parked there cause significant obstructions to the local bus route.
22	<p>i. I strongly oppose these proposed parking controls at the SG2 8EZ location.</p> <p>ii. In our neighbourhood, we have been parking over the curb onto the dead area of the verge for a long time. Only a year ago we were informed we won't be able to park over, making us use more road space, narrowing the road. As mentioned, safety is the main priority for all of us, as 1 of the best options could be to re-use the dead area, which we have been using for over 30+ years.</p> <p>iii. Other options could be or move the bus stop further, where the road is wider (as even with no cars parks, blocks completely the road while stopping) or</p> <p>iv. another option could be to remove the trees</p>	<p>i. The objection is noted.</p> <p>ii. The verge and footway parking prohibition was introduced in the area in June 2019 in order to protect verges and pavements from damages caused by vehicles and prevent potential danger to pedestrians. These restrictions were introduced following full consultation with the residents of this area. Allowing vehicles to park on the verge in order to ensure the carriageway is passable will not address the issues highlighted above. Verge parking would still be likely to obscure the drivers' sightlines on their approach to Broadwater Crescent roundabout with Ashdown Road.</p> <p>iii. Stevenage Borough Council does not have the authority to relocate the bus stop. However, this suggestion has been shared with Hertfordshire County Council, the authority responsible for local bus routes in Stevenage.</p> <p>iv. The suggested location has been investigated</p>

Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

	<p>or lawn to create a parking area.</p> <p>v. We are already struggling to find spaces for more than 15 families, potentially with multiple cars. It won't do any good to remove the existing parking lot in SG2 8EZ, not only devaluing our property value, but also the difficulties our elders will be facing to find space and to carry their goods into their property.</p>	<p>by SBC Engineers and it is not a suitable location for creating additional parking due to its close proximity to a junction and the requirement to remove seven mature trees which will be against the Council's adopted Tree Management Policy. Furthermore, the Council's finances have been severely affected by the recent pandemic and SBC Engineers were not allocated a budget for creating additional parking in residential streets this financial year.</p> <p>v. See comment 19 v.</p>
23	<p>i. I strongly object to the proposed parking controls at the SG28EZ location (drawing TPE/03/19-5/01).</p> <p>ii. For the last 30+ years residents have parked on the road with half a car width on the dead verge between the bus stop on Broadwater Crescent and Ashdown Rd (see drawing TPE/03/19-5/01) without any issues or</p>	<p>i. The objection is noted.</p> <p>ii. See comment 22 ii.</p>

Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

	<p>complains that I know of until just over a year ago we were forced by the council to not park on the 3' dead verge by the addition of a sign and fines. This meant the cars are now forced to park 3' further out causing a narrowing of the road. A simple short-term solution to this issue is to allow us to park partly over the curb onto the dead area of verge as we did for over 30+ years previous</p> <p>iii. and/or better still remove the trees and create a parking area.</p> <p>iv. Taking into account of both sides of the road at this point we have 11 x 3 bed houses without driveways and a lot of these houses have more than one car. At a rough guess something like 16 cars. With the addition of these proposed yellow lines, we will have about 5-6 parking places meaning 10 cars will need to somehow find spaces in the already congested area.</p> <p>v. In some cases, people will not want to move their cars for fear of losing the space and this will restrict people's freedom and possibly their human rights. The council has in my opinion created the entire issue and their solution to paint double yellow lines without creating additional parking space is ridiculous.</p>	<p>iii. See comment 22 iv.</p> <p>iv. See comment 19 v.</p> <p>v. These parking restrictions were proposed for the reasons specified in the Statement of Reasons and are not a breach of people's human rights. Every motorist is responsible for the safe storage of their vehicle and to park their vehicle legally when using public roads. Limited on-street parking cannot justify parking a vehicle in a hazardous or obstructive manner and the Council has a responsibility to take</p>
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Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

		action against such type of parking.
28	<p>i. We can completely understand the need for the controls on the corners of the roads however the objection we have is to the proposed yellow line from the existing bus stop along Broadwater Crescent towards Ashdown Road Junction.</p> <p>ii. Since the restrictions came in that stopped you from parking on the kerb, I can understand that this causes problems for the buses getting through, however this would now cause a problem that there is no other place we would be able to park. Ashdown Road is always full, down past Brook Drive, as is The Noke and the other side of the roundabout on Broadwater Crescent. As I'm sure you can appreciate there are a lot of houses on all these roads using the current spaces available.</p> <p>iii. It would seem a much more ideal situation to provide a row of paving slabs along the kerb opposite our property so people could park on those, therefore stopping causing an obstruction to the buses yet still having a little more parking available for the residents of this area and not damaging any of the grass.</p>	<p>i. The objection to part of the proposal is noted.</p> <p>ii. See comment 19 v.</p> <p>iii. See comments 22 ii.</p>
29	<p>i. I am writing to you, to express how upset i am regarding the new proposed Parking</p>	<p>i. The comments have been noted.</p>

Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

	<p>Controls on Broadwater Crescent SG2 8EZ - TPE/03/19-5F (Drawing TPE/03/19-5/01).</p> <p>ii. You have claimed in your proposal that you are thinking of putting in double yellow lines, "as the current restrictions are causing obstructions"!</p> <p>iii. I wrote to you back in May 2019 to express my concerns regarding the fact that SBC were going to stop people parking on the DEAD grass verges, & one of the many concerns i had at that time, was that I felt that this would cause more obstructions in the road, for emergency vehicles/buses, visibility etc, & would in fact make it MORE, not less dangerous for all. By submitting this new proposal of restriction, SBC are now clearly admitting, that the first load of restrictions has in fact made the road become more dangerous, as i had said.</p> <p>iv. Can you please explain where you expect all of us to now park? Currently my car insurance covers me to "park outside my house overnight" as i am sure most peoples without a drive does.</p> <p>v. Can you not, please, put us residents first for once, & revert back to allowing us to park on the DEAD grass verge?</p>	<p>ii. This statement is false. The reasons why these restrictions were proposed are clearly mentioned in the consultation letter sent to residents and in the Statement of Reasons.</p> <p>iii. Current road safety issues in the area are caused by drivers parking their vehicles in a hazardous or obstructive manner and not by previous restrictions introduced by the Council.</p> <p>iv. There is no statutory requirement for the Council to provide parking to residents. Drivers are responsible for the safe storage of their vehicles and for parking legally when leaving their vehicles on public roads.</p> <p>v. See comment 22 ii.</p>
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Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

	<p>vi. Surely if needed, you could make this area in to a proper parking layby (as you have done at the top of Ashdown Road, & all the way up Oaks Cross) rather than just restrict us more.</p> <p>vii. I honestly hope that you take my concerns seriously, & think about your residents, & scrapped this terrible idea.</p>	<p>vi. See comment 22 iv.</p> <p>vii. See comment 19 v.</p>
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Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

30	<p>i. I am formally and strongly objecting to the proposed parking controls detailed in the letter dated 27 May 2021(reasons for objection below). The proposed controls are at the SG2 8EZ Location on your Drawing Number TPE/03/19-5/01.</p> <p>ii. Parking on the stretch of road adjacent to the bus stop and roundabout had always used the verge in order to minimise disruption to the road and bus route and this never cause issue or complaint especially for the road users. In May of 2019 SBC wrote stating the intention of barring verge parking in the area and larger area. The decision was made by SBC to go ahead with the planned banning of verge parking and now your “Project Broadwater Follow-up” as Titled on the mentioned drawing number document is in agreement with our original reason of objection to the barring of verge parking.</p> <p>iii. There is massively insufficient parking not just in the initial area but the neighbouring streets and larger area too, The nearby garage block is not always lit at night and when it is it is very poorly lit, they are unsafe with no cameras and dark alleyways and even with these issues aside most up to date cars including my car do not fit in the garages (I have tried) so these are no fix.</p> <p>iv. There is a solution in that if the tree line was moved/removed and parking spaces ‘end on’</p>	<p>i. The objection is noted.</p> <p>ii. See comment 29 iii.</p> <p>iii. The high demand for on-street parking in the area does not make the Council less responsible for introducing parking restrictions in order to prevent hazardous or obstructive parking. The reported issues regarding the garage compound have been passed onto SBC Garage Services.</p>
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Table 1: Summary of responses for proposed double yellow lines at Broadwater Crescent junction with Ashdown Road and around garage entrance adjacent to property 366 Broadwater Crescent (plan no. TPE/03/19-5/01)

41	<p>i. With reference to your letter of the 27th May regarding parking controls on Broadwater Crescent I am greatly in favour of these proposals.</p> <p>ii. I see many near misses where a car is trying to get into BWC from the garage compound and cannot see either way clearly. It is worst on the right as it's a convex curve greatly reducing vision and is also close to a zebra crossing.</p>	<p>i. The support is noted.</p> <p>ii. These are some of the issues this proposed Traffic Regulation Order is trying to address.</p>
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5.3. Plan TPE/03/19-5/02 – proposed double yellow lines on the north side of Broad Oak Way opposite the entrance to Roebuck Gate shops service yard



5.3.1. These proposals consist of double yellow lines in Broad Oak Way opposite the entrance to Roebuck Gate shops service yard. This is an extension of existing double yellow lines on the north side of Broad Oak Way at its junction with Broadwater Crescent as shown below on plan TPE/03/19-5/02.



- 5.3.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 82 properties located in the near vicinity of the location affected by these proposals.
- 5.3.3. One response was received during the public consultation relating to these proposals that raise concerns about the existing high demand for on street parking in the area and suggested alternative solutions such as banning commercial vehicles/vans from parking in residential areas or writing to all residents asking them to be more considerate in their parking.
- 5.3.4. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking and the alternative solutions suggested in the consultation response does not provide any guarantees that vehicles will not continue to park in an obstructive manner, while the low number of responses suggests that the public are generally content with the proposals; therefore it is recommended that proposed double yellow lines are implemented as proposed.

Table 2: Summary of responses for proposed double yellow lines in Broad Oak Way opposite entrance to Roebuck Gate shops service yard (plan no. TPE/03/19-5/02)

Response reference number	Response summary	Comments on response
6	<p>i. As you have been monitoring the situation, you will well know there is not enough parking spaces available in Broad Oak Way and surrounding areas, especially since you introduced further restrictions a while ago.</p> <p>ii. To introduce further restrictions will be more a disaster. The problem is not solved by putting those restrictions in but just meaning there is more illegal parking.</p>	<p>i. Although additional parking spaces have been created by the Council in this area in the past, it is believed that the demand for on-street parking remains high in the area. However, this does not make the Council less responsible in dealing with hazardous or obstructive parking. The previous parking restrictions introduced in this area were mainly in form of yellow lines at junctions/bends and prohibiting vehicles from parking on footpaths or verges. The Highway Code already specifies that vehicles should not be parked in these locations so these restrictions have not taken away any dedicated parking spaces.</p> <p>ii. Every motorist is responsible for parking their vehicle legally and considerately. Past experience shows that the majority drivers respect formal parking restrictions introduced by the Council. Any illegal parking can be enforced against by Civil Enforcement Officers or the Police.</p>

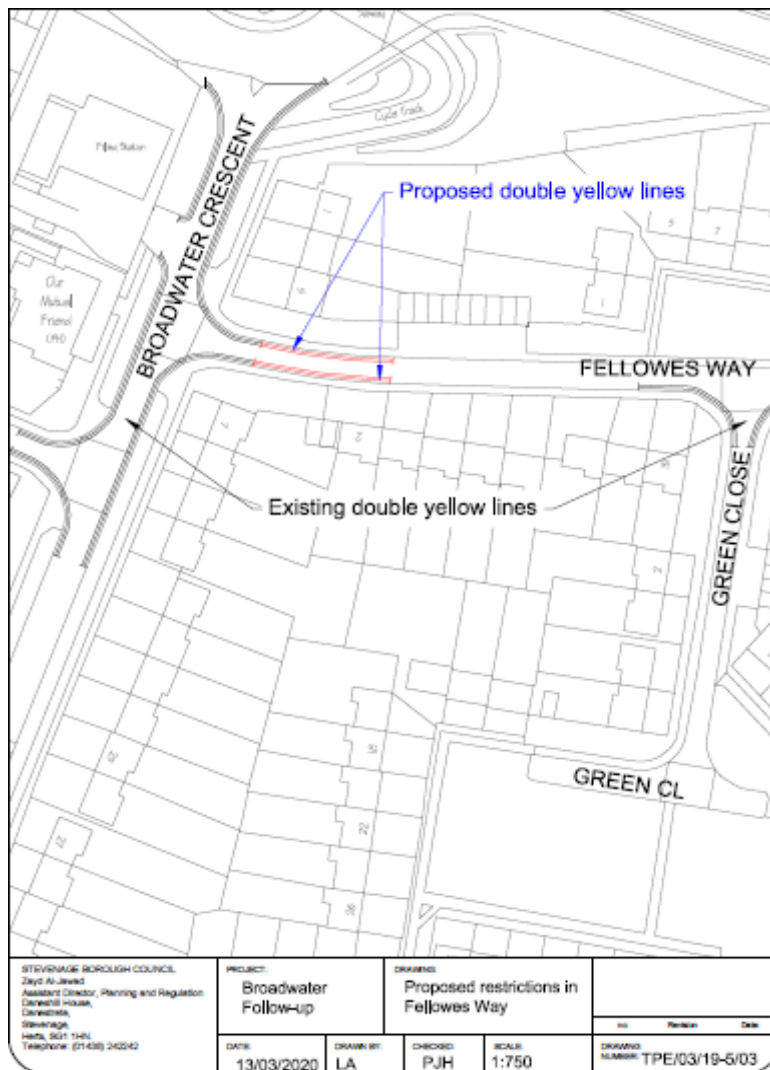
Table 2: Summary of responses for proposed double yellow lines in Broad Oak Way opposite entrance to Roebuck Gate shops service yard (plan no. TPE/03/19-5/02)

	<p>iii. The actual problem is the number of commercial vehicles taking up the spaces. Yes, they belong to residents, but those residents have cars themselves and often multiple vehicles.</p> <p>iv. Contact the community to be more considerate in their parking.</p>	<p>iii. Commercial vehicles seating more than 12 passengers or with a loaded weight of 5 tonnes or more are already prohibited from parking in residential streets from 8pm to 7am weekdays and throughout the weekend. Prohibiting light commercial vehicles (white vans) from parking would require permit schemes enforceable out of hours resulting in very costly permit prices that are unlikely to be accepted by the majority of residents. Furthermore, prohibiting certain vehicles from parking in this area does not provide any guarantee that hazardous or obstructive will not continue to occur in the location where these double yellow lines are proposed.</p> <p>iv. From past experience we know that asking drivers to park considerately without any enforcement in place has little or no results. This course of action does not provide any guarantee that drivers will not continue to park their vehicles in a hazardous or obstructive manner.</p>
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5.4. Plan TPE/03/19-5/03 – proposed extension of existing double yellow lines at Fellowes Way junction with Broadwater Crescent



- 5.4.1. These proposals consist of an extension of existing double yellow lines in Fellowes Way on both sides of the road at its junction with Broadwater Crescent to the eastern boundary of garage compound G33-G40 as shown below on plan TPE/03/19-5/03.



5.4.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 33 properties likely to be affected by these proposals. Five responses were received during the public consultation relating to these proposals and a summary of these responses can be seen in Table 3 below. Two responses expressed support for the proposal, one objected and two others raised concerns about the high demand for on-street parking in the area.

5.4.3. After taking into consideration these responses and following an informal discussion with the local Councillors, a decision was taken to further consult on a possible amendment to the initial proposals to only extend the double yellow lines on one side of the road. On 29 October 2021 a new letter was sent to all properties in the area and the consultation period was extended until 21 November 2021 in order to give all residents the opportunity to make representations regarding the proposed amendment.

5.4.4. Four responses were received following the publication of this amendment. One response suggested that any additional double yellow lines will increase the parking difficulties for residents with disabilities. A second response suggested that the existing double yellow lines be extended only on the south side of the road and additional parking be created in the area. Two further responses suggested that the existing double yellow lines be extended just on the north side of the road. Considering these in combination with the original

responses it appears that there is generally more support for extending double yellow lines only on one side of the road. A summary of these responses can be seen in Table 4 below.

5.4.5. Following site observation and based on the feedback received throughout the public consultation, it is recommended that the proposed restrictions are implemented only on the north side of Fellowes Way from its junction with Broadwater Crescent to the eastern boundary of garage compound G33-G40 as shown below on plan TPE/03/19-5/03Rev1.

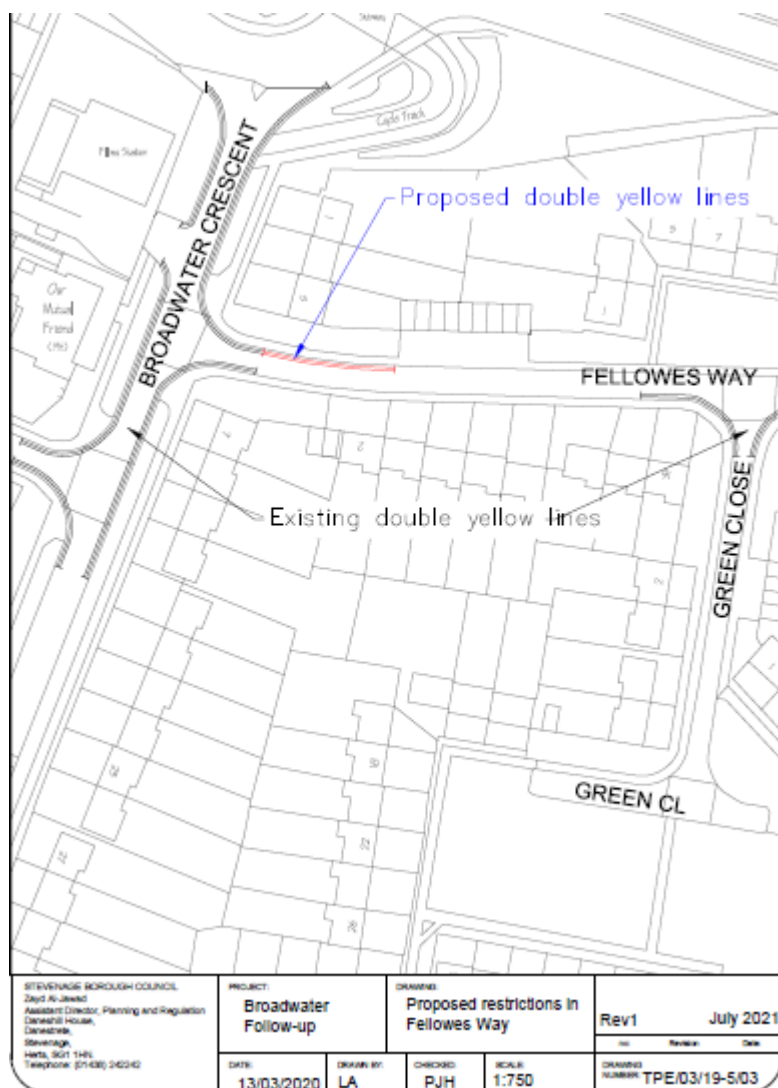


Table 3: Summary of responses for proposed extension of existing double yellow lines at Fellowes Way junction with Broadwater Crescent (plan no. TPE/03/19-5/03)

Response reference number	Response summary	Comments on response
21	i. Many thanks for the consultation letter. In summary parking should not begin until the end of my property. Having the yellow line extended would not be detrimental to anyone but would relieve the stress of having to ask people to move their cars from my access.	i. Vehicles parked adjacent to a residential dropped kerb obstructing its use can be enforced against by our Civil Enforcement Officers without the need for yellow lines. However, the enforcement will only be carried out following direct request from the resident.
33	i. I would be very pleased to see the yellow lines extended as proposed in your letter dated 27th May. At the moment when leaving my garage most of the time it is impossible to see up or down the road. This is made more difficult by the 2 cars parked opposite the garage block.	i. The support is noted.
43	i. I wish to register my formal objection to this proposal. ii. Parking within the area is very limited and very difficult as it is without the additional restrictions added. Residents that live on Broadwater Crescent tend to	i. The objection is noted. ii. The high demand for on-street parking does not make the Council less responsible for taking action against hazardous or obstructive parking.

Table 3: Summary of responses for proposed extension of existing double yellow lines at Fellowes Way junction with Broadwater Crescent (plan no. TPE/03/19-5/03)

	<p>park on Fellowes Way or other nearby side roads close to their properties.</p> <p>iii. Please do take into consideration those of us that have to live within the area. As a driver of 15+ years I can understand and appreciate why roads need to be made safe but driving in general is hazardous and there are multiple blind spots that you come across. I personally do not see vehicles parking on Fellowes Way as a major blind spot, especially considering drivers must slow down to manoeuvre around the roundabout.</p>	<p>iii. After taking into consideration the concerns received throughout the consultation and following further site observations, the initial proposals were modified. We have written to residents again proposing to extend double yellow lines only on one side of the road in this area in order to maintain some kerbside parking whilst improve the drivers' sightlines when vehicles approach this area.</p>
57	<p>i. I have lived at my address in Fellowes way since 1995 and have always had issues parking. This has only been due to most people having 2 or more vehicles. There is also an issue with large vans, most of which belong to tenants who live on Broadwater Crescent. I believe a more fairer way of dealing with parking issues would be permit parking.</p> <p>ii. Maybe the council should help council tenants to have driveways done.</p>	<p>i. The majority of parked vehicles in this street belong to residents of this area which means for a permit scheme to work would require it to be enforceable out of hours. This would result in very costly permits that are unlikely to be accepted by the majority of residents. Furthermore, prohibiting certain vehicles from parking in this area does not provide any guarantee that hazardous or obstructive will not continue to occur in the location where these double yellow lines are proposed.</p> <p>ii. Council tenants that wish to apply for a residential dropped kerb should contact SBC Housing Department to discuss this option.</p>

Table 3: Summary of responses for proposed extension of existing double yellow lines at Fellowes Way junction with Broadwater Crescent (plan no. TPE/03/19-5/03)

61	<p>i. I see no benefit to this change as we have not witnessed any traffic or parking issues with the lines as they are.</p> <p>ii. Furthermore, it would make it more difficult for delivery and trade businesses to access our property and others nearby.</p> <p>iii. The main bottleneck caused by parked vehicles is actually further into Fellowes Way than this planned extension and therefore it may actually exacerbate this as people are forced to park further up the road (or on the nearby grass verges and damaging them, which has been a problem in the past).</p>	<p>i. The comment has been noted.</p> <p>ii. The proposed restrictions do not prohibit loading and unloading.</p> <p>iii. Parking is already prohibited on verges in Fellowes Way and at junctions adjacent to his area; therefore parking displacement is not likely to cause an obstruction to the passage of traffic or damage to the verges.</p>
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Table 4: Summary of responses for proposed amended extension of double yellow lines at Fellowes Way junction with Broadwater Crescent (plan no. TPE/03/19-5/03 Rev 1)

Response reference number	Response summary	Comments on response
63	<p>i. A family member is disabled and this road is already overcrowded with parking cars we do not agree with any extension</p>	<p>i. The amendment is proposing to extend the double yellow lines only on one side of the road. Disabled residents can apply for an</p>

Table 4: Summary of responses for proposed amended extension of double yellow lines at Fellowes Way junction with Broadwater Crescent (plan no. TPE/03/19-5/03 Rev 1)

	double yellow lines as it will make even difficult for people to find space for parking.	advisory disabled parking space to be marked in the area that remains unrestricted.
69	<p>i. I think the new yellow lines should be on the South side of Fellowes way - Option B.</p> <p>ii. That being said your consultation is still not addressing the cause which is lack of parking. Why haven't you come up with alternatives? The large green, for instance, could be used to create many parking spaces.</p>	<p>i. The comment has been noted.</p> <p>ii. There is no statutory requirement for the Council to provide parking to residents and the high demand for on-street parking does not take away our responsibility to take action against hazardous or obstructive parking. Stevenage Borough Council has already invested significant amounts of money in creating additional parking spaces in Broadwater area but the Council income has been affected by the Covid-19 pandemic and this financial year the Engineers were not allocated a budget for this type of work so we are unable to create additional parking in the suggested location.</p>
80	i. I would much prefer option A.	i. The support for extending the double yellow lines only on the north side of the road has been noted.
82	i. Thank you for acknowledging the concerns raised about the double yellow lines and for consulting residents further with a choice of solutions. We would	i. The support for extending the double yellow lines only on the north side of the road has been noted.

Table 4: Summary of responses for proposed amended extension of double yellow lines at Fellowes Way junction with Broadwater Crescent (plan no. TPE/03/19-5/03 Rev 1)

	prefer that the double yellow lines be painted on the north side of the road only, as per Option A on your letter.	
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- 5.5.1. These proposals consist of double yellow lines at Hertford Road's roundabout junction with Kimbolton Crescent as shown above.
- 5.5.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 71 properties located in the near vicinity of the location affected by these proposals. Three responses were received during the public consultation relating to these proposals and a summary of these responses can be seen in Table 5 below.
- 5.5.3. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking and all consultation responses were in favour of the proposed restrictions; therefore, it is recommended that proposed double yellow lines are implemented as proposed.

Table 5: Summary of responses for proposed double yellow lines at Hertford Road roundabout with Kimbolton Crescent (plan no. TPE/17-3/04)

Response reference number	Response summary	Comments on response
35	i. I feel it would be beneficial to extend the lines to outside 55 Hertford Road, and in the opposite direction to at least to outside 75, and possibly 77 Hertford Road. The reasons being that often delivery vans and trade lorries park directly outside number 75, and this causes problems for buses and other vehicles being unable to pass through, because of the close proximity of the traffic island.	i. The proposed double yellow lines are deemed to be sufficient to ensure the roundabout remains passable by traffic at all times. Also, 'no waiting at any time' restrictions do not prohibit loading or unloading and extending the proposed double yellow lines would not make it illegal for delivery or trade vehicles to park in that location for the purpose of active loading or unloading.
51	i. I fully support the proposal but request if you would please consider extending the yellow lines as per my attached diagram.	i. The support is noted. Introducing double yellow lines at the suggested Kimbolton Crescent junction with its cul-de-sac serving numbers 127-151 and 206-213 would require a new Traffic Regulation Order be prepared and the statutory process repeated. Existing resources do not allow us to carry out this additional work at the moment but the suggestion has been recorded and it will be taken into consideration when future projects are

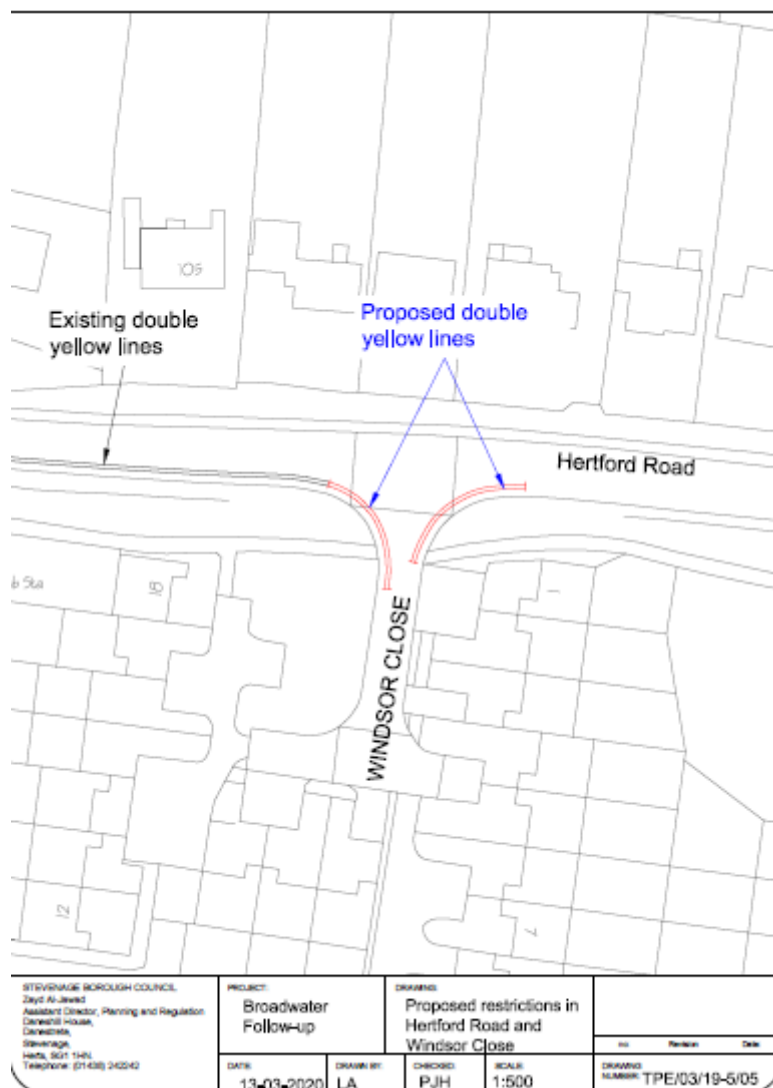
Table 5: Summary of responses for proposed double yellow lines at Hertford Road roundabout with Kimbolton Crescent (plan no. TPE/17-3/04)

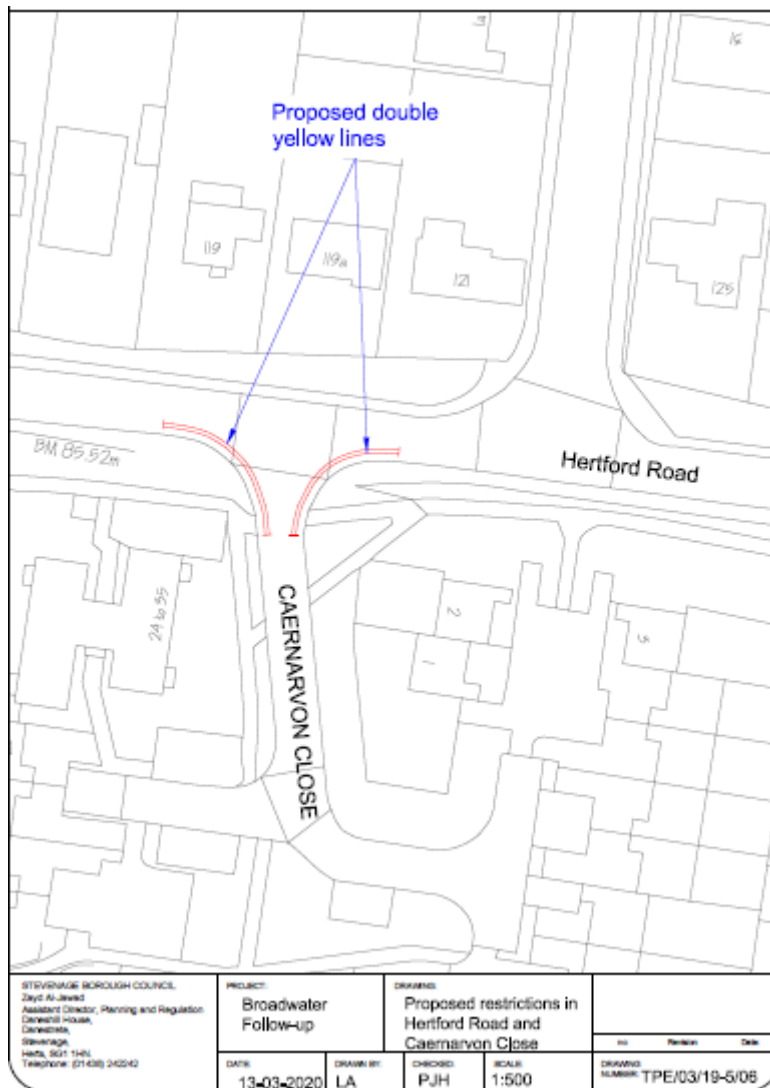
	<p>ii. Many houses in SG2 8RN have at least 2 cars, some have 3 and at least 1 house has 4 cars. The parking is becoming an issue and is causing tension and frustration in the area. I appreciate that it is not within the remit of this proposal but it would be gratefully received if part of the green areas could be considered to accommodate additional parking spaces.</p>	<p>prioritised.</p> <p>ii. Additional parking spaces have been created in the past in Kimbolton Crescent by SBC Engineers. If capital funding is made available in the future for creating more parking in residential streets then this suggestion will be taken in consideration alongside all other similar requests by SBC's Principal Engineer who will prioritise them accordingly.</p>
53	<p>i. Whilst some lines have been added as a token gesture, The yellow lines do not go all the way up to the corner of the road and large vans parked block view of on coming traffic and force out going traffic into the incoming lane, whilst they over take the parked vehicles. It is Deadly!</p>	<p>i. It is believed that these comments are referring to the double yellow lines implemented in 2019. The current proposed restrictions consist of double yellow lines at Hertford Road roundabout with Kimbolton Crescent which are deemed sufficient to ensure that drivers' sightlines are not obstructed when approaching this junction.</p>

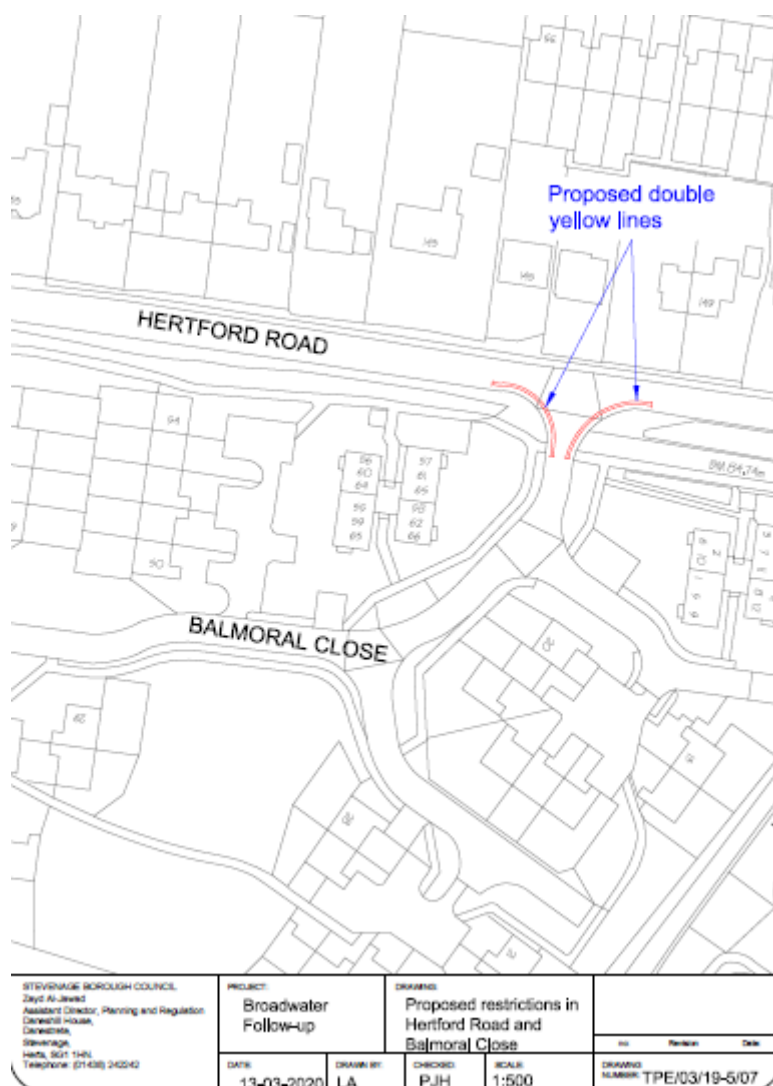
5.6. Plans TPE/03/19-5/05, TPE/03/19-5/06, TPE/03/19-5/07 – proposed double yellow lines at Hertford Road junctions with Balmoral Close, Caernarvon Close and Windsor Close



5.6.1. These proposals consist of 'no waiting at any time' restrictions at Hertford Road's junctions with Balmoral Close, Caernavon Close and Windsor Close as shown below on plans TPE/03/19-5/05, TPE/03/19-5/06 and TPE/03/19-5/07.







- 5.6.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 156 properties. Five responses received throughout the public consultation and a summary of these responses can be seen in Table 6 below.
- 5.6.3. All responses received supported the initial proposals and four responses suggested that additional double yellow lines should be introduced in Hertford Road opposite its junction with Balmoral Close.
- 5.6.4. Following consideration of these responses and further site observations, and following an informal discussion with the local Councillors, a decision was taken to further consult on a possible amendment to the proposal by proposing additional double yellow lines in Hertford Road opposite its junction with Balmoral Close as shown below on plan TPE/03/19-5/07/Rev 1. On 29 October 2021 a new letter was sent to all properties in the area and the consultation period was extended until 21 November 2021 in order to give all residents the opportunity to make representations regarding the proposed amendment.

Table 6: Summary of responses for proposed double yellow lines at Hertford Road junctions with Balmoral Close, Caernarvon Close and Windsor Close (Plans TPE/03/19-5/05, TPE/03/19-5/06, TPE/03/19-5/07)

Response reference number	Response summary	Comments on response
12	<p>i. I would like to point out that the major problem with parking is vans who park opposite Balmoral Close, which means you have to drive on the wrong side of the road to get to the small roundabout. Which in turns stops traffic coming from Knebworth and the A602. So please consider putting yellow lines there as well.</p>	<p>i. After receiving several similar comments, we reinvestigated this location and additional double yellow lines were proposed in Hertford Road opposite its junction with Balmoral Close. The residents were given the opportunity to comment on this amendment.</p>
17	<p>i. With reference to the letter we recently received regarding the proposed parking controls in Hertford Road, the planned works are welcome.</p> <p>ii. With that in mind, as you will have workers in my area, and yellow paint available, please can I request that you also put yellow lines across the drop kerb on to my driveway as people regularly park over it already!</p>	<p>i. The support is noted.</p> <p>ii. These restrictions were proposed in order to prevent hazardous or obstructive parking at locations specified in the Schedules of this Order. To propose similar restrictions at new locations would require restarting the Traffic Regulation Order statutory process, something that we are currently unable to undertake due to limited resources available.</p>

Table 6: Summary of responses for proposed double yellow lines at Hertford Road junctions with Balmoral Close, Caernarvon Close and Windsor Close (Plans TPE/03/19-5/05, TPE/03/19-5/06, TPE/03/19-5/07)

		Furthermore, double yellow lines are not required in order for Civil Enforcement Officers to be able to enforce against vehicles obstructing a residential dropped kerb. This type of illegal parking can be enforced against following a direct request from the resident and more information about this can be found on SBC's webpages related to parking.
18	<p>i. While I am not objecting to these proposals they seem to be only partially thought out and executed.</p> <p>ii. At no time has there ever been a situation of cars parking on the corners marked on your plan for the proposed double yellow lines on the corners of Balmoral Close, Hertford Road junction. However cars continuously park opposite the exit of Balmoral Close causing an obstruction to those exiting.</p>	<p>i. These restrictions were proposed following reports received by this Council about obstructive parking taking place in this area and following our site observations.</p> <p>ii. See comment 12 i.</p>
27	<p>i. I am broadly in agreement with putting in Double Yellow lines, but feel that your scheme fails to make any real difference and does not address all the traffic safety issues brought about by selfish parking at the end of Balmoral</p>	<p>i. See comment 12 i.</p>

Table 6: Summary of responses for proposed double yellow lines at Hertford Road junctions with Balmoral Close, Caernarvon Close and Windsor Close (Plans TPE/03/19-5/05, TPE/03/19-5/06, TPE/03/19-5/07)

	<p>Close. The main Safety issue that you have not addressed in the proposed change is Parking on Hertford Road opposite the Junction with Balmoral Close which is also really dangerous.</p> <p>ii. Less of an issue but I think still necessary would be to extend the lines on Balmoral Close another few feet, at least to the First Turn off on the right in Balmoral Close to allow more space for turn in and exit from the Close before having to stop for oncoming traffic.</p>	<p>ii. The proposed restrictions in Balmoral Close are deemed sufficient to ensure that drivers' sightlines are not obstructed when approaching its junction with Hertford Road.</p>
38	<p>i. I fully support the parking controls proposed for the hertford Road junctions with Balmoral Close Caernarvon Close and Windsor Close as on numerous occasions it is impossible to cross safely with a small child.</p>	<p>i. The support is noted.</p>

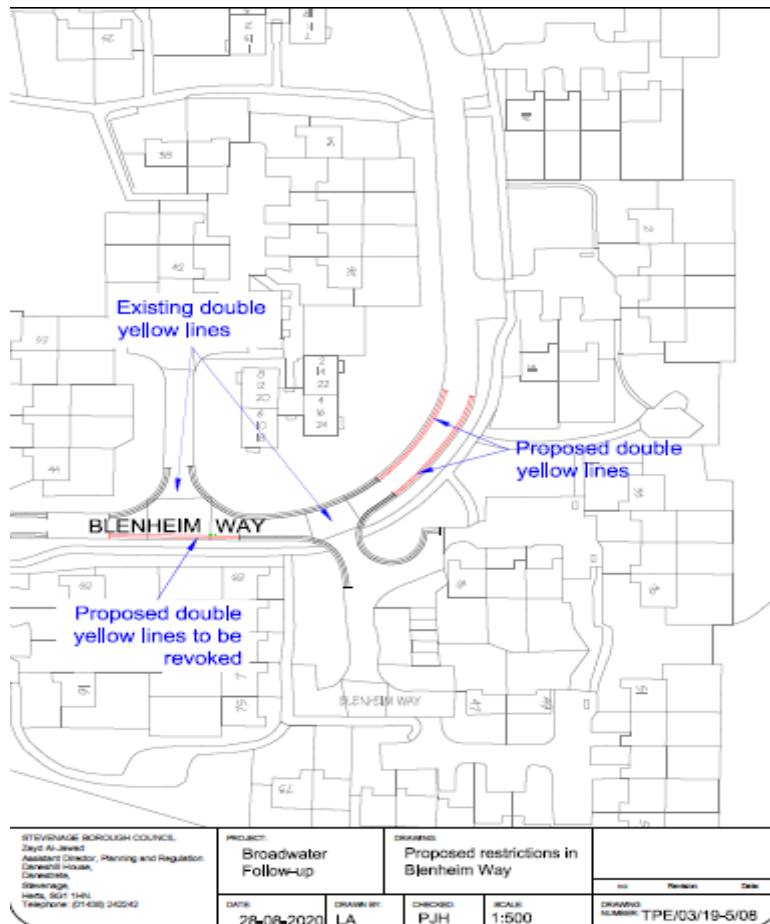
Table 7: Summary of responses for proposed additional double yellow lines in Hertford Road opposite its junction with Balmoral Close (plan no. TPE/03/19-5/07/Rev 1)

Response reference number	Response summary	Comments on response
72	<p>i. It is good that you have taken on board the concerns from the residents of Balmoral Close regarding the parking opposite the Junction by the residents in Hertford Road and have proposed double yellow lines on both sides.</p> <p>ii. Could I ask what distance is proposed from the finish of the corners into Balmoral Close? The recommended distance, Highway Code rule 243, is 10 metres or 32 feet either side facing the direction of the flow of traffic. Is this what is proposed?</p>	<p>i. The support for the revised plan is noted.</p> <p>ii. Yes, ten metres.</p>
74	<p>i. I agree that double yellow lines should be put in place at the Balmoral Close junction.</p>	<p>i. The support is noted.</p>

5.7. Plan TPE/03/19-5/08 – proposed double yellow lines in Blenheim Way and partial revocation of existing double yellow lines



5.7.1. These proposals consist of a partial revocation of double yellow lines on the straight part of Blenheim Way adjacent to its cul-de-sac serving numbers 33-83 and extending the existing double yellow lines on the bend as shown on below plan TPE/03/19-5/08.



5.7.2. These proposals were put forward following feedback received from residents of this area who responded to a survey the Council carried out in

August 2020 in which 15 out of 16 responses were in favour of introducing additional double yellow lines on the bend and removing parts of existing double yellow lines adjacent to property 83 Blenheim Way.

- 5.7.3. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to 72 properties. One response was received throughout the public consultation and a summary can be seen in Table 8 below. Considering all responses received including the initial survey it appears that the majority of residents agree with these proposals.
- 5.7.4. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking in the unrestricted part of the bend in Blenheim Way adjacent to cul-de-sac 33-83 and a potential vehicle displacement is dealt with by the additional parking area available following the revocation of double yellow lines; therefore it is recommended that the proposals are implemented as formally proposed.

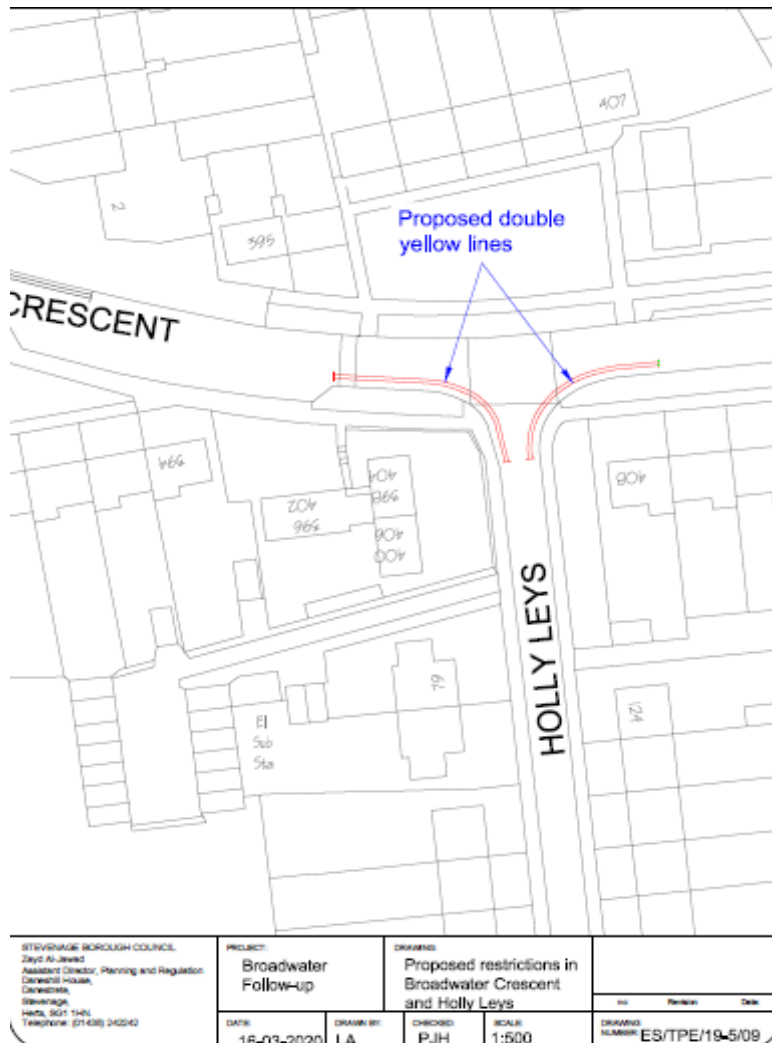
Table 8: Summary of responses for proposed double yellow lines in Blenheim Way and partial revocation of existing double yellow lines (plan no. TPE/03/19-5/08)

Response reference number	Response summary	Comments on response
59	<p>i. I appreciate the efforts you are making to revoke the yellow lines to encourage parking from the bend where it causes danger.</p> <p>ii. I think that you could have been more generous with this slightly and revoked at least to the front porch of 83 Blenheim Way , this would still be on a straight part of the road and offer 1 to 1.5 more parking spaces. At the moment all of the revoked lines are under 4 lime trees and although lovely people are reluctant to park under trees due to the mess their cars get into.</p>	<p>i. The comment has been noted.</p> <p>ii. Revoking a more extensive part of these double yellow lines would mean that vehicles can be parked within ten metres of Blenheim Way junction with its cul-de-sac serving number 33-83 which would be contrary to the Highway Code.</p>

5.8. Plan TPE/03/19-5/09 – proposed double yellow lines at Holly Leys junction with Broadwater Crescent



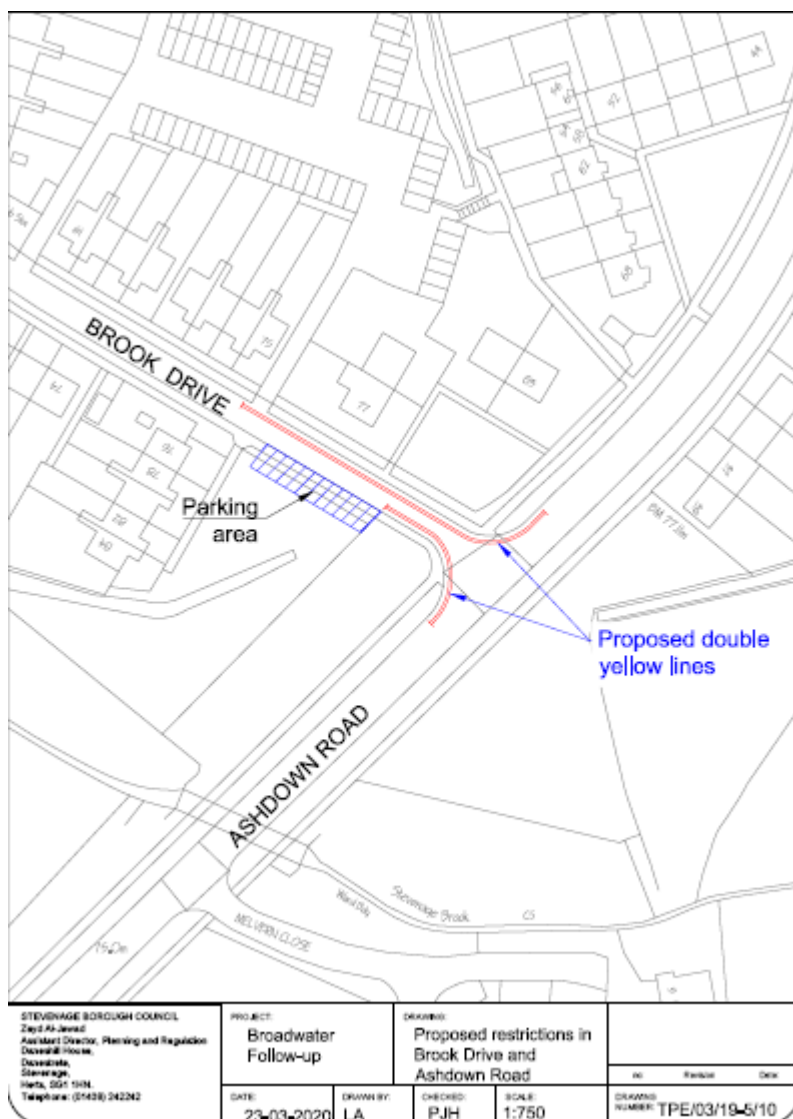
5.8.1. These proposals consist of 'no waiting at any time' restrictions at Holly Leys junction with Broadwater Crescent as shown below on plan TPE/03/19-5/09.



5.8.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to 50 properties. No consultation responses were received regarding these proposed double yellow lines.

5.8.3. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking and no objections were received which suggests that the residents do not disagree with these proposals; therefore it is recommended that the proposals are implemented as formally proposed.

5.9. Plan TPE/03/19-5/10 – proposed double yellow lines at Brook Drive junction with Ashdown Road and opposite the parking bays adjacent to this junction



5.9.1. These proposals consist of 'no waiting at any time' restrictions at Brook Drive junction with Ashdown Crescent and opposite the parking area adjacent to this junction as shown on above plan TPE/03/19-5/10.

5.9.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to 67 properties. Four

consultation responses were received regarding these proposed double yellow lines and a summary of these responses can be seen in Table 9 below.

5.9.3. Two consultation responses provided comments of support for the proposed double yellow lines whilst two objected. One objector suggested that a shorter length of double yellow lines could be implemented.

5.9.4. Following additional site investigations and based on the feedback received throughout the public consultation, it is recommended that the proposed double yellow lines are implemented with a reduced length as shown below on plan TPE/03/19-5/10 Rev1.

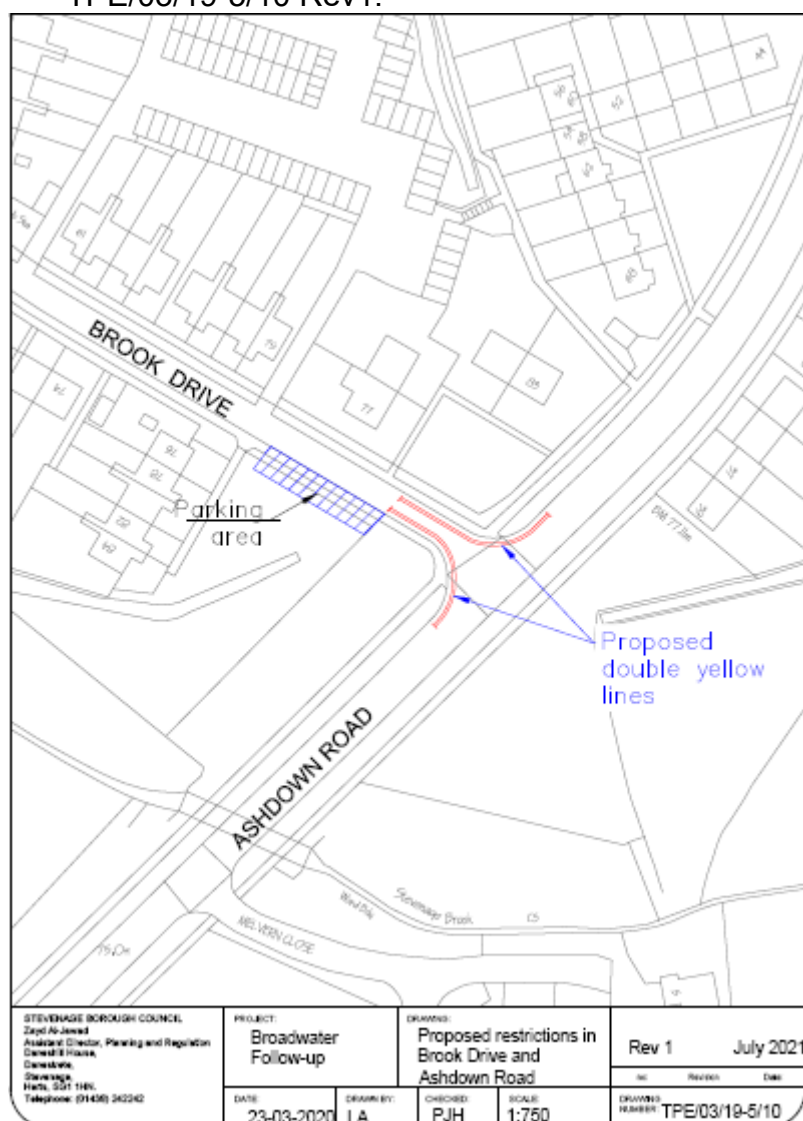


Table 9: Summary of responses for proposed double yellow lines at Brook Drive junction with Ashdown Road and opposite the parking bays adjacent to this junction (plan no. TPE/03/19-5/10)

Response reference number	Response summary	Comments on response
9	i. double yellow lines at the entrance of the garage block into Brook Drive (nearest Ashdown Road) is a good idea, but wouldn't it also be a good idea to do the same at the exit of the garage block (adjacent to 61 Brook Drive), and also to reinstate signage designating exit/ entrance to the block at the same time? This would also allow a clear view when exiting Tye End into Brook Drive, often done blindly through parked cars on the green by the electric substation.	i. To propose similar restrictions at the location suggested would require a new Traffic Regulation Order be prepared and the statutory process repeated, something that we are currently unable to undertake due to limited resources available. However, the location can be investigated and if required an advisory access marking can be introduced to highlight the existing garage compound entrance to all drivers and discourage them from parking their vehicles too close. The suggested reinstatement of entry/exit signage has been shared with SBC's Garage Services department to be taken into consideration when future improvements to this garage compound are undertaken.
14	i. We are in favour of the junction proposals as per drawing TPE/03/19-5/10 which show double-yellow lines placed opposite the parking area and extending to and around the corner into Ashdown Road itself, hopefully these will provide a consistently clear view in this area and turning space	i. The support is noted.

Table 9: Summary of responses for proposed double yellow lines at Brook Drive junction with Ashdown Road and opposite the parking bays adjacent to this junction (plan no. TPE/03/19-5/10)		
	for cars using the parking area.	
56	<p>i. I wish to formally oppose the proposed 'No waiting at any time' restrictions in their current format.</p> <p>ii. Despite having never seen a vehicle parked on the corner of the junction, I do not object to 'No Waiting at any time' restrictions being placed at the actual junction, as clearly forcing any vehicle onto the opposite side of the road is dangerous. My concern and objections are based on the distance that the restriction continues in to Brook Drive. I believe that controls at the junction only would be of greater benefit in promoting road safety than those which are currently proposed. I would be keen to discuss this further.</p>	<p>i. The objection is noted.</p> <p>ii. After taking in consideration the residents' comments and following additional site investigations, it is believed that the current unrestricted parking opposite the parking bays in Brook Drive adjacent to its junction with Ashdown Road is not likely to cause an obstruction to the passage of traffic on this road. However, vehicles parked in close proximity of Brook Drive junction with Ashdown Road are likely to obstruct the drivers' sightlines when approaching this junction or when manoeuvring in/out of the adjacent parking bays. Therefore, it is recommended that the proposed double yellow lines are implemented as shown in plan TPE/03/19-5/10 Rev1.</p>
62	<p>i. We want to object to the stupid proposed parking in Brook Drive</p> <p>ii. By putting double yellow lines down Brook Drive opposite the junction of Ashdown road is a crazy idea. It doesn't need it it works perfectly as it is. The parking bays work really well, if we cant park in the bays we have to park on the side of the road where we</p>	<p>i. The objection is noted.</p> <p>ii. See comment 56 ii.</p>

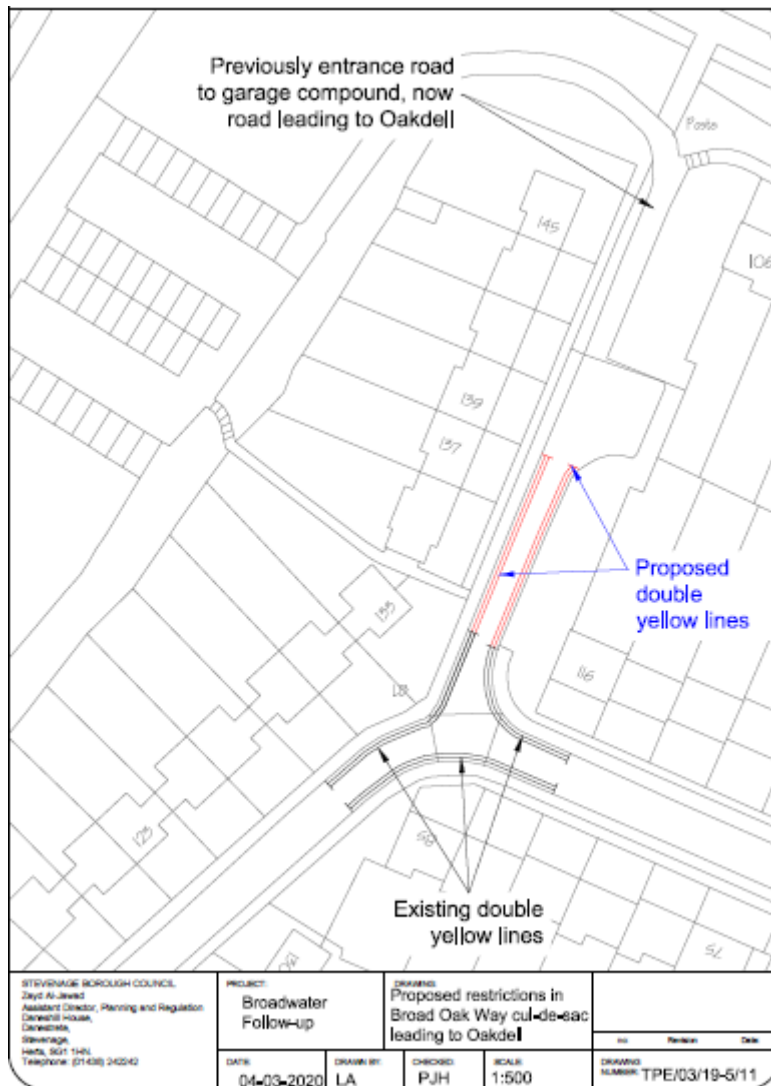
Table 9: Summary of responses for proposed double yellow lines at Brook Drive junction with Ashdown Road and opposite the parking bays adjacent to this junction (plan no. TPE/03/19-5/10)

	<p>used to park before the parking bays.</p> <p>iii. Why not worry about all the vehicles parked down Ashdown Road opposite the junction of Brook Drive. At the moment from 7 am in the morning we have all the construction workers parking down Ashdown Road.</p> <p>iv. What happens when the new builds are finished(Malvern Place,)they have allocated spaces probably for one car but most houses have 2 where will these park.</p> <p>v. Why not put more parking bays on the grass where the Highways had their cabins for so long while they were working on the roads. Or cut into the grass verges down Ashdown Road.</p>	<p>iii. Our site observations suggest that vehicles associated to employees of the nearby residential development were parked in Ashdown Road adjacent to the building site and not in close proximity of its junction with Brook Drive.</p> <p>iv. Similar to any other driver, future residents of this development will be responsible for the safe storage of their vehicles. They should ensure that the property they are moving into has adequate parking facilities to accommodate their personal requirements. However, implementing the double yellow lines at Brook Drive junction with Ashdown Road will ensure that any vehicles from this new development are unable to park in close proximity of this junction where is likely to cause an obstruction to the passage of traffic and obscure sightlines.</p> <p>v. Additional parking bays have been created by SBC's Engineers in the past in this section of Brook Drive nearest to Ashdown Road and our site observations confirmed that existing on-street parking in this area is not fully</p>
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Table 9: Summary of responses for proposed double yellow lines at Brook Drive junction with Ashdown Road and opposite the parking bays adjacent to this junction (plan no. TPE/03/19-5/10)		
	vi. Another point is to change the sign at the entrance to Brook Drive to no parking on the verges from Ashdown Road end this is far cheaper than putting double yellow lines.	used by vehicles. vi. Prohibiting vehicles from parking on the verge does not stop drivers from parking their vehicles on the carriageway in close proximity of the junction which is the main reason why the double yellow lines were proposed.

5.10. Plan TPE/03/19-5/11 – proposed double yellow lines in Broad Oak Way cul-de-sac leading to Oakdell

- 5.10.1. These proposals consist of an extension of the existing double yellow lines in Broad Oak Way's cul-de-sac leading to Oakdell as shown below on plan TPE/03/19-5/11, where the carriageway width is not sufficient to allow on-street parking without causing an obstruction to the passage of traffic.



- 5.10.2. Feedback received from residents of this area following a survey the Council carried out in August 2020 has shown support for extending these double yellow lines.
- 5.10.3. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to 56 properties. Three responses were received throughout the public consultation and a summary can be seen in Table 10 below.
- 5.10.4. Whilst two responses expressed support for the proposed restrictions, one objected citing the high demand for on-street parking in the area.

Considering all responses received including the initial survey it appears that the majority of residents agree with these proposals.

- 5.10.5. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking, while the low number of responses suggests that the public are generally content with the proposals; therefore it is recommended that proposed double yellow lines are implemented as proposed.

Table 10: Summary of responses for proposed double yellow lines in Broad Oak Way cul-de-sac leading to Oakdell (plan no. TPE/03/19-5/011)

Response reference number	Response summary	Comments on response
32	<p>i. We would like submit a formal objection to the proposal of an extension of the existing “no waiting at any time” restrictions at the Broad Oak Way leading to Oakdell. We are completely against as this will cause even more problems with parking than we have now.</p> <p>ii. At the moment we are really struggling to find a place to park our cars and during school run and matches organised at the next door football ground it is almost impossible.</p>	<p>i. The objection has been noted.</p> <p>ii. The high demand for on-street parking does not make the Council less responsible for taking action against obstructive parking. Our investigations suggest that parked vehicles in this length of Broad Oak Way with a narrow carriageway are forcing passing vehicular traffic to mount the footpath on the opposite side of the road causing damages to the pavement and posing a danger to pedestrians.</p>
47	<p>i. I have found it difficult to drive into this section of the road on football match days due to the poor parking of car owners. I am thus in agreement with the proposals outlined.</p>	<p>i. The support is noted.</p>

Table 10: Summary of responses for proposed double yellow lines in Broad Oak Way cul-de-sac leading to Oakdell (plan no. TPE/03/19-5/011)

	<p>ii. However, I am disappointed that the extension to the “no waiting at any time” restrictions does not include the section of the road adjacent to property 143 Broad Oak Way. The road here is narrower than the section outlined in your proposals. When cars are parked here drivers clearly find it difficult to keep to the road and vehicles do mount the pavement as shown by the many cracked pavement tiles in this area.</p>	<p>ii. Although our site investigations found that the carriageway in this part of Broad Oak Way cul-de-sac is wider than the area where double yellow lines were proposed, these concerns were recorded, we will continue to monitor the area and if required we can propose additional restrictions at a later date.</p>
49	<p>i. I 100% support this proposal.</p> <p>ii. This particular part of the road is not wide enough for two cars (one parked, one passing) meaning cars have to illegally mount the pavement in order to pass any parked cars. This is dangerous for the pedestrians using the pavements. There are alot of children and parents with prams/buggies in the area that use these paths especially as it is a route to fairlands park and also in close vacinity of two primary schools and a secondary school. As it currently stands it is an accident waiting to happy. Additionally the constant</p>	<p>i. The support is noted.</p> <p>ii. These are some of the reasons why these double yellow lines were formally proposed.</p>

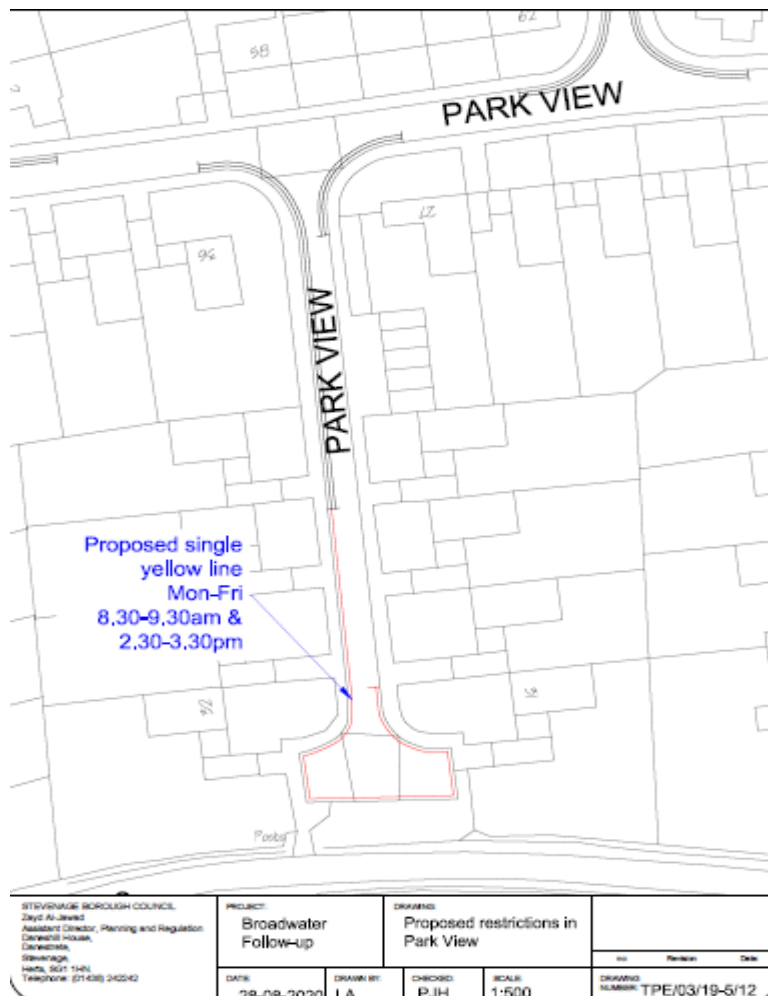
Table 10: Summary of responses for proposed double yellow lines in Broad Oak Way cul-de-sac leading to Oakdell (plan no. TPE/03/19-5/011)

	mounting of the pavement causes damage to the path and kerbs, there is water supply, drain pipes and sewage pipes that run under here which could be damaged as the path isnt designed for this kind of use.	
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5.11. Plan TPE/03/19-5/12 – proposed partial replacement of existing double yellow lines in Park View cul-de-sac serving numbers 28-35 with a single yellow line restricting parking Monday – Friday 8.30-9.30am and 2.30-3.30pm



5.11.1. These proposals consist of ‘downgrading’ parts of the existing double yellow lines in Park View cul-de-sac serving numbers 28-35 into a single yellow line as shown below on plan TPE/03/19-5/12, restricting parking Monday to Friday between 8.30-9.30am and 2.30-3.30pm when most parking issues were reported to take place.



- 5.11.2. Feedback received from residents of this area following a survey the Council carried out in August 2020 has shown clear support for these changes.
- 5.11.3. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to properties in close proximity of the area affected by these proposals. Four responses were received throughout the public consultation and a summary can be seen in Table 11 below.
- 5.11.4. Considering all responses received including the initial survey it appears that the majority of residents agree with these proposals while our investigations confirmed that most parking issues are related to school parking; therefore it is recommended that proposed changes of parking restrictions in Park View cul-de-sac serving numbers 28-35 are implemented as formally proposed.

Table 11: Summary of responses for proposed partial replacement of existing double yellow lines in Park View cul-de-sac serving numbers 28-35 with a single yellow line restricting parking Monday – Friday 8.30-9.30am and 2.30-3.30pm (plan no. TPE/03/19-5/12)

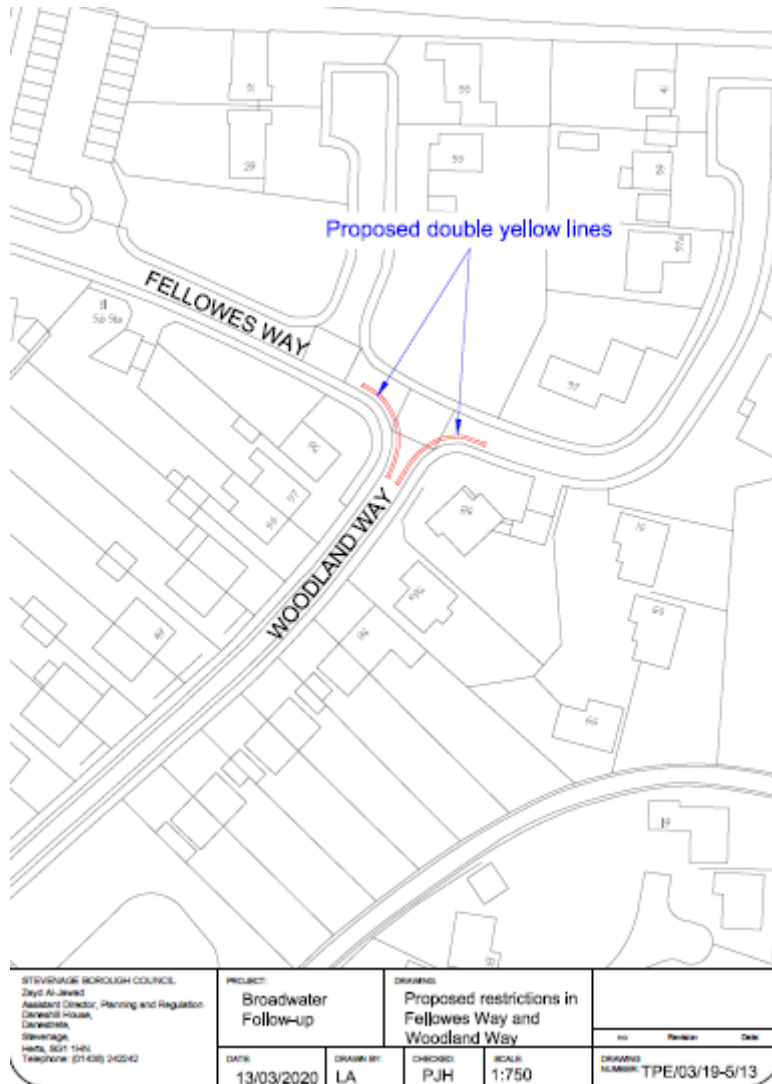
Response reference number	Response summary	Comments on response
10	<p>i. This proposal was put to you when you first proposed any traffic orders relating to 28-35 Park View. It was even brought to your attention by one of the local councillors, Mr. Doug Bainbridge but you decided not to pursue the idea of timed restrictions.</p> <p>ii. The double yellow lines you installed in our cul-de-sac did deter people for a time but because of the sparsity of traffic enforcement officers people have developed a very casual attitude to breaching these restrictions.</p>	<p>i. The existing restrictions were implemented in June 2019 following a public consultation process when we received mixed views from residents of this area. However, we have continued to monitor this area and taking into consideration the feedback received it is believed that inappropriate parking in this cul-de-sac is mainly connected to school parking. Therefore, we are now proposing replacing parts of the 'no waiting at any time' restrictions with a single yellow line restricting parking mainly at school hours.</p> <p>ii. The area will be policed by our Civil Enforcement Officers who are already patrolling here and enforcing the existing parking restrictions. The parking enforcement data for this area shows that patrols have been carried out and penalty charge notices have been issued.</p>
40	<p>i. We are dismayed that residents have asked for the introduction of yellow lines for this reason and at these times</p>	<p>i. Double yellow lines are already present in this location. What residents have asked for is to replace parts of these double</p>

Table 11: Summary of responses for proposed partial replacement of existing double yellow lines in Park View cul-de-sac serving numbers 28-35 with a single yellow line restricting parking Monday – Friday 8.30-9.30am and 2.30-3.30pm (plan no. TPE/03/19-5/12)

	<p>of the day. How incredibly mean spirited! And if the Council agrees, then we will have lost respect for you too</p> <p>ii. If you hadn't put double yellow lines further up the road near the junction, some parents could have still been parking there. More yellow lines will only push the parking into another area instead. People who live any distance from the school will still have to drive!</p>	<p>yellow lines with a single yellow line restricting parking only at specific times when the evidence available to us shows that most parking issues are taking place.</p> <p>ii. This proposed changes are not restricting parking in an area where currently parking is allowed. This single yellow line is proposed as a partial replacement of existing double yellow lines.</p>
58	<p>i. We welcome the proposed removal of double yellow lines and introduction of single yellow line from outside number 34 and into the turning head.</p>	<p>i. The support is noted.</p>
60	<p>i. The only thing that will work is if double yellow lines are put down, up to number 17 as this address isn't being used / occupied and hasn't been for many years for very long periods & people are still parking their constantly. When a resident moves in there permanently as will do one day, it will be a problem for them, as they want be able to get out of there own drive.</p>	<p>i. This Traffic Regulation Order does not include any proposed restriction in the vicinity of number 17 Park View. This proposed change of double yellow lines into single yellow lines is only affecting parts of Park View cul-de-sac serving numbers 28-35.</p>

5.12. Plan TPE/03/19-5/13 – proposed double yellow lines at Fellowes Way junction with Woodland Way

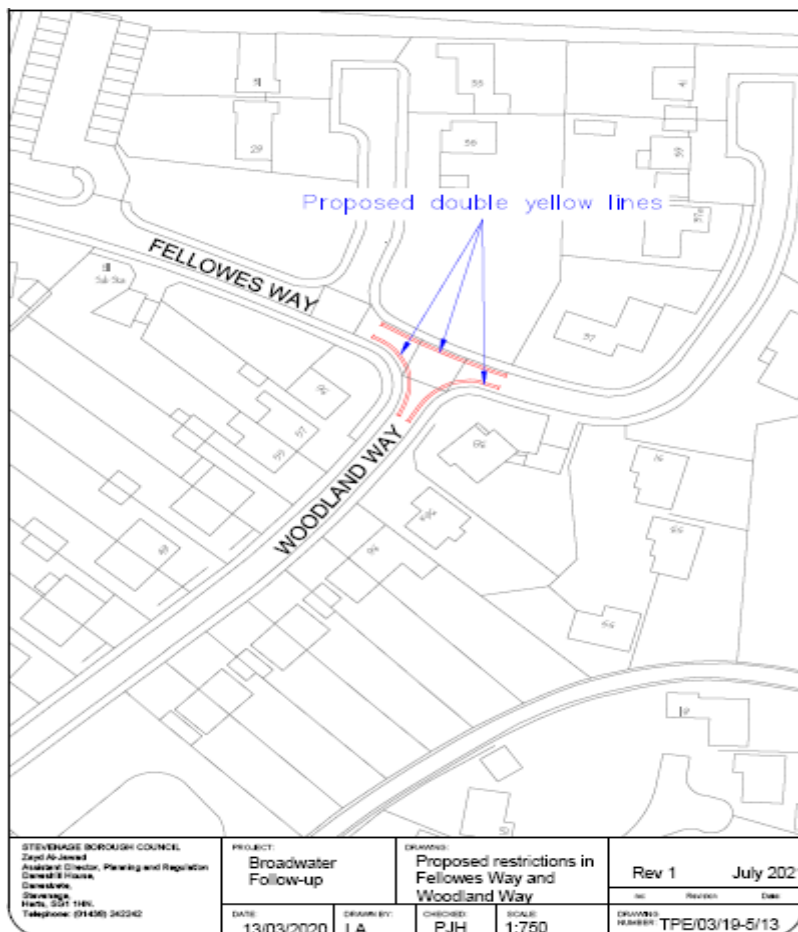
5.12.1. These proposals consist of ‘no waiting at any time’ restrictions at Fellowes Way’s junction with Woodland Way as shown below on plan TPE/03/19-5/13.



5.12.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to properties in close proximity of the area affected by these proposals. Seven responses were received throughout the public consultation and a summary can be seen in Table 12 below.

5.12.3. All responses received agreed that restrictions are needed at this junction. The majority of these responses suggested that additional double yellow lines are needed opposite this junction including the only objection received, which was raised on the basis that the proposed yellow lines were not sufficient.

5.12.4. Following consideration of these responses and further site observations, a decision was taken to further consult on a possible amendment to the proposal by proposing additional double yellow lines in Fellowes Way opposite its junction with Woodland Way as shown below on plan TPE/03/19-5/13/Rev 1. On 29 October 2021 a new letter was sent to all properties in the area and the consultation period was extended until 21 November 2021 in order to give all residents the opportunity to express their views regarding the proposed amendment.



5.12.5. Two responses were received following the publication of this amendment that suggested additional restrictions are needed elsewhere to mitigate a possible vehicle displacement that will exacerbate the existing parking issues in those locations. A summary of these responses can be seen in Table 13 below. Considering these in combination with the original responses shows that there is generally more support for the more extensive proposal.

5.12.6. Our site observations confirmed that these restrictions are needed to prevent obstructive parking while the low number of responses to the proposed amendment suggests that the residents are generally content with these proposals; therefore it is recommended that proposed double yellow lines at Fellowes Way's junction with Woodland Way are implemented as amended.

Table 12: Summary of responses for proposed double yellow lines at Fellowes Way junction with Woodland Way (plan no. TPE/03/19-5/13)

Response reference number	Response summary	Comments on response
7 and 7.1	<p>i. I am glad to see that at last something is being done about dangerous parking on the junction Woodland Way/Fellowes Way however I am afraid the proposal does not meet the requirements of the are.</p> <p>ii. I cannot speak for other junctions but the specific problem with this junction is with people parking on Fellowes Way directly opposite the junction. This narrows the road and causes drivers to blindly navigate the junction. I have seen a number of near misses and the issues has been reported multiple times over the last two years</p>	<p>i. The support for more extensive restrictions is noted.</p> <p>ii. After receiving several similar comments, we reinvestigated this location and additional double yellow lines were proposed in Fellowes Way opposite its junction with Woodland Way. The residents were given the opportunity to comment on this amendment.</p>
34	<p>i. We would like to object to the proposed parking controls. Unrestricted parking in this location does cause an obstruction to traffic and it can obscure drivers' line of sight, but not in the way your proposal</p>	<p>i. The objection and suggestion that proposed restrictions are not sufficient are noted.</p>

Table 12: Summary of responses for proposed double yellow lines at Fellowes Way junction with Woodland Way (plan no. TPE/03/19-5/13)

	<p>suggests.</p> <p>ii. The problem as we see it is that double yellow lines need to be opposite the entrance to Woodland Way. This is where we have often had close encounters with vehicles attempting to enter Woodland Way (see a similar example pictured below). Also when trying to exit Woodland Way into Fellowes Way vehicles are forced to approach Woodland Way on the wrong side of the road and then cut the corner! (again see an accurate example of this in the picture below).</p>	<p>ii. See comment 7 ii.</p>
37	<p>i. Sirs, re. your recent letter about the above, we believe that such yellow lines are an obvious MUST.</p>	<p>i. The support is noted.</p>
39 and 39.1	<p>i. I support these proposals</p>	<p>i. The support is noted.</p>
42 and 48	<p>i. Thank you for your latest letter regarding parking controls. I am delighted that you are putting double yellow at the junction of Fellowes Way and Woodland Way.</p> <p>ii. I would however ask you to consider adding double yellow lines to the outside of the bend taking you round</p>	<p>i. The support is noted.</p> <p>ii. To propose similar restrictions at new locations would require a new Traffic Regulation Order be prepared and the</p>

Table 12: Summary of responses for proposed double yellow lines at Fellowes Way junction with Woodland Way (plan no. TPE/03/19-5/13)

	<p>the corner of 37 Fellowes Way where a number of cars are constantly parked. These cars at one time parked on the bend with their wheels on the pavement which helped cars to negotiate the bend in both directions. SBC later introduced 'no parking' on the pavement which meant these cars severely restricted your ability to get round the bend without hitting one of them in both directions.</p> <p>iii. There is also a further problem in Fellowes Way where two cars are parked opposite the block of garages on the south side of Fellowes Way. When cars are parked outside the garages it is difficult for cars let alone emergency vehicles (ambulances, fire engines plus large delivery lorries) to pass in both directions.</p> <p>iv. I have a further suggestion regarding the parking on the outside of the bend opposite 37 Fellowes Way. As an alternative SBC could relax the 'no parking' on pavement in this location.</p>	<p>statutory process repeated, something that we are currently unable to undertake due to limited resources available and the significant delays that will occur in the completion of this project. However, parking in this area will be monitored and additional restrictions can be proposed at a later date if required.</p> <p>iii. See comment ii. above.</p> <p>iv. See comment ii. above. In addition, although this suggestion has been recorded, it is unlikely that this can be formally proposed as vehicles parking on footway are likely to cause a significant obstruction to pedestrians especially those in wheelchairs and those with visual impairments.</p>
44	<p>i. We have observed obstruction to</p>	<p>i. The support is noted.</p>

Table 12: Summary of responses for proposed double yellow lines at Fellowes Way junction with Woodland Way (plan no. TPE/03/19-5/13)

	<p>traffic and obscured sight lines on the junction between Woodland Way and Fellowes Way on a number of occasions. Therefore, we would be supportive of parking controls in the immediate vicinity of this junction as per the associated drawing.</p> <p>ii. However, this proposal will undoubtedly move the parking problem elsewhere on Woodland Way and Fellowes Way. This parking problem could be further exacerbated when the proposed property adjacent to number 49 Fellowes Way is developed and if the proposed planning approval for dance studio operations at 37 Fellowes Way is approved.</p> <p>iii. Street parking along Fellowes Way is already near or at capacity in the evenings and at weekends making access for tradespeople and visitors difficult. This area certainly could not tolerate further parking restrictions and the best solution might be to explore the provision of additional dedicated parking bays - as has occurred on other streets around the town.</p>	<p>ii. Parking in this area will be monitored and additional restrictions can be proposed at a later date if required.</p> <p>iii. Although we are currently unable to create additional parking spaces in Fellowes Way because the Council does not have a capital budget this financial year for this type of works, our SBC Engineers maintain a database of streets that have issues with parking and they were made aware of this suggestion so that if capital funding was made available in the future then Fellowes Way along with other roads on that database could be considered at that time.</p>
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Table 12: Summary of responses for proposed double yellow lines at Fellowes Way junction with Woodland Way (plan no. TPE/03/19-5/13)

54	i. Regarding the proposed parking restrictions at junction of Fellowes Way and Woodland Way, I have no objections to this whatsoever, despite I believe it being implicit and covered in law by the Road Traffic act and that of the Highway Code. It is a dangerous junction, where the blind corner is very often undercut by vehicles entering into Woodland Way from Fellowes Way. To emphasise the no parking law at this junction, with the use of double yellow lines is a useful reminder of the danger of parking on junctions.	i. The support is noted. Although the junction is an area where drivers should not park their vehicles as specified in the Highway Code, for the Council to have the legal power to enforce would require that double yellow lines are introduced. This would require a new Traffic Regulation Order be prepared and the statutory process repeated, something that we are currently unable to undertake due to limited resources available and the significant delays that will occur in the completion of this project. However, parking in this area will be monitored and additional restrictions can be proposed at a later date if required.
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Table 13: Summary of responses for proposed additional double yellow lines in Fellowes Way opposite its junction with Woodland Way (plan no. TPE/03/19-5/13 Rev 1)

Response reference number	Response summary	Comments on response
76	i. I agree with the double yellow lines being put both sides of the bend at the junction of Fellowes Way and Woodland Way but see no need to put double yellow lines on the straight north side of Fellowes Way. You	i. Following concerns raised throughout the initial consultation and after further site observations, it is believed that additional double yellow lines are required in Fellowes Way opposite its junction with Woodland Way in order to prevent

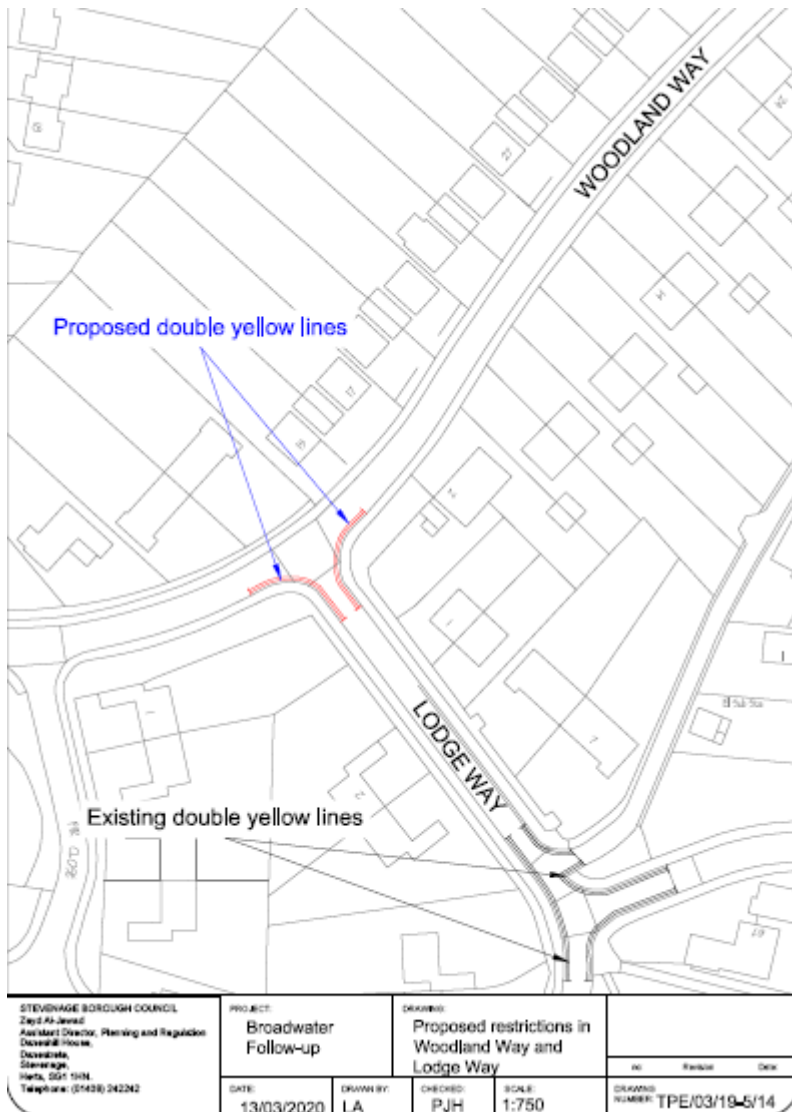
Table 13: Summary of responses for proposed additional double yellow lines in Fellowes Way opposite its junction with Woodland Way (plan no. TPE/03/19-5/13 Rev 1)

	<p>haven't done this further down Fellowes Way so why do you think it necessary in this location.</p>	<p>obstructive parking from taking place.</p>
	<p>ii. There is considerable frustration from residents regarding cars parked on the outside of the bend taking you round the corner of 37 Fellowes Way where a number of cars are continuously parked (a point I raised in my earlier letter on the subject).</p>	<p>ii. The outcome of the consultation shows that very few residents are concerned about parked vehicles in the suggested location.</p>
	<p>iii. At that time I was suggesting adding double yellow lines at that location but have since changed my view and believe it would be better if the 'no parking on pavements' was lifted in this location. This would ease the problem of negotiating the bend. SBC have recently granted planning consent for a Dance School to be run from 37 Fellowes Way and this would help with the additional parking generated from this activity.</p>	<p>iii. See comment 42 iv.</p>
	<p>iv. Giving urgent consideration to putting double yellow lines opposite the garage block in order to remove the</p>	<p>iv. See comment 42 ii.</p>

Table 13: Summary of responses for proposed additional double yellow lines in Fellowes Way opposite its junction with Woodland Way (plan no. TPE/03/19-5/13 Rev 1)

		dangerous blockage caused by cars parked on the south side of Fellowes Way.	
79	<div><div>i.</div><div>I already struggle to get in and out of the driveway when vehicles park adjacent to and opposite the drive. I know that the next door neighbours and those opposite suffer the same problem. It seems to me that the double yellow lines you propose would push the visiting vehicles further along Woodland Way and therefore outside our houses which causes us problems not of our making.</div></div> <div><div>ii.</div><div>As all the houses in Woodland Way have their own driveways then maybe extending the yellow lines further along Woodland Way would discourage the visiting vehicles from parking there because of longer walks. Another option would be to make our end of Woodland Way residential parking only.</div></div>	<div><div>i.</div><div>Whilst the obstruction of residential dropped kerbs is something which Civil Enforcement Officers can enforce without the need for yellow lines to be present, parking in this area will be monitored and additional restrictions can be proposed at a later date if required.</div></div> <div><div>ii.</div><div>See comment 42 ii.</div></div>	

5.13. Plan TPE/03/19-5/14 – proposed double yellow lines at Lodge Way junction with Woodland Way



- 5.13.1. These proposals consist of ‘no waiting at any time’ restrictions at Lodge Way’s junction with Woodland Way as shown on above plan TPE/03/19-5/14.
- 5.13.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 38 properties located in the near vicinity of the location affected by these proposals. Three responses were received during the public consultation relating to these proposals and a summary of these responses can be seen in Table 14 below.
- 5.13.3. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking and all consultation responses received expressed support for the proposed restrictions; therefore, it is recommended that proposed double yellow lines are implemented as proposed.

Table 14: Summary of responses for proposed double yellow lines at Lodge Way junction with Woodland Way (plan no. TPE/03/19-5/14)

Response reference number	Response summary	Comments on response
1	<p>i. A notice was put up on the lamppost near my house in Woodland Way yesterday, we are in support of the restrictions, but can I ask why it is just form school hours?</p> <p>ii. Do you know when it would begin if it was to go ahead</p>	<p>i. The support is noted. That part of the proposal restricting parking only at school hours is proposed for a different street within Broadwater.</p> <p>ii. Although we are unable to predict the outcome of the final decision, if the decision will be to implement the restrictions then households within close proximity of the area affected will be notified accordingly.</p>
24	<p>i. In my view the proposed parking restrictions are essential to ensure the original purpose of clear visibility at the junction for motorists and road safety on the highway with the rights to pass and repass. The concept also had the safety of cyclists and pedestrians in mind.</p>	<p>i. The support is noted.</p>
50	<p>i. I would like to propose stop and give way lines be placed at the bottom of</p>	<p>i. This suggestion has been shared with Hertfordshire County Council who is the</p>

Table 14: Summary of responses for proposed double yellow lines at Lodge Way junction with Woodland Way (plan no. TPE/03/19-5/14)

	<p>Grenville Way. Grenville Way joins in the middle of Lodge Way on the bend. There are currently no road markings there and drivers just pull out from the junction on the bend. It has it's own sight limitations down the road and there has been many near misses. Drivers from Grenville Way do not stop, they rarely ever look left to see what traffic is coming and when they just pull out it is dangerous for the driver driving along Lodge Way towards Woodland Way as well as oncoming traffic from the opposite direction.</p>	<p>Local Highway Authority and responsible for introducing such road markings.</p>
	<p>ii. My second request for your consideration is for double yellow lines to be placed along the road opposite the driveways of No 8 and No 10 Lodge Way.</p>	<p>ii. To propose similar restrictions at new locations would require restarting the Traffic Regulation Order statutory process something that we are currently unable to undertake due to limited resources available and the significant delays that would occur in the completion of this project.</p>
	<p>iii. There is an existing very large car park for people to use when they drive to Shephalbury Park. Access is from the A602 but there is no signage to make the public aware that the car parking facility is located there. Could a sign be placed at the junction of the A602 for Shephalbury Park be placed there?</p>	<p>iii. The suggestion will be investigated further but installation of such signage is likely to require approval from the Highway Authority.</p>

Table 14: Summary of responses for proposed double yellow lines at Lodge Way junction with Woodland Way (plan no. TPE/03/19-5/14)

	<p>This would really help with the football teams that play there mid-week and Sundays. They currently block Lodge Way, which is a very small street and also Grenville Way.</p>	
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5.14. Plan TPE/03/19-5/R1 – proposed revocation of verge and footway parking prohibition in Knebworth Gate



- 5.14.1. These proposals consist of permanent removal of verge and footway parking prohibition in Knebworth Gate.
- 5.14.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all Knebworth Gate households. Two responses were initially received during the public consultation. Following discussions with the Ward Councillors it was decided that the consultation period should be extended to give residents another opportunity to express their views. On 29 October 2021 a new letter was sent to all properties in the area and the consultation period was extended until 21 November 2021. A further twelve responses were received and a summary of all responses can be seen in Table 15 below.
- 5.14.3. Eleven responses were in favour of the proposal and one objected. Two further responses suggested alternative solutions such as creating additional parking spaces or restricting parking adjacent to the junction.
- 5.14.4. Following site observation and based on the feedback received throughout the public consultation, it is recommended that the revocation of verge and footway parking prohibition is implemented as proposed.

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

Response reference number	Response summary	Comments on response
46	<p>i. We have lived at Knebworth Gate for 14 years and would like to express our serious concerns concerning the progressive parking difficulties and we do not support the revocation of parking controls.</p> <p>ii. During the last two or three years in particular there has been a lot of increased parking difficulties in Knebworth Gate, especially on the verges at the entrance to Knebworth Gate and on the very sharp bend that turns to the right. This includes a range of different vehicle types parking on the pavement on both sides of the road. On many occasions we have had to walk in the middle of the road, and not the pavement, when walking out of Knebworth Gate. When driving in and out of Knebworth Gate this parking has created a dangerous risk/hazard of a head on collision due to a very restricted view/obstruction</p>	<p>i. The objection is noted.</p> <p>ii. The verge and footway parking prohibition has not been enforced in this street following request from residents and vehicles have been parking on the footpath in this time because the road width is not sufficient to allow parking on the carriageway without causing an obstruction to the passage of traffic. The proposed Traffic Regulation Order is only intended to regularise this status quo. Enforcing the verge and footway parking prohibition it will stop vehicles from parking on the pavement but does not stop vehicles parking on the carriageway adjacent to the bend or at the junction. To stop this type of parking we would have to introduce double yellow lines. Therefore, it</p>

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

	and very limited space to manoeuvre.	is recommended that the verge and footway parking prohibition is revoked, the area to be monitored and different restrictions can be proposed at a later date if required.
52	<p>i. I am writing to oppose the new proposed parking restrictions.</p> <p>ii. As a resident of Knebworth Gate for 11 years the parking on the curb as you drive into the road has become silly, although I believe this is as there is nowhere else to go. I firmly believe the parking in front of the green should not be removed as any visitors will have no where to park.</p> <p>iii. Maybe just the curb before the bend could have a restriction?</p>	<p>i. There are no new parking restrictions being proposed in Knebworth Gate. This Traffic Regulation Order is proposing to remove the verge and footway parking prohibition which has not been enforced because the road width is not sufficient to allow parking on the carriageway without causing an obstruction to the passage of traffic.</p> <p>ii. The proposal does not include prohibiting vehicles from parking in front of the green.</p> <p>iii. To restrict vehicles from parking near the junction will require that double yellow lines are introduced. Parking in this area will be monitored and such restrictions can be proposed at a later date if required.</p>

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

64	<p>i. I would whole heartedly applaud the removal of parking restrictions in Knebworth gate.....with the exception of the corner of the culdesac sac entrance. People often park on the bend and in the event of an emergency I doubt (for eg) a fire engine would be able to gain access. Maybe restrictions from the corner down to the main road might be sensible?</p> <p>ii. I think most residents would totally back the partial redevelopment of the grassy area if it provided some much needed visitor parking</p>	<p>i. The support is noted. To restrict vehicles from parking near the junction would require that double yellow lines be introduced. Parking in this area will be monitored and such restrictions can be proposed at a later date if required.</p> <p>ii. Although we are currently unable to create additional parking spaces in residential streets because the Council does not have a capital budget this financial year for this type of works, our SBC Engineers maintain a database of streets that have issues with parking and they were made aware of this suggestion so that if capital funding was made available in the future then Knebworth Gate along with other roads on that database could be considered at that time.</p>
65	<p>i. With reference to your letter regarding the proposal to permanently remove the verge and footway parking prohibition in Knebworth Gate, I am in total agreement. I believe that there is no need for these parking restrictions</p>	<p>i. The support is noted.</p>

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

		in Knebworth Gate, and they should be removed.	
66	i.	I strongly request no parking controls are enforced. I already feel that there is not enough parking for residents as it is let alone stopping residents parking near their garages or along the pathway. As we live near a main road the closest we would be able to park would be Roebuck Gate if we were not able to park within the close, this is not ideal.	i. The support for the revocation of restrictions is noted.
67	i.	I would like to have the present situation whereby there are NO RESTRICTIONS to parking at Knebworth Gate to remain permanently. That is to say that we can continue parking partly on the road and partly on the pavement with NO RESTRICTIONS.	i. The support for the revocation of restrictions is noted.
68	i.	We DO NOT wish for the parking controls to be implemented as parking on the footpaths in the only way we can park and not being able to will cause congestion and take away parking availability	i. The support for the revocation of restrictions is noted.
70	i.	I would be very happy if you were to permanently remove any parking	i. The support for the revocation of

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

		restrictions as we have limited parking here as you have seen and the road has no direct access to anywhere else.	restrictions is noted.
71	i.	As far as I'm aware there were no issues or complaints about parking until the council put the signs up seemingly as a matter of course (as they did for the whole area) without any specific reason. When the signs went up some people were perplexed and unhappy and did complain and they were taken down. I, and others, had assumed that that was the end of it. Why was it felt that a consultation is necessary?	i. The verge and footway parking prohibition has not been enforced in this street following request from residents and vehicles have been parking on the footpath in this time because the road width is not sufficient to allow parking on the carriageway without causing an obstruction to the passage of traffic. The proposed Traffic Regulation Order is only intended to regularise this status quo.
	ii.	my view is that the best course of action is to leave things as they are with the restrictions removed.	ii. The enforcement of these restrictions is currently suspended and this proposal was put forward in order to permanently remove them. Therefore, the support for the revocation of restrictions is noted.
73	i.	I write to confirm that am in favour of permanent removal of the verge and footway parking prohibition in Knebworth Gate.	i. The support for the revocation of restrictions is noted.
75	i.	I agree the parking controls should be permanently removed, Knebworth gate is a dead end and only used by us the residents, as most households have	i. The support for the revocation of restrictions is noted.

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

		more than one car us included we need to have the ability to park our cars so the removal of the parking controls should be agreed. As Knebworth Gate is residential and has no through traffic cars being parked on the pathways or verge do not cause any obstructions or issuse to the residents. Please take this email as my confirmation that the parking controls should be removed.	
77	i.	I would like to confirm that I would like the restrictions on parking on the verge or footpaths in Knebworth Gate to be removed please.	i. The support for the revocation of restrictions is noted.
78	i.	I wish for the permanent removal of parking controls at Knebworth Gate. There is little parking at the properties so the verges and footways are vital for friends and family to park	i. The support for the revocation of restrictions is noted.
81	i.	I would like you to either restart enforcement against vehicles parking on the verge and footpaths.	i. Comments have been noted.
	ii.	Or maybe replace the green area available with car park spaces.	ii. See comment 64 ii.
	iii.	Possibly install metal railings on both sides of the footpaths with double	iii. Whilst such physical barriers such as these are not something that the Borough

Table 15: Summary of responses for proposed revocation of verge and footway parking prohibition in Knebworth Gate (plan no. TPE/03/19-5/R1)

	<p>yellow lines as well. This will allow myself as a disabled mobility scooter user to ride on the footpath as intended and not on the road and therefore avoid having an accident. Parking fines or tickets only work if they are enforced which means preferably before 9a.m. and after 6p.m. and at weekends. This may be a lot to ask, but at least emergency vehicles will be able to get into the street if this is done.</p>	<p>Council can install, parking in this area will be monitored and different restrictions such as double yellow lines can be proposed at a later date if required.</p>
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5.15. Plan TPE/03/19-5/R2 – proposed revocation of verge and footway parking prohibition in Mandeville cul-de-sac serving numbers 53-69 and 54-68



- 5.15.1. These proposals consist of permanent removal of verge and footway parking prohibition in Mandeville's cul-de-sac serving numbers 53-69 and 54-68 as shown on plan above.
- 5.15.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all properties likely to be affected by these proposals. Two responses were received throughout the public consultation and a summary of these responses can be seen in Table 16 below.
- 5.15.3. One response expressed support for the proposal and one objected. The objector suggested alternative solutions such as creating additional parking spaces or reducing the footpath width.
- 5.15.4. Following site observations and based on the feedback received throughout the public consultation, and as the low number of responses suggests that the public are generally content with the proposals, it is recommended that the revocation of verge and footway parking prohibition is implemented as proposed.

Table 16: Summary of responses for proposed revocation of verge and footway parking prohibition in Mandeville cul-de-sac serving numbers 53-69 and 54-68 (plan no. TPE/03/19-5/R2)

Response reference number	Response summary	Comments on response
16	<p>i. Yesterday a notice was put on lamp posts in our cul-de-sac, the parking restrictions were lifted indefinitely in 2019 due to limited space & access for vehicles to go in & out of the cul-de-sac. Vehicles were unable to pass through to get to their homes or even leave the street due to limited parking space. And many a time neighbours were having to move vehicles to allow people in or out of the street including late at night. We have on call workers & they can be called out early hours or return early hours, we have been allowed to park with 2 wheels up on kerb due to space.</p> <p>ii. Will this notice which I'm posting pic of below revoke this or will we now be able to carrying on allowing us to park with 2 wheels on kerb please.</p>	<p>i. The support for the revocation of restrictions is noted.</p> <p>ii. The verge and footway parking prohibition has not been enforced in this street following request from residents and vehicles have been parking on the footpath in this time because the road width is not sufficient to allow parking on the carriageway without causing an obstruction to the passage of traffic. The</p>

Table 16: Summary of responses for proposed revocation of verge and footway parking prohibition in Mandeville cul-de-sac serving numbers 53-69 and 54-68 (plan no. TPE/03/19-5/R2)

		proposed Traffic Regulation Order is only intended to regularise this status quo.
55	<p>i. Objection - my concerns are as follows.</p> <p>ii. The statement that the road width in the carriage way is not wide enough to allow car parking on the carriage without causing an obstruction to the passage of traffic. The above car parking statement is not correct and needs to be reviewed, because the carriage way width has been designed 4.950mm wide, to accommodate a ridged vehicle and car to pass each other safely in opposite directions to and from the cul-de-sac in accordance with Communities and Local Government Department for Street Manuals.</p> <p>iii. Prior to double yellow lines and car parking restriction being introduced in 2019. I have observed cars parking partially two wheels on the footpath, or four wheels on the footpath including parking on well-kept grass open area on occasions. These conditions obstructed pedestrians and the post Man walking the footpath, resulting in people walking across green open area or alternatively having to walk</p>	<p>i. The objection is noted.</p> <p>ii. Hertfordshire County Council, the local Highway Authority, has issued Roads in Hertfordshire: Highway Design Guide, which sets out that for on-street parking to occur the carriageway should be a minimum of 5.5 metres wide. Furthermore, site observations and comments received from other residents suggest that vehicles parking on the carriageway in this area are likely to cause an obstruction to the passage of traffic.</p> <p>iii. The verge and footway parking prohibition has not been enforced in this cul-de-sac since 2019 following request from residents and the Council has not received any concerns since then to suggest that the enforcement should resume.</p>

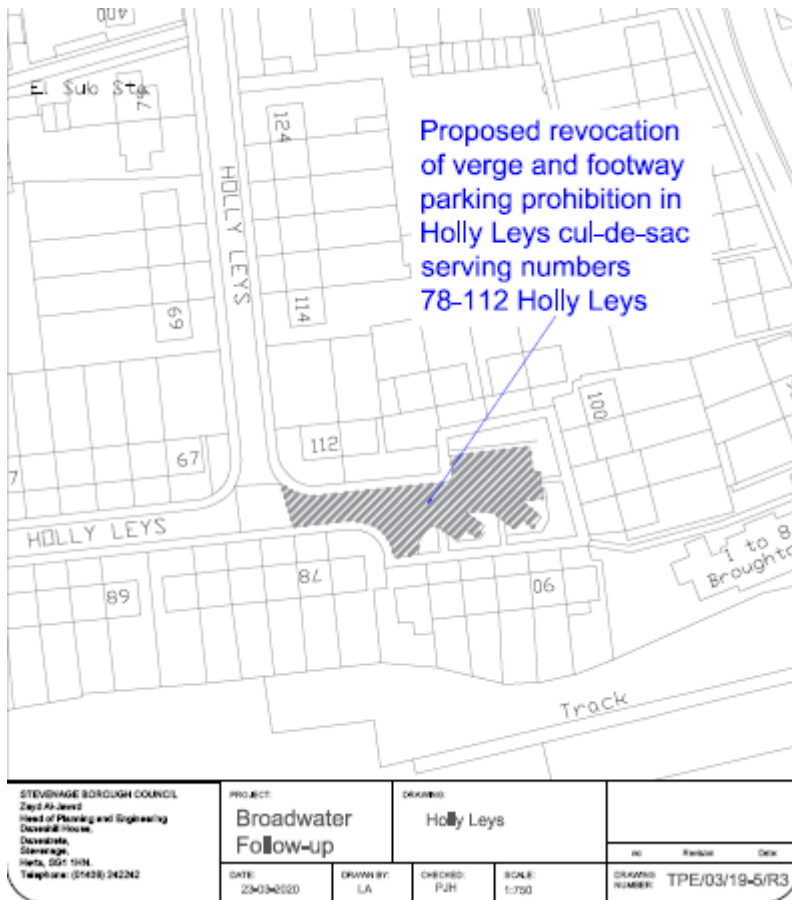
Table 16: Summary of responses for proposed revocation of verge and footway parking prohibition in Mandeville cul-de-sac serving numbers 53-69 and 54-68 (plan no. TPE/03/19-5/R2)

	<p>around the cars into the road which is a road safety mater.</p> <p>iv. Proposals to widen the existing carriageway from 4.95m to approx. 6.0m, for providing road safety improvements and off-road car parking facilities. The existing 1800mm footpath located either side of the existing carriage way can be reduced by an average width of 500mm for either side of the road. This would increase the existing carriageway width from 4950 to approximately 6000 wide and allow a car to pass safely between parked cars either side of the road at the entrance of the cul-de-sac.</p> <p>v. There is an opportunity to provide car parking facilities to serve No 61-69 Mandeville at the rear of No 64 Mandeville, located at the bell mouth adjacent to the cycle track and grass open areas. The one-way access route would be from Oaks Cross to Broad Water main Road with double yellow lines being installed to control car parking down the lane to designated car parking areas.</p>	<p>iv. The Borough Council's responsibility is limited to introducing and enforcing parking restrictions. This suggestion to increase the road width has been shared with Hertfordshire County Council which as the Local Highway Authority is responsible for such changes to the public highway.</p> <p>v. Although we are currently unable to create additional parking spaces in residential streets because the Council does not have a capital budget this financial year for this type of works, our SBC Engineers maintain a database of streets that have issues with parking and they were made aware of this suggestion so that if capital funding was made available in the future then Mandeville along with other roads on that database could be considered at that time.</p>
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Table 16: Summary of responses for proposed revocation of verge and footway parking prohibition in Mandeville cul-de-sac serving numbers 53-69 and 54-68 (plan no. TPE/03/19-5/R2)

	vi. There also maybe the opportunity for Stevenage Borough Council to work in partnership with the local church at Sleepers hide and enquire whether visitor's car parking could be provided on a short stay basis.	vi. The Council does not have the legal power to manage parking on private land so we are not able to enforce short stay limited bays in the local church car park.
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5.16. Plan TPE/03/19-5/R3 – proposed revocation of verge and footway parking prohibition in Holly Leys’ cul-de-sac serving numbers 78-112



- 5.16.1. These proposals consist of permanent removal of verge and footway parking prohibition in Holly Leys’ cul-de-sac serving numbers 78-112 as shown on plan above.
- 5.16.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all properties likely to be affected by these proposals.
- 5.16.3. Although no responses related to this proposal were received throughout this public consultation, results of the consultation carried out in 2019 shows that 13 households from 19 properties located in Holly Leys cul-de-sac serving numbers 78-112 did not want these restrictions in their cul-de-sac.
- 5.16.4. Following site observations and as the low number of responses suggests that the public are generally content with the proposals, it is recommended that the revocation of verge and footway parking prohibition is implemented as proposed.

5.17. Plan TPE/03/19-5/V1 – proposed verge and footway parking prohibition in Brook Drive



5.17.1. These proposals consist of prohibiting vehicles from parking on verges and footways in Brook Drive. These restrictions were initially proposed in 2019 when similar restrictions were implemented through most streets in Broadwater area. However, a decision on whether to implement these

restrictions in Brook Drive was deferred pending further investigations including the creating of additional parking.

- 5.17.2. Twelve parking bays have been created in the southern section of Brook Drive and since then we continued to receive reports that vehicles are continuing to obstruct footpaths in the middle part of Brook Drive whilst on-street parking is available in other locations in this street.
- 5.17.3. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 129 properties. 15 responses that provided comments related to this proposal were received through the public consultation and a summary of these responses is shown in Table 17 below.
- 5.17.4. Eight responses have provided comments of support for this proposal, three expressed mixed views or concerns and four were objections. The majority of objections and concerns referred to the residents' difficulties in finding parking near their homes due to the high demand for on-street parking in Brook Drive. This included suggestions that the Council should provide more additional parking before these restrictions are implemented.
- 5.17.5. Ward Councillor Leech has shared with us the comments he collected from some Brook Drive residents whilst visiting them at their homes. Although these comments have not been included in this formal report, the concerns raised were similar to those the Council received throughout the formal consultation.
- 5.17.6. Those locations highlighted throughout the consultation and by Councillor Leech as possible additional parking areas have been investigated by SBC's Principal Engineer. A potential eight parking spaces layby fronting properties 31-59 Brook Drive has been identified as the most suitable of the suggested locations.
- 5.17.7. Although the Council currently does not have an allocated budget for creating additional parking spaces in residential streets, Councillor Mitchell suggested that he may be able to help in providing the funding required for the construction of the layby mentioned above in his role as County Councillor through his Highway Locality Budget.
- 5.17.8. After taking in consideration the residents' concerns regarding high demand for on-street parking in parts of Brook Drive and provided that SBC Engineers are given the required funding, it is recommended that formal investigations are undertaken into the possibility of creating additional parking spaces in the area fronting 31-59 Brook Drive.
- 5.17.9. Site observations confirmed that the proposed verge and footway parking prohibition is needed in order to prevent obstructive parking from taking place; therefore, it is recommended that the restrictions are implemented but Councillors must decide whether the implementation should happen as soon as possible or once the works for the eight parking space layby are completed but no later than 26 May 2023 as the law requires implementation within two years from when the proposals were formally advertised.

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

Response reference number	Response summary	Comments on response
2	<p>i. Just outside 33 Brook drive is more than enough room to extend into to make car park spaces the path then would connect to the path outside this house then back on to the normal path the other side of the flats.</p> <p>ii. If this was to fail I would be quite happy to pay for a drive to my garden.</p> <p>iii. Perhaps also there are houses in the street with multiple cars Perhaps except for the main car in the house hold all the others would require a permit.?</p>	<p>i. Following similar suggestions received throughout the public consultation, this location has been inspected by SBC's Principal Engineer and identified as a potential area where an eight parking spaces layby could be created. Formal investigations will begin once SBC Engineers will be provided with the funding required.</p> <p>ii. Residential dropped kerb applications are managed by Hertfordshire County Council and further information is available on their website, www.hertfordshire.gov.uk</p> <p>iii. As the congestion is caused mainly by residents within this area parking their vehicles on street, for a permit scheme to work would have to be enforceable out of hours resulting in very costly permit prices that are unlikely to be accepted by the</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>iv. I do understand where you are coming from as I was in a wheelchair for 3 months myself but people do have a right to park somewhere in there street. Could you not also have the prohibition at just peak times say 8am till 1700 Monday to Friday?</p>	<p>majority of residents.</p> <p>iv. Drivers are entitle to park their vehicles on-street but in a safe and legal manner. Parking on pavement at any time can obstruct and seriously inconvenience pedestrians especially those in wheelchairs or those with visual impairments.</p>
3	<p>i. I have concerns, as I am sure any resident with a vehicle in Brook drive shares. I feel that the council has not relived the parking issue at all with the introduction of the 12 parking bays at the junction of Ashdown Road.</p> <p>ii. And this you have admitted in your letter today I quote."The recent feedback from residents suggested that vehicle's are still parked inconsiderately on verges and footpaths in brookdrive" which you are now taking action upon.</p>	<p>i. Comments provided by other residents and our site observations suggests that these additional parking spaces created by SBC Engineers helped ease the parking pressure in this area.</p> <p>ii. The quoted text is not an admission that the Council has not helped with the existing parking issues in Brook Drive. The letter sent to Brook Drive residents mentioned the following: 'In 2019 the verge and footway parking prohibition was introduced in most residential streets throughout Broadwater area. A decision on whether or not to implement similar parking restrictions in Brook Drive was deferred pending further investigations. Since then, additional parking spaces were created in the southern section near its junction with Ashdown Road. The</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>iii. Why Do you not ask the question, why is this still happening ?? Is it because people are not using the new bays, because they are ? Is it because there are more Vehicle's than the Council assumed that just 12 bays would accommodate, yes a considerably lot more ?</p> <p>iv. Especially the middle and opposite end of Brook drive I can not understand why on earth the council will not widen the road in the middle</p>	<p>recent feedback received from residents suggested that vehicles are still parked inconsiderately on verges and footpaths in Brook Drive. This is dangerous for pedestrians trying to use the footpaths, especially those with visual impairments or those in wheelchairs. We have taken into account the feedback received and following our site investigations, we are now formally proposing to ban parking on verges and footways in Brook Drive as shown in the enclosed plan.'</p> <p>iii. Evidence gathered whilst carrying out site visits at various times and on different days of the week including Sundays and evenings/early mornings shows that vehicles are continuing to obstruct footpaths in the middle part of Brook Drive whilst on-street parking is available in other locations in this street. Whilst it is believed that the demand for on-street parking is high in the middle part of Brook Drive, this does not mean that drivers can park their vehicles in a hazardous or obstructive manner.</p> <p>iv. In 2019 SBC Engineers investigated all locations suggested for creating additional parking spaces in Brook Drive and the twelve additional spaces in the southern section were identified as the only viable</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>part of Brook drive, there is plenty of room to move the pathway over by about at least a metre either side, this would allow double parking, or you could easily do as you have done on the junction cut into the green area, what is so precious about the large green area in Brookdrive it serves no purpose??? There is also potential to create even more parking for around 6 vehicles if they remove the trees situated outside No 12 and No 30 Brookdrive.</p> <p>v. Unfortunately it does make this email very long but I do hope you find it helpful in some way and maybe look at the parking problem more effectively and more long term, rather than just penalizing tax paying resident's.</p>	<p>location at the time. Other locations were not suitable due to reasons such as close proximity to junction, insufficient highway land available to accommodate construction and poor value for money compared to the cost per bay normally achieved in other parking schemes.</p> <p>v. Although SBC Engineers will formally investigate the possibly of creating an eight parking space layby in the middle part of Brook Drive if are provided with the required funding, creating more parking does not provide any guarantees that vehicles will not continue to park in a hazardous or obstructive manner and the Council is responsible for taking action against this type of unsafe parking; therefore, proposing to introduce the verge an footway parking prohibition is not considered to be penalizing residents.</p>
4	<p>i. I received a letter his week regarding a proposal to ban parking on the verges</p>	<p>i. The objection is noted.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>on Brook Drive and I am against any such proposal as I was the last time this was proposed , and for the very same reasons .</p> <p>ii. I don't like people parking on verge but people do it because there is no where else near their homes to park, I am very lucky in that I have a driveway to park on but most of the houses on Brook drive have no parking allocations and there are more cars than space . If arrangements for more parking are put in place, then I would support a ban on parking on verges but if it is not then I am completely against it</p>	<p>ii. Every motorist is responsible for parking their vehicle legally and limited on-street parking capacity cannot justify parking a vehicle in a hazardous or obstructive manner. However, SBC Engineers will formally investigate the possibly of creating an eight parking space layby in the middle part of Brook Drive if are provided with the required funding.</p>
5	<p>i. I'm emailing regarding the proposed restrictions you've put forward in brook drive and I have to disagree.</p> <p>ii. I understand the reasons completely why but I feel that the proposed plans will only push these cars and vans into Tye end which is already very restricted in parking.</p> <p>iii. I feel there hasn't been any consultation or solution for parking</p>	<p>i. The comment is noted.</p> <p>ii. Site observation suggests that at times when most residents are home, the majority of on-street parking spaces in Tye End are fully used. A potential vehicles displacement will affect other parts of Brook Drive such as the southern section.</p> <p>iii. In addition to the current consultation, Stevenage Borough Council consulted</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>around here by yourself's.</p> <p>iv. The parking around here is already a big problem and with these proposed restrictions are only going to create a bigger problem.</p> <p>v. There are so many Cars and vans in this little area and as we have a middle row house we're unable to have a drive installed or the funds and feel I'm being forced into taking on a garage which will add expense onto my already stretched finances which I'm the only provider of income into my house hold.</p> <p>vi. We have so many abandoned and unoccupied garages behind us which could make way for residential parking around this area and solve part of this</p>	<p>residents on a similar proposal in December 2018 when the residents' concerns regarding high demand for on-street parking in Brook Drive were taken into consideration and SBC Engineers created twelve additional parking bays in this street.</p> <p>iv. Vehicles parking on verge and pavement are a danger to pedestrians and likely to cause damages to these surfaces or existing underground utilities. The verge and footway parking prohibition has been proposed in order to prevent these from taking place.</p> <p>v. Residents are entitle to drive and park a vehicle on public highway land and the existing on-street parking spaces are used on first arrived first parked basis. The Council is fulfilling its responsibility by proposing these restrictions in order to prevent unsafe parking and it does not force residents to rent/purchase a garage.</p> <p>vi. The comments have been passed onto the Council's Garage Services team.</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	problem.	
8	<p>i. Thank you for the letter delivered the other day, I would like to make the following objections:</p> <p>ii. The additional parking spaces installed hasn't made any difference to the parking on Brook Drive. There wasn't enough parking spaces put in, you should have utilised all the green land at the front of the houses (both sides of the road), made more parking spaces and put double yellows down the section to encourage people to park in the spaces. To suggest that this proposal is warranted on this basis is completely illogical.</p> <p>iii. People are converting front gardens into driveways, which takes up the equivalent of two parking spaces in the street. The more people who convert are making the problem worse. Either everyone does it or no one does it.</p> <p>iv. This is clearly a revenue driving initiative from the council. This will be farmed out to a 3rd party to issue tickets and collect the payments but none of the money will go towards</p>	<p>i. The objection is noted.</p> <p>ii. Comments provided by other residents and our site observations suggests that these additional parking spaces created by SBC Engineers helped ease the parking pressure in this area. The verge and footway parking prohibition has been proposed following reports received by the Council about vehicles obstructing pavements and our site observations confirmed that unsafe parking is taking place.</p> <p>iii. The residential dropped kerb applications and the eligibility criteria are managed by Hertfordshire County Council and the Borough Council does not have the authority to take such decision.</p> <p>iv. This statement is incorrect. The on-street annual parking reports available on the Council's website clearly show that the income generated from issued penalty charge notices alone does not cover the</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	dealing with the issue of the parking.	cost of the parking enforcement contract.
	v. You will clearly extend this proposal to Tye End - this street is too small to accommodate any such suggestion. I will not be happy if you proceed with this as I struggle to be able to get my car in and out of my driveway.	v. It is unlikely that similar restrictions will be proposed in Tye End as the road width is not sufficient to allow vehicles parking wholly on the carriageway without obstructing the passage of traffic on this street.
	vi. Why don't you copy what they have in Barnsley? The pavement and road are the same level with no curbs and everyone parks half on the pavement/half on the road. One side of the street is clear for pedestrians to go up and down. Perhaps if you encouraged everyone to park on one side of the road it might help.	vi. Such changes to the street scene are not within the powers of the Borough Council as these are matters for the local highway authority (Hertfordshire County Council).
	vii. You need to deal with the emergency services access, people park far too closely together and you can just about get a car through. There are specific bottlenecks which I'd be happy to show on a map - these need to be double yellowed.	vii. Suggestions to introduce different or additional restrictions will be saved in our records and taken in consideration for prioritisation alongside all other existing requests.
	viii. Why don't you actually mark the bays on the road with paint so you can maximise the number of cars able to park?	viii. Marking individual bays parallel to the kerb it is not recommended because the regulations state that such bays must of a size that accommodates larger vehicles and their manoeuvrability space. Considering that most residents in Brook

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>ix. There's a large block of garages at the rear of Brook Drive/Tye End - why don't you take these down and create some parking at the back of the houses? I don't believe all these garages are fully rented. Each time there is a parking proposal and this suggestion is made - you state they are all occupied. This is another trick from Barnsley - have parking at the back and maximise space at the front for short term visiting people.</p> <p>x. I think this council is absolutely terribly run - you are out to get every penny possible and make things difficult for people to live around here. You should be much more forward thinking and deal with the issues but this parking control will just make things worse.</p>	<p>Drive use standard size vehicles, marking these bays that are larger than what a standard vehicle normally requires it will result in loss of parking spaces.</p> <p>ix. SBC's Garage Services department has confirmed that whilst some garages in this compound are privately owned and some are rented, there are a number of garages that are void. Although they are not able to demolish these garages to create parking, they were looking into the possibility of modernising these garages to increase the uptake.</p> <p>x. The Council has a responsibility to take action against unsafe parking and preventing vehicles from obstructing footpaths will improve the amenity of this area by allowing pedestrians including those in wheelchairs or with visual impairments to use these footpaths.</p>
9	<p>i. I agree that at present cars parked on pavements and verges are causing problems for those wishing to use the pedestrian thoroughfares and also</p>	<p>i. The support for the proposal is noted.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>obstructing driver's sightlines.</p> <p>ii. However, I also wish to draw attention to the fact that the problem is often transferred to the Tye End garage block. Cars which no longer park on verges park around the garages, against walls, obstructing entrances and exits to the garage block and access to individual garages (for which we pay), in spite of 'no parking' notices. I can only imagine that this problem will be exacerbated if/ when the new restrictions come into being.</p> <p>iii. In summary, I support the proposals, but hope this is done in tandem with increased enforcement against those 'fly parking' in the garage block, which seems not to be within police jurisdiction.</p>	<p>ii. The proposal and these concerns about a possible vehicles displacement were share with colleagues managing the garage compound so they can look at ways to prevent this type of obstruction from taking place.</p> <p>iii. The support is noted.</p>
11	<p>i. One of the reasons which make Stevenage an attractive place to live is the quantity of open green space where birds, animals and insects can love and thrive to improve quality of life for residents. These areas are not only in parks and open spaces, but around housing as well, such as in Tye End. For this reason, I would like to express my strong support of the proposed</p>	<p>i. The support is noted.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>verge and footway parking prohibition on Brook Drive, where cars are a serious problem.</p> <p>ii. In fact, I would like to suggest that the proposal does not go far enough, and that this prohibition, when enacted, will cause issues elsewhere, such as along Tye End. Here, congestion and verge parking is becoming a serious issue in terms of access, damage to wildlife, as well as becoming increasing unsightly and disturbing to residents. I would suggest, physical barriers such as low wooden bars and/or bushes to stop cars parking on the grass and to preserve the wildlife areas which so greatly improve quality of life in these areas</p> <p>iii. I would further suggest investigation of the possibility of parking permits and marked parking bay areas so that certain residents can only park in certain marked areas.</p>	<p>ii. It is unlikely that similar restrictions can be proposed in Tye End due to its narrow road width that does not allow parking wholly on the carriageway without obstructing the passage of traffic on this street. Yes, we can investigate the possibility of installing bollards or other type of physical barriers if vehicles are damaging the verge in this area.</p> <p>iii. The majority of parked vehicles in this street belong to residents of this area which means for a permit scheme to work would require it to be enforceable out of hours. This would result in very costly permits that are unlikely to be accepted by the majority of residents. Furthermore, introducing parking permits does not guarantee that vehicles will not continue to park on pavements something that the current proposal is intended to prevent.</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

14	<p>i. We are also broadly in favour of the parking restrictions for the rest of Brook Drive shown in drawing TPE/03/19-5/V1 which shows the whole length of the Drive being subject to a verge and footpath parking ban. The problem of people using the footpaths, in particular to park on, is certainly a big one for the elderly, disabled, wheelchair/ mobility scooters and buggy users who would need to use the road or cross over (if possible given the parking and lack of dropped-kerbs) to pass parked vehicles.</p> <p>ii. The issue with the whole length being subject to these restrictions is that there are many cars and vans that will need to find alternative locations to park. Could we propose some ideas for consideration:</p> <p>iii. Free or discounted dropped-kerb installation - this could make it more affordable for households to open their front gardens to having their own driveways and thus reduce the numbers of vehicles needing to park on the road, verge or pavements. the current process and costs mean that</p>	<p>i. The support is noted.</p> <p>ii. Site observations have shown that whilst the vehicles are mainly parking on the pavement in the middle part of Brook Drive where most kerb-side parking spaces are used, on-street spaces are still available in the southern section of this street that could be used by vehicles displaced from parking on the pavement.</p> <p>iii. Applications for residential dropped kerbs are managed by Hertfordshire County Council. SBC does not have the authority to change the existing application process or a budget allocated to offer a financial support to residents to apply for residential dropped kerbs.</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>many people can't afford to have a dropped-kerb installed. If this was a council sponsored and promoted activity it could result in quite a few properties taking this step.</p> <p>iv. Measures to discourage multiple vehicle owners, for example a permit scheme to give Brook Drive residents priority over non-residents, or exclusive access, with the first household vehicle being free or low cost and subsequent permits to the same household increasing in price.</p> <p>v. Parking bays installed roughly opposite 68 Brook Drive, it would mean removing half-a-dozen trees but could provide parking for approx. 5 vehicles.</p> <p>vi. Parking bays installed roughly opposite 43 Brook Drive, between the flat blocks, could provide parking for approx 8 vehicles.</p>	<p>iv. See comment 11 iii.</p> <p>v. This location is deemed unsuitable for creating additional parking spaces following SBC Engineers assessment.</p> <p>vi. SBC Engineers carried out an initial assessment of this area and although there is a possibility of creating an eight parking space layby, they can only commence formal investigations if are provided with the required funding. However, creating more parking does not provide any guarantees that vehicles will not continue to park in a hazardous or</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>vii. Parking bays installed roughly in front of 28 Brook Drive could provide parking for approx. 5 vehicles.</p> <p>viii. Overhaul/ replace the garages between Brook Drive and Tye End to allow residents to park there securely. Even allowing people to use the rented garages to put their cars in, rather than only for storage, could make a difference. Since these garages were designed for previous generations of vehicles it might be necessary for considerable changes to be made for them to be useable</p> <p>ix. With the new housing development happening on Ashdown Road and</p>	<p>obstructive manner. Therefore, it is recommended that the proposed verge and footway parking prohibition is implemented even if additional parking is created.</p> <p>vii. This location has been investigated by SBC Engineers and has been deemed unviable for creating additional parking as only four parking spaces could be created in that space at an estimated cost of £26000 and it will only provide a net gain of one parking space considering that vehicles already park on that side of the road.</p> <p>viii. SBC Garage Services department confirmed that they are looking into the possibility of modernising these garages to increase the uptake.</p> <p>ix. Although we are currently unable to follow up on this suggestion, SBC Engineers</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>Hertford Road it would be prudent to look at installing another set of parking bays between the Brook Drive/ Ashdown junction and the Malvern Close/ Ashdown road junction - the area that was being used as office space for the contractors doing the Hertford Road speed bump installations.</p>	<p>maintain a database of similar requests and they were made aware of this suggestion so that if capital funding was made available in the future then this location along with other roads on that database could be considered at that time.</p>
	<p>x. More lay-bys installed on Ashdown Road could help with the road-parking that happens there on a regular basis, which reduces sight-lines and the chance of on-coming vehicles colliding.</p>	<p>x. See comment 14 ix.</p>
	<p>xi. Apparently people in Broadwater Crescent use the Tye End car park, which then forces Tye End residents to find alternative parking locations - so this might be something to look at also, for example lay-bys could be installed in several locations around the Bus stops on Broadwater Crescent.</p>	<p>xi. See comment 14 ix.</p>
	<p>xii. Allocated parking for one vehicle per household - though I don't know if there would be enough space, especially for households that don't currently want or need one, but will in the future or how this could be</p>	<p>xii. We are unable to follow up on this suggestion as allocating parking spaces to specific households is not possible and introducing a permit scheme to limit households to one permit only is unlikely to be accepted by the majority of</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	enforced.	residents.
15	<p>i. We are not just talking about a wheel on a kerb here its the entire car blocking the pavement I will forward you some pictures. There is not only the new spaces at the bottom of Brook Drive there are places on Broadwater crescent and even more in Nokeside. Even putting this aside because they can park on the pavement they just do, even if there is a perfectly good space available. I have witnessed children, wheelchair users, parents with pushchairs all having to step into the road to get around these cars.</p> <p>ii. Large vehicles including fire engines have struggled along Brook drive due to this inconsiderate, unsafe and dangerous parking & I would expect the council to be more concerned with the safety aspect of this parking instead of people having to park a little further away.</p>	<p>i. The concerns and support for the proposal are noted.</p> <p>ii. The concerns highlighted are some of the reasons why the Council proposed this verge and footway parking prohibition in Brook Drive. However, all consultation responses must be taken in consideration including those concerned about limited on-street parking availability.</p>
20	<p>i. I would like to voice my support about parking being banned on verges and footpaths in Brook Drive.</p> <p>ii. However, I would like to ask, if this could be also extended to Tye End, as</p>	<p>i. The support is noted.</p> <p>ii. See comment 11 ii.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>on it cars are regularly parked on the grass between trees.</p> <p>iii. With the parking being banned, I hope the council is not thinking about removing green spaces or trees to make space for cars. I recently moved to the area and like the amount of green and hope it remains like this. I also don't own a car and wonder why public money is used to remove wild life area so that people can store their private property on it (Brook Drive new parking area). I feel with the garages, the on-street parking places, and enough space in the front yards for at least one car, there should be no need for another publicly founded car storage place.</p>	<p>iii. Although SBC Engineers are looking at the possibility of created additional parking space in the middle part of Brook Drive if County Councillor Mitchell can help with funding as he suggested, any such plan will be subject to planning approvals and residents' concerns will be taken into consideration at the planning application stage.</p>
25	<p>i. Regarding the proposal for proposed verge and footway parking prohibition in Brook Drive, I am concerned if this plan has been thought through in regards to the vehicles that will have to be parked along this road. As the vehicles are parked on the footway are causing obstruction to pedestrians at present, where are the vehicles to be moved too? The additional parking at the Ashdown Road end of Brook Drive has not helped with the situation</p>	<p>i. As observed in our site visits, only a small number of vehicles are parked on verge or footway in Brook Drive and there are sufficient on-street parking spaces in Brook Drive southern section where these can be parked. Furthermore, SBC Engineers are looking at the possibility of creating additional parking spaces if funding can be secured.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>further up Brook Drive.</p> <p>ii. The possibility of the vehicles then will be parked in Tye End, will then cause parking problems in Tye End? With vehicles being force to park further along Tye End. Tye End is already quite full with parked vehicles and is so narrow that big vehicles (refuse lorries etc) mount the footway to gain access and egress. Tye End being designed for 1950's traffic, not 2021 traffic.</p>	<p>ii. See comment 5 ii.</p>
26	<p>i. Over the past few years and on many occasions contacted Stevenage borough council with my concerns at various people parking on the grass verges and pathways obviously it's got worse as the years go on.</p> <p>ii. getting off driveway has become a lottery as vision is blocked by cars and Van's parking on the grass verges and pathways not only that we have quite a few elderly people up the street who I have found walking in the road as they can't access the path ! A part from the fact in the winter time the grass verges are a mud bath !! Disgusting as I believe the council go to a lot of effort and cost I'm sure to keep our town</p>	<p>i. Concerns raised by residents were taken in consideration before the Council decided to formally propose the verge and footway parking prohibition.</p> <p>ii. These are some of the reasons why these restrictions were proposed.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>looking smart !!</p> <p>iii. Anyone with a car can apply for off road parking as I and plenty of other people have done the same and just because they can't be bothered to walk to the parking bays I find it a feeble excuse!! Finally your colleague called yesterday to my house and to be honest I can't believe people are even talking about not going ahead with the parking restrictions !! It's a no brainer!!</p>	<p>iii. The support for the proposal is noted.</p>
36	<p>i. I am writing to formally object to the proposed ban on parking along the verges and footpaths in Brook Drive.</p> <p>ii. Although I agree, there most certainly is a parking problem which needs the Council's attention, I would like to know where exactly we, as residents, are supposed to park at night if the verges and footpaths have a ban. You have not proposed a solution, just a blanket ban in our street.</p>	<p>i. The objection is noted.</p> <p>ii. Drivers are responsible for the safe storage of their vehicles and to ensure are parking in a safe and legal manner if decide to leave their vehicles on the public roads. Although there is no statutory requirement for the Council to provide parking, SBC Engineers have already created additional parking spaces in Brook Drive and are currently looking at the possibility of securing the funds required for creating of an eight parking layby in the middle part of this street.</p>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>iii. As the pathway parking is only on one side of our road, is it not possible to have 'no parking' between certain hours on the offending side? Between 08.30 and 09.30 and then again between 15.00 and 16.00 for example. The road is generally quiet for pedestrian use during the day, becoming busier around school opening and closing times.</p> <p>iv. We have various green areas along Brook Drive, on both sides, which could be used as parking bays, including plenty of room for surrounding pathways as the grassed areas are very deep and housing set far back from the road.</p> <p>v. I would also like to suggest white parking guide lines painted along the length of Brook Drive, similar to the ones in the new bays along Ashdown road, as inconsiderate parking by some residents is a major problem.</p> <p>vi. The 12 parking bay area is only used by residents living in the direct vicinity and is of no use to residents living further up the road. I live in the middle</p>	<p>iii. Parking on pavement at any time can obstruct and seriously inconvenience pedestrians especially those in wheelchairs or those with visual impairments. Therefore, restrictions are needed at all times.</p> <p>iv. See comment 14 iv.</p> <p>v. See comment 8 viii.</p> <p>vi. Site observations show that whilst in the middle part of Brook Drive there is limited on-street parking availability, parking it is available in the southern section of Brook</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	of Brook Drive opposite the flats and at night and weekends there is literally nowhere to park, and unfortunately my front garden is not deep enough for a driveway to be authorised.	Drive where those twelve parking are located.
45	<div><div>i.</div><div>I am writing in response to your proposals to ban parking on the verges and footpaths. Whilst I agree in principal with this I feel that you are not aware of the issues regarding parking for residents of said street.</div></div> <div><div>ii.</div><div>I personally arrive home from work after 7pm and sometimes after 9pm most nights and am almost always faced with the prospect of looking elsewhere to park, quite often without success so eventually have to park opposite my house on the verge. I am not alone in this as I have monitored this and there are usually between 6-8 cars who have to park on the section of footpath between house number 29 down to the block of flats At the corner of Tye end. This is only done out of necessity as there's are no other spaces the entire length of Brook Drive, the additional 12 spaces created at the bottom are always full as the residents down at that end use them also there are numerous drop kerbs</div></div>	<div><div>i.</div><div>The support in principal for the proposal is noted. We invested residents to share their views and suggestion about our proposal by carrying out this formal consultation.</div></div> <div><div>ii.</div><div>Whilst it is believed that in parts of Brook Drive there is limited on-street parking availability, this is not excuse for parking a vehicle in a hazardous or obstructive manner. Site observations have shown that most times on-street parking is available in the southern section of Brook Drive whilst pavement parking is taking place in the middle part of this street.</div></div>

Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)

	<p>which mean the length of the road is irrelevant and as most houses have at least 1 vehicle and quite often 2 the parking spaces are not enough for the people living on the street.</p> <p>iii. Also the bigger problem is that the stretch of Ashdown road at the bottom of Brook drive is also always full cars of residents having to park there which in effect makes that a dangerous stretch of road due to the narrowing of the lane, and cars traction fast also I have parked there twice over the last year and both times my car has been damaged once maliciously.</p> <p>iv. Turn the pavement into parking parallel with the road between no 31 to the entrance to the flats and simply have the pavement behind it. IMO this could create around 8 spaces also a couple of diagonal spaces could be created by putting them opposite number 62 which is currently grass but 2 cars park on anyway Occasionally. The grassy area behind is more than wide enough to accommodate this and surely if safety is an issue then this would be a wise thing to do. This is the only stretch on Brook drive where there are cars on the pavement</p>	<p>iii. Double yellow lines have been proposed at Brook Drive junction with Ashdown Road to prevent obstructive parking adjacent to this junction but we will continue to monitor this area. However, any criminal damage should be reported to Police.</p> <p>iv. See comment 14 vi.</p>
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Table 17: Summary of responses for proposed verge and footway parking prohibition in Brook Drive (plan no. TPE/03/19-5/V1)		
	so this surely would solve the problem.	
62	i. We fully understand stopping the parking on the pavement.	i. The comment is noted.

5.18. If it is decided not to proceed as recommended, the alternatives are:

- To decide not to progress the proposals, and end the entire project. This is not recommended as it would not address the problems that exist in this area.
- To decide to implement proposals that have been recommended for modification without those modifications. This is not recommended, as upon balance it appears preferable that these restrictions are implemented with modification, as detailed in this report.
- To prepare and consult on proposals for additional or different restrictions. This is not recommended as there is little justification for doing so and it would unduly delay the completion of the project.

5.19. If it is decided to proceed as recommended, it is anticipated that the scheme could be implemented before the end of the current financial year except the proposed verge and footway parking prohibition in Brook Drive where the implementation could be delayed but to no later than 26 May 2023.

6. IMPLICATIONS

Financial Implications

6.1. If it is decided to proceed as recommended a capital budget is available for the implementation of the proposed parking restrictions.

Legal Implications

6.2. None identified.

Equalities and Diversity Implications

6.3. None identified.

Service Delivery Implications

6.4. The addition of new parking restrictions will place further demand on limited parking enforcement resources, increasing the likely need to expand the service.

BACKGROUND DOCUMENTS

6.5. Deposit documents for formal public consultation

6.6. Template letter from formal public consultation

6.7. Template letter for public consultation on proposed amendments in Fellowes Way and Hertford Road.

APPENDICES

- Appendix 1: Detailed responses to the formal consultation