

Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: 10/10/2025

Consideration of consultation responses (Formally proposed parking controls in Green Street, Ivel Road and parts of Woolners Way, Stevenage)

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1. PURPOSE

- 1.1. To detail responses received to a statutory public consultation on proposed parking controls in various roads and off-street parking areas in Green Street, Ivel Road and parts of Woolners Way, Stevenage for consideration by the Portfolio Holder.
- 1.2. To enable the Portfolio Holder in consultation with Old Town 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.
- 2.2. If the proposed permit controls are implemented in Green Street, Ivel Road and parts of Woolners Way, resources should be allocated to monitor any vehicle displacement to nearby roads before deciding if intervention is needed.
- 2.3. If the Green Street PPA is implemented, then it is recommended that resources should be allocated at the earliest opportunity for a project proposing similar restrictions in Brick Kiln Road and Bridge Road.

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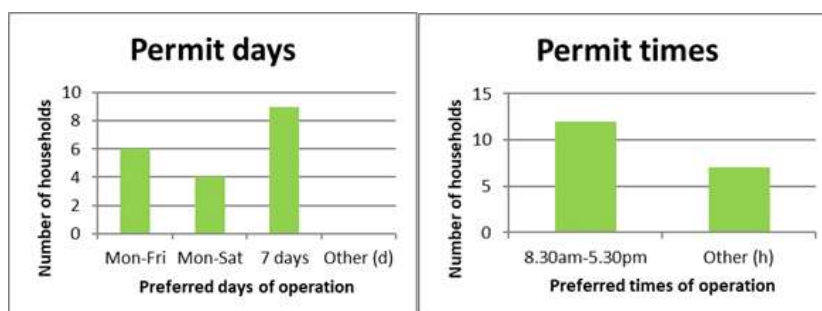
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4. BACKGROUND

- 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. Since October 2024, Stevenage Borough Council has received extensive comments and concerns from residents about substantial commuter and non-resident parking, inconveniencing and obstructing residents of Green Street, Ivel Road and parts of Woolners Way.
- 4.3. Permit parking imposes limitations and controls on anyone wishing to park in the permit area during controlled hours and has a cost implication for residents wanting to buy a parking permit or visitor vouchers. It can therefore only be introduced where there is a strong level of support from residents, and residents are willing to pay the necessary permit fees.
- 4.4. A survey of residents' views carried out in 2025 indicated a high level of support from those who replied for permit parking controls to limit parking only to residents and their visitors. The outcome was a clear 88% in favour of permits alongside a petition received with 44 signatures in favour of such a scheme. Residents also showed an interest for 7 days a week parking controls and enforcement, this cannot be accommodated with the present resources of the parking enforcement contract and would add significant extra costs to the residents permit prices having a financial impact on them. The proposed operational hours are in line with other successful permit schemes in Stevenage.

4.5. The results of the survey (including late replies) were as shown below:

Street	Responses	In favour of permits	Against permits	Proportion in favour
Green Street	14	12	2	85%
Ivel Road	10	8	2	80%
Woolners Way	10	10	0	100%
Total	34	30	4	88%



4.6. Site investigations determined that at times during weekdays the on-street parking was near or at full capacity.

4.7. This evidence of significant daytime parking pressure corroborates the comments submitted by some residents who expressed a fear of driving out in the morning for shopping or other activities as they would not be able to find parking available near their house on return. This can have a significant negative impact on residents' lives especially those who are elderly or disabled.

4.8. The findings of the survey were shared with the Portfolio Holder and Old Town Councillors who authorised for formal parking controls to be prepared and publicly advertised.

4.9. The drafted Traffic Regulation Orders proposed the following:

- a "permit parking" restriction from 8.30am to 5.30pm Monday to Saturday for on-street parking on Green Street, Ivel Road and parts of Woolners Way

4.10. Properties in the streets with permit parking would be able to buy parking permits and visitor vouchers. The proposed permit fees were designed to cover the costs of enforcing and administering the scheme and are as shown in Table 1 below.

Table 1: permit costs		
Permit	Cost – Paper Permit	Cost – Virtual Permit
First Resident Parking Permit in household	£68 per year (equivalent to 22p per day) or £ 40 per six months	£62 per year (equivalent to 20p per day) or £ 34 per six months
Second Resident Parking Permit in household	£94 per year (equivalent to 31p per day) or £ 53 per six months	£88 per year (equivalent to 29p per day) or £ 47 per six months
Third Resident Parking Permit in household	£120 per year (equivalent to 40p per day) or £ 66 per six months	£114 per year (equivalent to 38p per day) or £ 60 per six months
No household is allowed more than three Resident Parking Permits.		
20 Paper Resident's Visitor Parking Vouchers	£20	
20 Virtual Resident's Visitor Parking Vouchers	£15	
Caring Visitor Parking Permit for social or medical care	£0 per 24 months	
Administration fee for transfer of Resident Parking Permit to a new vehicle or to a new address within the PPA	£10	
Administration fee for refund of remaining full months in which parking permit is valid	£10	

4.11. After consultation with the Police and Hertfordshire County Council (the local Highway Authority), neither of which raised any concerns, authorisation was given by Kathryn Carr, Strategic Director (Environment) for the advertising of The Borough of Stevenage (Permit Parking) Order 2018 (Amendment No2) Order 2025 for public consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

4.12. 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 31 July 2025. Copies of this notice were also erected on local street furniture, and notification letters were sent to all addresses in the immediate vicinity of the proposals and to statutory consultees. The consultation continued until 31 August 2025.

- 4.13. Deposited documents including the Notice of Proposals and a Statement of Reasons for proposing to make these Orders, together with copies of the draft Orders and maps showing the locations and effects of the Orders, were made available for the public to inspect at the Council's offices in Daneshill House and via its website.
- 4.14. The consultation 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 the parking restrictions that have been proposed.

5. REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

5.1. Consultation responses

- 5.1.1. Forty-three written responses were received about the proposed parking controls during the formal public consultation stage. A summary of these responses is presented in Table 2 below. A breakdown of these below shows the support from residents of Green Street, Ivel Road, parts of Woolners Way, and the surrounding roads.

	Location	Approve	Object	General	Mixed	
PPA Streets	Green Street	4		1		44 Petition
	Ivel Road	2		1		
	Woolners Way	3				
	Total	9		2		
Outside PPA	Monument Court		5	3		
	Fairview Road			1		
	Orchard Crescent	1				
	Orchard Road			1		
	Brick Kiln Road	10		4		
	Bridge Road			7		
	Total	11	5	16		
	Final	20	5	18		

- 5.1.2. Five objections were received. Based on the Officer's comments shown in the table below regarding vehicle displacement to the section of Woolners Way outside Monument Court, it is recommended that the objections are overruled, as any vehicle displacement will not affect Monument Court car park as they already have a permit scheme operated and enforced by a private company on that private land. The comments have been taken into consideration and when resources allow, we will investigate regulating the public on-street parking in front of the Monument Court area. It is recommended that the proposed restrictions are implemented as specified at paragraphs 2.1-2.3 above. All other responses were strongly or generally in favour of the proposals.

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

Response reference number	Response summary	Comments on response
1	i. Many thanks for the details of the proposed scheme. May I suggest it is extended along Woolners Way past Monument Court as far as Trinity Road. I live in Monument Court and fear the parking pushed away from the Woolners Way houses will clog the parking for our visitors or trades people. This will become even more acute when the Icon Development is completed.	i. Any vehicle displacement will not affect Monument Court as Monument Court car park is subject to a permit scheme operated and enforced by a private parking company. However, these comments have been recorded and when resources allow, we will investigate regulating the on-street public parking in Woolners Way adjacent to the Monument Court area.
2	i. I am in total agreement with the proposal to introduce permit parking in Ivel Road. We have too many cars/vans who park in Ivel Road rather than park in the council car park.	i. The support is noted.
3	i. I'm writing to express concern about the newly introduced parking permits. Many residents were not informed or consulted, and this change has caused confusion and inconvenience. I kindly request that the	i. To confirm this is a consultation to propose the permit restrictions, no decision has been taken to implement permits. Over 630 residential dwellings were included in the formal public consultation, so the local

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	decision be reviewed and discussed with the community.	residents and other members of the public were given the opportunity to comments on these proposals.
4	<p>i. I'm writing to object to the proposed parking permit controls on Woolners Way.</p> <p>ii. I live in the Monument Court flats and the proposed area covered by the permit will likely lead to a huge increase in cars parked directly outside my flat, making it impossible for any visitors to find available parking. This is already sometimes an issue, and these proposals will massively reduce the area available to park. If the area covered by the permit is increased to cover the road up until the garage junction, I would be in favour. But as it stands, I oppose the proposal.</p>	<p>i. The objection is noted</p> <p>ii. Any vehicle displacement will not affect Monument Court as Monument Court car park is subject to a permit scheme operated and enforced by a private parking company. However, these comments have been recorded and when resources allow, we will investigate regulating the on-street public parking in Woolners Way adjacent to the Monument Court area.</p>
5	<p>i. Whilst I appreciate that due to parking pressure which have caused problems for residents of part of Woolners Ways, green street and Ivel Road, most of this traffic has emulated from the current development works on the Eagle site and builders are using these spaces. If</p>	<p>i. See comment 4.ii above</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>you make the residential order it needs to extend all the way down Woolners Way including outside Monument Court otherwise it will force those that can no longer park into that area. Monument Court has elderly, and disabled occupants that require carers and have visitors of which they cannot use the Underground Car Park. Now when the road is filled up my visitors are forced to park up the other end which will put them in the residential zone.</p> <p>ii. We will not be able to have residential zone permits as we are not covered by the existing proposals of the traffic regulation order. This needs to be looked at with more thought and residents of Woolners way were not written to in February.</p> <p>iii. Please extend the zone to start from the petrol garage and please add in traffic calming measures due to it being a rat</p>	<p>ii. The initial survey was sent to Green Street, Ivel Road and a section of Woolners Way to see if the residents would support the proposal of a permit parking scheme. Many of these residents highlighted an issue with non-resident and commuter parking causing parking congestion in their streets. Also, a petition was presented to the Council prior to this survey.</p> <p>iii. See comment 4.ii above</p>
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	run for those who tear out of the garage. The matter will only get worse	
6	<p>i. In Reference to TPE/03/24-8/F, I have received a letter. I would like to object to this proposal, query, and propose a change. Objections: as per the green marking in the plan, this proposal only covers partial road of Woolners way, if the proposal is implemented residents of Monument court (apartments) will be worst hit due to displacement.</p> <p>ii. Query: What's the rationales for only partially proposing to implement for Woolner's way Street please? Request for Change: Currently, residents of Monument Court are as affected as neighbouring streets if not more (Green Street, Ivel Road), so my request is to either implement fully for all streets effected or none please.</p> <p>iii. Also, why can't one permit/house have issued initially free of charge? If anyone one additional or lost then it makes sense to charge, we are already paying council tax.</p>	<p>i. The objection is noted</p> <p>ii. See comment 4.ii above</p> <p>iii. The Council is charging for parking permits so that those who benefit from the permit scheme pay for the necessary enforcement to be provided and the scheme to be administered, which would otherwise fall on all taxpayers meaning others were effectively</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

		<p>paying to be forbidden from parking. The incremental increase of permit fees encourages residents to consider their car ownership decision and support modal shift, reflecting the recently adopted county-wide transport policies.</p>
7	<p>i. As a resident of Monument Court, please see my comments below: The whole of Woolners Way needs to be made a residential zone. Otherwise, friends of those in the zone may be able to avoid residential visitor permits cost by parking outside Monument Court. Putting permits where you suggest will make the section of Woolners Way outside Monument court jam-packed and no room for visitors. This will be impacted further when the new builds populate. It either needs to be the whole of Woolners Way as a residential zone or none of it the permit zone suggested doesn't cover the road in front of our flats - so we'll find it hard to park. And I'm unsure if we'll even qualify to buy a permit? It will just mean it's impossible to park on the street directly outside, as everyone who doesn't have a permit will park there.</p>	<p>i. See comment 4.ii above</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>ii. I would also approve of traffic calming measures</p>	<p>ii. Here at Stevenage Borough Council, we do have the power to implement traffic or speed calming measures on the public highway. It the responsibility of Hertfordshire County Council to approve and install such measures, they can be contacted at https://www.hertfordshire.gov.uk/about-the-council/contact-us/contact-highways.aspx# or at 0300 123 4047. Your suggestion will be passed to them as part of this report.</p>
8	<p>i. As a resident of Monument Court, I object to the exclusion of the stretch of road from the Electrical Substation to the Asda Garage.</p> <p>ii. This stretch of road is used, (and should be limited to), an overflow for Monument Court residents and visitors. As stated in your letter, if the parking scheme is implemented, "non-resident and commuter vehicles may be displaced to nearby roads - namely the stretch of road from the Electrical Substation to the Asda Garage. This would be unacceptable. I trust you will give this serious consideration and extend the parking permit parameters.</p>	<p>i. The objection is noted</p> <p>ii. See comment 4.ii above</p>
9	<p>i. I strongly object to the proposed parking controls on green street, Ivel Road and</p>	<p>i. The objection is noted, see comment 6.iii above.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	Woolners way. Although the intention is admirable the increased cost of living is not an acceptable solution.	
10	<p>i. Having received your letter dated 31st July 2025, on speaking to a neighbour he informed me that he has already been in contact with you regarding Fairview Road especially from Brick kiln to Fairlands way. Now that you are bringing in permit holders only on Green street Ivel Road and Woolners way this will push the issue onto Fairview road we already have issues caused by the inadequate parking restrictions of one hour in the morning which is not enforced over the weekend vehicles turn up after eleven am and don't move until early Monday morning, not only is it inconvenient as most houses on one side of the road have shared drive access but some of the parking causes issues entering and exiting drives on one occasion two vehicles turned up opposite they were two young mothers meeting up one shouted to her</p>	<p>i. If the proposed permit controls are implemented in these streets, we will monitor any vehicle displacement to nearby roads before deciding whether an intervention is needed.</p>

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	<p>friend pointing to the sign make sure you don't come here until after eleven.</p> <p>ii. When there was a meeting about the parking fifteen years ago there was the offer of permit holders with £50 a year fee sadly a minority said that's far too expensive, and the idea was dropped those people have long since moved on and a lot of the new neighbours would consider residents only having seen the costing page attached to your letter.</p> <p>iii. As stated, we are used as a free car park for commuting too London or going into town we are wondering what the parking is going to be like over the weekend with the event in the high street.</p> <p>iv. Once all the flats on the Icon site and the redevelopment of Mozart court have been completed Fairview Road is going to end up as a free car park making life for residents difficult.</p> <p>v. It would also be nice to see an enforcement officer more than once in a blue moon Monday morning I spotted a vehicle parked</p>	<p>ii. Throughout the formal public consultation only two responses were received from residents of Fairview Road showing that the majority do not feel that non-resident and commuter parking is having a negative impact in their area.</p> <p>iii. The comment is noted</p> <p>iv. See comment 10.i above</p> <p>v. The Civil Enforcement Officers patrol Fairview Road as part of their regular patrol schedule during the restrictions enforceable time. Any vehicle deemed to be parked illegally may be issued a Penalty Charge</p>
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	<p>on the road before ten am start of the restriction came home twelve pm and this vehicle had not moved yet NO PARKING TICKET yet about six years ago we had one officer so keen to put a ticket on that his parking left a lot to be desired nearside front tyre by the kerb rear offside in the middle of the road.</p>	<p>Notice. To report an individual case of illegal parking as it happens, please contact the Parking Office on:</p> <ul style="list-style-type: none"> • 01279 502039 between 9am and 5pm Monday to Friday. • 01279 655261 out of hours between 5pm and 8pm Monday to Friday, and between 9am and 5pm on Saturdays and Sundays. Or at https://www.stevenage.gov.uk/parking/report-illegal-parking
11	<p>i. I live at Orchard Crescent and can appreciate the proposal to introduce resident permit parking in Green Street and adjacent roads.</p> <p>ii. There is a possibility that some non-resident parking may transfer to Orchard Crescent and Bridge Road east making it more difficult for residents in Orchard Crescent to park outside their property. Parking in Bridge Road to the east of the railway bridge is often at full capacity during the week causing congestion for cars exiting Orchard Crescent on to Bridge Road east. Inevitably I think it will</p>	<p>i. The support for permit controls is noted.</p> <p>ii. If the proposed permit controls are implemented in these streets, we will monitor any vehicle displacement to nearby roads before deciding if intervention is needed. The comments have been noted and have been saved in our parking restrictions request project file.</p>

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		<p>become necessary to extend the permit scheme to Orchard Crescent and Orchard Road, and I would give my support for such a scheme. Bridge Road east is much busier than in recent years and it may be necessary to restrict parking to only one side of the road to reduce the possible risk of an accident. Vans frequently park along Bridge Road east and I would support a ban on this activity as well.</p>	
12	<p>i. Thank you for the correspondence and information regarding the proposed parking controls in Green Street, Ivel Road and Woolners Way. I am in favour of the proposed scheme and look forward to its approval and implementation.</p> <p>ii. Having received your letter dated 31st July 2025 and having observed the patterns of parking since voting in favour, I feel that the hours proposed (Monday to Saturday from 8.30am to 5.30pm) will not entirely prevent non-residents</p>	<p>i. The comment of support is noted</p> <p>ii. The comments have been noted. If the scheme is implemented the parking patterns will be monitored to see if the proposed hours need to be extended/modified.</p>	

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	parking within the streets named above. My comment would be whether the scheme would consider extending the proposed hours to Monday to Saturday from 7.30am to 6.00pm.	
13	<p>i. Thank you for notifying us of the proposed parking controls in Green Street, Ivel Road and Woolners Way. As residents of Green Street, we are fully in support of the proposals for residents parking in principle.</p> <p>ii. However, please can I clarify who will be eligible for the permits - will it only be for residents of the new permit area as indicated on the enclosed map or will residents outside the area also be able to apply?</p> <p>iii. The main parking issues in Green Street and surrounding roads currently result from overflow parking from the flats at the end of Woolners Way and contractors parking for people who are working on the Icon Site. I would also expect that the development of the Icon site will generate significant on-street</p>	<p>i. The comment of support is noted</p> <p>ii. Any parking permits implemented would only be available to residents who live at eligible addresses as detailed in the traffic order. The only exception would be permits issued to carers and healthcare professional needing to visit a resident within the permit area.</p> <p>iii. If parking permits are implemented, then as stated above residents of the new Icon site flats would not be eligible to apply for a parking permit.</p>

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	parking demand once occupied given the very low level of on-site car parking approved there. I would expect at the very least that residents of the new development will be exempt from applying for permits.	
14	<p>i. Whilst not a resident in the streets concerned, I am a resident of Orchard Road, which I suspect will be affected by the relocation of the commuter parking should the scheme be approved. I am very much sympathetic to the request the residents have made for the protection of resident parking controls, as the parking in Orchard Road has become increasingly problematic with residents, business employees and commuters all competing for the restricted number of on street parking spaces available. This has become even more difficult with the introduction of the double yellow lines earlier this year. Should we find that commuters attempt to park in Orchard Road, having been displaced by the above arrangements can we expedite the consideration of</p>	<p>i. If the proposed permit controls are implemented in Green Street, Ivel Road and parts of Woolners Way, we will monitor any vehicle displacement to nearby roads before deciding if intervention is needed in other nearby roads.</p>

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	extending parking controls to Orchard Road too?	
15	<p>i. Thank you for your recent correspondence regarding the proposed parking controls. While I appreciate the information provided, I must raise serious concerns about the knock-on effects this will have on Brick Kiln Road, where I live. We are already experiencing significant parking pressures due to commuters and contractors from the nearby building site parking along our road. This has resulted in reduced availability for residents, congestion, and, at times, unsafe visibility for both drivers and pedestrians. The council's approval of plans for hundreds of flats nearby, without corresponding parking allocation, has already shown the consequences of this oversight. Given that the average UK household owns 1.2 cars, it is reasonable to expect that a large proportion of future residents will require parking. Without proper planning, the</p>	<p>i. Following initial site visits carried out by the parking tea, it has been noted that during weekdays there seems to be on street parking congestion and some of these vehicles are likely parked in this street by non-residents. If Green Street PPA is implemented, then it is recommended that resources should be allocated to propose similar restrictions in Brick Kiln Road.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>surrounding streets — including Brick Kiln Road — will be left to absorb this overflow. This issue is not only about inconvenience. It poses risks to:</p> <ul style="list-style-type: none"> • Emergency access – Narrowed roads from excessive parking can delay response times for ambulances and fire services. • Road safety – Increased congestion and obstructed sightlines heighten the risk of accidents, especially for pedestrians and cyclists. • Resident quality of life – Lack of available parking leads to frustration, disputes, and decreased community wellbeing. <p>ii. I would like to know:</p> <p>1. What specific measures will be implemented to monitor overspill parking onto surrounding roads?</p>	<p>ii. Please see the responses below:</p> <p>1. If the proposed restrictions are implemented, the surrounding roads are monitored for the initial 6-month period to assess the level of vehicle displacement and the overall impact of the</p>
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	<p>2. How will compliance with these measures be monitored and enforced over time?</p> <p>3. How do residents go about getting the same parking permit restrictions on Brick Kiln Road?</p>	<p>restrictions. This information can be used as data in any future parking project if required.</p> <p>2. Locations with new parking restrictions are added to the Civil Enforcement Officers regular patrol schedule, additional visits are made in the first few weeks to embed these new parking controls. Key performance indicators will be in place to ensure consistent enforcement.</p> <p>3. These comments and other parking reports/complaints are saved in a project file to determine if a parking project is required. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>
16	<p>i. Thank you for sending details of the proposed parking controls for Green Street, Ivel Road and Woolners Way. A proposal to which I give my support.</p> <p>ii. You raise an excellent point about the displacement of non-residents vehicles if</p>	<p>i. The comment of support is noted</p> <p>ii. See comment 15.i above.</p>

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	<p>the proposal goes ahead. Here in Brick Kiln Road, we have always had commuters and more lately a significant number of construction workers from the Icon development parking during the week. My big concern is once the Icon is fully occupied the residents will begin to park in the surrounding streets, including ours. I believe the amended number of residential units is currently at 592 which should, before any reductions, mean 730 parking spaces should be provided. After discounts that number reduces to 182 spaces. I believe Hills are proposing 231 spaces. Clearly this is not enough for the likely number of residents requiring parking a vehicle. I'm wondering if you would consider expanding the parking controls to include Brick Kiln Road or at least canvass residents. I'm sure there are other nearby roads which will benefit from restrictions too.</p>	
17	<p>i. I live at 91 brick Kiln Road and have received your letter TPE/03/24-8/F about the parking control proposal for Green</p>	<p>i. The comment of support is noted</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>Street, which i support and have no objections.</p> <p>ii. We have issues here in brick kiln road with commuters and construction workers parking from 6am until 7pm in the week and am fearful this will become worse when the proposed controls come into force.</p> <p>iii. The residents of brick Kiln Road experience these issues which causes difficulty accessing driveways, restricting residents parking outside their own properties, causing problems for visitors, family or carers being unable to park, restricting access for emergency and council vehicles as well as delivery lorries and vans. Vehicles often park on the pavement too, causing problems for pedestrians.</p>	<p>ii. See comment 15.i above.</p> <p>iii. Vehicles blocking a residential dropped kerb can only be enforced if requested by the house occupier.</p> <p>Residents can report parking issues at https://www.stevenage.gov.uk/parking/report-illegal-parking; or by calling the following numbers</p> <ul style="list-style-type: none"> • 01279 502039 between 9am and 5pm Monday to Friday. • 01279 655261 out of hours between 5pm and 8pm Monday to Friday, and between 9am and 5pm on Saturdays and Sundays <p>For information about residential access markings please see https://www.stevenage.gov.uk/parking/obstruction-of-dropped-kerbs</p>
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	<p>iv. I would support a similar permit scheme for residents and visitors to brick Kiln Road and would like to put this forward for the council to urgently consider. I am happy to be contacted to discuss further, if needed. Thank you for your consideration in this matter.</p>	<p>iv. The comment has been noted. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>
18	<p>i. I live at 6 Brick Kiln Road and received your letter Your ref: TPE/03/24-8/F regarding the proposal for parking control on Green Street. We do not object to these proposals and agree they should be put in place. However, we already have an issue with commuters and construction workers parking between 6am-7pm on weekdays on Brick Kiln Road and we fear this will increase with the proposed controls. Many on the street have gathered to discuss this matter so you may receive a similar email from others. Over the last few years, the residents on the street have experienced parking issues daily</p>	<p>i. The comment of support is noted</p>

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	<p>from commuters and construction workers parking on Brick kiln road and this has:</p> <ul style="list-style-type: none"> • made it difficult to access or exit driveways, and on some occasions caused obstruction, making it impossible to reverse out from driveway parking • restricted parking outside residents' own houses or flats in the daytime, caused issues for residents when family, carers or childcare need to visit in the daytime. Restricted access to fire engines, ambulances and Council services (garbage/recycling), or even not be unable to access the street due to parking congestion/obstruction. Caused issues for delivery vans and larger vehicles to make deliveries daily Caused cars and large vehicles to reverse out of Brick Kiln Road into oncoming traffic on Fairview Road because they were unable to access the Street. Some of the other residents on the street have photo evidence of the examples stated above and can share them.Parking on the 	<ul style="list-style-type: none"> • See comment 17.iii • See comment 15.i above.
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>verge, which has restricted pedestrian access, forcing people onto the road</p> <ul style="list-style-type: none"> We would support a similar permit scheme on Brick kiln road for residents and their visitors and would like to put forward this to the council to consider urgently, please can you contact us to discuss this matter further. 	<ul style="list-style-type: none"> The comment has been noted. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.
19	<p>i. I am writing to you from 77 Brick Kiln Road regarding your letter (Ref: TPE/03/24-8/F) concerning the proposed parking controls on Green Street. We support these proposals and agree they should be implemented.</p> <p>ii. However, we already have an issue with commuters and construction workers parking between 6 AM and 7 PM on weekdays on Brick Kiln Road and we fear this will increase with the proposed controls. Over the past few years, this daily parking by commuters and construction workers has led to several</p>	<p>i. The comment of support is noted</p> <p>ii. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>issues for residents. Daytime parking directly outside residents' homes is severely restricted and blocks the road for us to access and exit the street. Delivery vans and larger vehicles struggle to make deliveries daily. Vehicles are forced to dangerously reverse out of Brick Kiln Road onto oncoming traffic on Fairview Road because they cannot access our street. Some residents have photographic evidence of these issues and are willing to share them. It has become difficult, and at times impossible, to access or exit driveways or the end of our road due to obstructions. Parking on the verge restricts pedestrian access, forcing people to walk in the road. We believe a similar permit scheme for residents and their visitors on Brick Kiln Road would greatly alleviate these problems. Brick Kiln Road is one of the closest spots to the station that people can freely park and this has had a detrimental impact on our street already and will undoubtedly get worse once the other parking controls are put in place. We urgently ask that a similar parking scheme be put</p>	
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	in place for Brick Kiln Road for residents and their visitors and would appreciate the opportunity to discuss this further with you.	
20	<p>i. I live in Brick Kiln Road and received your letter Ref: TPE/03/24-8/F regarding the proposal for parking control on Green Street. We do not object to these proposals and agree they should be put in place.</p> <p>ii. However, we already have an issue with commuters and construction workers parking between 6am-7pm on weekdays on Brick Kiln Road and fear this will increase with the proposed controls. Over the last few years, the residents on the street have experienced parking issues daily from commuters and construction workers parking on Brick kiln road and this has made it difficult to access or exit driveways, and on some occasions causing obstruction, making it impossible to reverse out from driveway parking restricted parking outside residents own houses or flats in the day time, caused issues for residents when</p>	<p>i. The comment of support is noted</p> <p>ii. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

		<p>family, carers or childcare need to visit in the daytime., Restricted access to fire engines, ambulances and Council services (garbage/recycling), or even not be unable to access the street due to parking congestion/obstruction., caused issue for delivery vehicles to make deliveries on a daily basis, caused cars and large vehicles to reverse out of Brick Kiln Road onto oncoming traffic on Fairview Road, because they were unable to access the Street. Some of the other residents on the street have photo evidence of the examples stated above and can share them. Parking on the verge, which has restricted pedestrian access, forcing people onto the road. We would support a similar permit scheme on Brick kiln road for residents and their visitors and would like to put forward this to the council to consider urgently, please can you contact us to discuss this matter further</p>	
21	i.	<p>I live in Brick Kiln Road and received your letter Ref: TPE/03/24-8/F regarding the proposal for parking control on Green Street. We do not object to these</p>	<p>i. The comment of support is noted</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>proposals and agree they should be put in place.</p> <p>ii. However, we already have an issue with commuters and construction workers parking between 6am-7pm on weekdays on Brick Kiln Road and fear this will increase with the proposed controls. Over the last few years, the residents on the street have experienced parking issues daily from commuters and construction workers parking on Brick kiln road and this has made it difficult to access or exit driveways, and on some occasions causing obstruction, making it impossible to reverse out from driveway parking restricted parking outside residents own houses or flats in the day time, caused issues for residents when family, carers or childcare need to visit in the daytime., Restricted access to fire engines, ambulances and Council services (garbage/recycling), or even not be unable to access the street due to parking congestion/obstruction., caused issue for delivery vehicles to make deliveries on a daily basis, caused cars and large vehicles to reverse out of Brick</p>	<p>ii. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>Kiln Road onto oncoming traffic on Fairview Road, because they were unable to access the Street. Some of the other residents on the street have photo evidence of the examples stated above and can share them. Parking on the verge, which has restricted pedestrian access, forcing people onto the road. We would support a similar permit scheme on Brick kiln road for residents and their visitors and would like to put forward this to the council to consider urgently, please can you contact us to discuss this matter further</p>	
22	<p>i. I live in Brick Kiln Road and received your letter Ref: TPE/03/24-8/F regarding the proposal for parking control on Green Street. We do not object to these proposals and agree they should be put in place.</p> <p>ii. However, we already have an issue with commuters and construction workers parking between 6am-7pm on weekdays on Brick Kiln Road and fear this will increase with the proposed controls. Over the last few years, the residents on</p>	<p>i. The comment of support is noted</p> <p>ii. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>the street have experienced parking issues daily from commuters and construction workers parking on Brick kiln road and this has made it difficult to access or exit driveways, and on some occasions causing obstruction, making it impossible to reverse out from driveway parking restricted parking outside residents own houses or flats in the day time, caused issues for residents when family, carers or childcare need to visit in the daytime., Restricted access to fire engines, ambulances and Council services (garbage/recycling), or even not be unable to access the street due to parking congestion/obstruction., caused issue for delivery vehicles to make deliveries on a daily basis, caused cars and large vehicles to reverse out of Brick Kiln Road onto oncoming traffic on Fairview Road, because they were unable to access the Street. Some of the other residents on the street have photo evidence of the examples stated above and can share them. Parking on the verge, which has restricted pedestrian access, forcing people onto the road. We would support a similar permit scheme</p>	<p>permit controls in this street as soon as resources are available.</p>
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	on Brick kiln road for residents and their visitors and would like to put forward this to the council to consider urgently, please can you contact us to discuss this matter further	
23	<p>i. I live in Brick Kiln Road and received your letter Ref: TPE/03/24-8/F regarding the proposal for parking control on Green Street. We do not object to these proposals and agree they should be put in place.</p> <p>ii. However, we already have an issue with commuters and construction workers parking between 6am-7pm on weekdays on Brick Kiln Road and fear this will increase with the proposed controls. Over the last few years, the residents on the street have experienced parking issues daily from commuters and construction workers parking on Brick kiln road and this has made it difficult to access or exit driveways, and on some occasions causing obstruction, making it impossible to reverse out from driveway parking restricted parking outside residents own houses or flats in the day</p>	<p>i. The comment of support is noted</p> <p>ii. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>time, caused issues for residents when family, carers or childcare need to visit in the daytime., Restricted access to fire engines, ambulances and Council services (garbage/recycling), or even not be unable to access the street due to parking congestion/obstruction., caused issue for delivery vehicles to make deliveries on a daily basis, caused cars and large vehicles to reverse out of Brick Kiln Road onto oncoming traffic on Fairview Road, because they were unable to access the Street. Some of the other residents on the street have photo evidence of the examples stated above and can share them. Parking on the verge, which has restricted pedestrian access, forcing people onto the road. We would support a similar permit scheme on Brick kiln road for residents and their visitors and would like to put forward this to the council to consider urgently, please can you contact us to discuss this matter further</p>	
24	<p>i. You may not be aware, but Bridge Road (BR) already has a problem with non-resident parking like Green Street et al. Our</p>	<p>i. After taking in account these comments received throughout this parking consultation and following some initial site visits in Bridge Road, it is</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>purpose in writing is to draw these problems to your attention and suggest one possible solution.</p> <ul style="list-style-type: none"> • BR is currently utilised by staff and customers of Stevenage High St. workers usually parking all day. Further, commuters also use BR to park thus avoid paying parking charges. • On 7th July there were a minimum of 20 vehicles (one commercial, one camper van) parked within BR either side of the railway bridge. There were no available spaces east of No 18 BR. • During term time between the hours of 8.30 to 9.30 parking west of No 18 is predominantly taken up by parents parking to drop off their children who attend Woolen wick School, plus one or two commuters. This is repeated around 2.30 to 3.30pm. • Our suggested recommendation would be to discuss with BR residents the potential for adopting parking restrictions within BR like those in Fairview Road 	<p>recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>with no parking Monday-Friday between 10:00-11:00 am.</p> <p>•We are not objecting to the proposals but are offering, in advance, further restrictions in BR to compensate for what we feel will be the knock-on effect of your proposals. We look forward to receiving your reply and convey our willingness to work with you to find a suitable local solution.</p> <ul style="list-style-type: none"> • The above is all before we consider any potential impact by the 576 new apartments at the BPTW urban development in Lytton Way where clearly there will be insignificant parking spaces to accommodate residents' requirements. <p>ii. The first part of BR (adjoining Lytton Way) is subject to double yellow lines which continue a short way into Orchard Crescent. These restrictions cause parking difficulties given the humpback bridge, which speeding cars/motor bikes ignoring the 30mph so enjoy! Commercial lorries often use this road ignoring weight restrictions. There is</p>	<p>ii. Your concerns related to traffic speed will be passed onto Hertfordshire County Council as the Highways Authority in Stevenage; they have the power to implement speed and traffic calming schemes on the public highway. They can be contacted directly at</p>
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>also the matter of new speed restrictions/controls planned for the High St, and the potential loss of parking spaces this might/will create.</p> <p>iii. The impact of the current parking restrictions (10 to 11am) within Fairview Road (south of BR) also creates a knock-on effect with residents in Fairview Road moving their vehicles into BR for either part or all day.</p> <p>iv. We consider that there is a potential danger to lives (especially children and residents, 50% of the residents in BR are over 65) when attempting to cross the road and parking on both sides of the road will only further increase the risk. Further the bridge over the railway only has a pedestrian path on one side of the road, hence, approx. 50% of pedestrians needing to cross the bridge also need to cross BR to safely walk over the bridge.</p> <p>v. Currently it can be problematic for all the residents to drive on or off their properties due to, close parking to the proximity of drives or vehicles parked opposite and</p>	<p>https://www.hertfordshire.gov.uk/about-the-council/contact-us/contact-highways.aspx#</p> <p>iii. Concern noted.</p> <p>iv. We will discuss these concerns with Hertfordshire County Council, as they have the legal power to implement pedestrian crossing safety schemes and crossings. They can be contacted directly at https://www.hertfordshire.gov.uk/about-the-council/contact-us/contact-highways.aspx#</p> <p>v. A vehicle causes an obstruction if any wheel is adjacent to the transition kerb (the sloping kerb which joins the full height kerb to the dropped kerb level with the road surface) or the dropped kerb, for which they can be issued a Penalty Charge</p>
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>traffic passing by. If tradesmen are required to attend residents' homes, they also have difficulty parking.</p>	<p>Notice (PCN). Anyone wishing to report a dropped kerb obstruction can contact:</p> <ul style="list-style-type: none"> • 01279 502039 between 9am and 5pm Monday to Friday and you will be able to speak to someone in the Parking Office. • For out of hours between 5pm and 8pm Monday to Friday, and between 9am and 5pm on Saturdays and Sundays you can contact 01279 655261. • Residents and businesses can apply for a white "H-bar" access marking to be painted at the entrance to their property. For further details please visit https://www.stevenage.gov.uk/parking/obstruction-of-dropped-kerbs
25	<p>i. See response received in row 24 above (same message included multiple addresses)</p>	<p>i. See comments from row 24 above</p>
26	<p>i. See response received in row 24 above (same message included multiple addresses)</p>	<p>i. See comments from row 24 above</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

27	i. See response received in row 24 above (same message included multiple addresses)	i. See comments from row 24 above
28	i. See response received in row 24 above (same message included multiple addresses)	i. See comments from row 24 above
29	i. See response received in row 24 above (same message included multiple addresses)	i. See comments from row 24 above
30	i. See response received in row 24 above (same message included multiple addresses)	i. See comments from row 24 above
31	i. Residents from Woolners way agree with the parking permits	i. The comment is noted
32	i. Same response sent by resident of Wollners Way as response 31 above	i. The comment is noted
33	i. Thank you for your letter dated 31 July 2025, regarding the Proposed parking controls in Green Street, Ivel Road and Woolners Way. However, we would like you to revisit the horrendous parking issues that we have endured in Brick Kiln Road for many years, which have	i. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>increased dramatically since Fairview Road were granted restricted parking between 10 am and 11 am. The inconsiderate parking by “Commuters” has been further exacerbated by the construction work and its employees, which will continue for some time. Some of the issues now have. Restricted parking outside residents ownhouses in the daytime. Caused issues for residents when family, carers or childcare need to visit in the daytime. Restricted access for emergency vehicles, Council services, and delivery vans, large or small to access the street due to parking congestion/obstruction. Caused vehicles to reverse out of Brick Kiln Road onto oncoming traffic on Fairview Road, because they were unable to access the Street. Made it difficult to access or exit driveways, and on some occasions caused obstruction, making it impossible to reverse out from driveway parking. Parking on the footpaths/verges which has forced pedestrians onto the road.</p>	
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Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<ul style="list-style-type: none"> ii. Finally, the confrontational/rudeness and profane attitude of the commuters/construction workers. iii. We would support a very similar scheme of "Restricted parking, Resident only Parking or Permit Parking on Brick Kiln Road. 	<ul style="list-style-type: none"> ii. All cases of verbal abuse or threatening behaviour should be reported to the Police 101 (non-emergency number) iii. The comment is noted.
34	<ul style="list-style-type: none"> i. I received your letter referenced above regarding the proposal for parking control on Green Street. I do not object to these proposals and agree that these restrictions are needed. ii. However, we already have an issue with commuters and construction workers parking between 6am-7pm on weekdays on Brick Kiln Road and I am worried that these restrictions will only get worse for us with the introduction of these controls. Over the last few years, the parking has been getting noticeably worse as more and more people are using our street for parking. I've had some very near misses with head on collisions with vans/ and 	<ul style="list-style-type: none"> i. The comment of support is noted ii. See comment 33.i above

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>SUVs parked on the corners blocking all visibility. Unable to turn into street as cars parked on both sides of corner and nowhere to reverse. Tight to get in and out of Brick Kiln due to the way people have parked at the top of the road, meaning that emergency vehicles can't get through. Having to mount the pavement to let cars by and causing damage to my car. Delivery's not arriving due to property not being accessible as vans have not been able to get through. Unable to find a dropped curb to cross the road as couldn't step off due to injury.</p> <p>iii. I would support a similar scheme or extension of the scheme in place on Fairview Road for Brick Kiln Road residents and visitors and wondered if this could be considered at the same time as the above? Please feel free to reach out if you would like to discuss further.</p>	<p>iii. The comment is noted</p>
35	<p>i. I would be in support of a resident permit parking scheme for Brick Kiln Road (like</p>	<p>i. The comment of support is noted</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>the one proposed for the Green Street area) and think it is a very good idea.</p> <p>ii. Please would you give this some consideration as commuter parking is getting worse.</p>	<p>ii. See comment 33.i above</p>
36	<p>i. RE: Suggestion - Parking permit control for Brick Kiln Road, Stevenage, SG1 2NH. Following your proposals for resident parking control on Green Street and surrounding roads (TPE/03/24-8/F); please may we have a similar system for Brick Kiln Road. For many years, residents of Brick Kiln Road have suffered from commuters parking their vehicles in our street, sometimes for extended periods, and frequently poorly parked and restricting access.</p> <p>ii. I am in favour of a similar parking permit scheme for Brick Kiln Road and would be grateful if this could be considered going forward.</p>	<p>i. See comment 33.i above</p> <p>ii. Your comment has been noted</p>
37	<p>i. The proposed residents' permit system needs enhancement. The east kerbside from corner 21 Ivel Road to opposite 38</p>	<p>i. The comment has been noted. If the proposed restrictions are implemented, the location will monitored post-implementation and changes or</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>Ivel Road should be specifically restricted. Unattended parked vehicles often form a pinch point preventing all-hours access for refuse and emergency vehicles etc. The proposed residents' permits will not prevent this happening. Overnight there will be non-residents' parked vehicles - which can also leave residents' cars with permits orphaned in that constricted space during the following daytime. It needs double yellow lines to stop any unattended parking on the east kerbside from the corner by #21 to opposite #38. Loading/unloading should be permitted as it is assumed a driver is present. The overnight parking overflow will probably get worse when the Icon flats open and have more cars than their on-site parking provision.</p>	<p>new restrictions such as yellow lines can be implemented where required.</p>
38	<p>i. I object to these plans.</p> <p>ii. I am a resident of Monument Court and friends/family often park on the road directly outside our development when visiting. If the proposed parking restrictions are brought in, those that currently park in the proposed restricted</p>	<p>i. The objection is noted</p> <p>ii. Any vehicle displacement will not affect Monument Court as Monument Court car park is subject to a permit scheme operated and enforced by a private parking company. However, these comments have been recorded and when resources allow, we will investigate regulating the</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>zone (who will not be able to apply for a permit) will instead park on Woolners Way directly outside Monument Court. This will result in a huge number of additional cars parking directly outside Monument Court and so will limit access. This coupled with the brand new and extremely large development next door will make parking outside of our flat inaccessible. If parking restrictions are introduced, they should cover the entire length of Woolners Way including the road outside of Monument Court, as this will improve fairness of access to residents throughout the whole area. If parking restrictions are implemented on this section of road also, I would support implementation.</p>	<p>on-street public parking in Woolners Way adjacent to the Monument Court area.</p>
39	<p>i. Re your letter dated 31/7/2025 regarding the parking permits in Green Street, Ivel Road and Woolners Way, it has been suggested that the hours will be 8.30-17.30 Monday to Friday. I feel this time will not be long enough to stop residents that live mainly in the apartments in Woolners Way and the future residents in the 7 block apartments that are</p>	<p>i. The concern that the currently proposed restriction hours of Monday to Saturday, 8:30 AM to 5:30 PM may not fully prevent non-resident parking, has been noted. If the scheme is implemented, parking patterns will be monitored to see if the operational hours need to be amended.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	currently been built. perhaps the hours can be extended for example 7.30am-7.30 pm.?	
40	<p>i. Whilst I would support the proposals to allow tax paying residents in those areas to be able to park at or near to their residences and to stop railway station commuters and construction workers from the ongoing project with the building of the flats I have some real concerns regarding the potential of this just "kicking the can down the road" and moving the problem elsewhere. Brick Kiln Road would be the nearest natural destination for these "displaced" vehicles. They are not going to suddenly stop looking for somewhere free to park instead of using the more than adequate parking in the town centre car parks. We in Brick Kiln Road currently experience our own similar issues with commuter and construction parking on our streets and along the roadway adjacent to the railway lines and into the left and right</p> <p>cui - de - sacs of BKR which then causes</p>	<p>i. After taking in account the comments received throughout this parking consultation and following some initial site visits in Brick Kiln Road, it is recommended that the Council proposes similar permit controls in this street as soon as resources are available.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>issues for visitor parking and parking for normal trades persons eg British Gas, window cleaners , parcel delivery , grocery delivery etc to many of the residents of BKR. Also of major concern due to the inconsiderate way these "faceless "commuters etc. park their cars, vans and even lorries is when vehicles of a larger width such as delivery vans and much more importantly emergency ambulances and God forbid at times if fire engines were required have to negotiate the badly parked restrictions and can be prevented from reaching a patient or house fire leading to potential danger to life.</p> <p>ii. We would personally support Resident Permit Parking.</p>	<p>ii. The comment is noted</p>
41	<p>i. I welcome the swift actions from Stevenage Borough Council with regards to the above parking restrictions</p> <p>ii. However, with regards to the time proposed I would request a time from</p>	<p>i. The comment of support is noted</p> <p>ii. The concern that the currently proposed restriction hours of Monday to Saturday, 8:30 AM to 5:30 PM may not fully prevent non-resident parking, has</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>08:30 – 18:30 or 19:00 if possible. The reason to ask for this extended time compared to what is proposed is that in most cases most residents work until 1700 and then travel home, which for some will be 1 hour or more. If restrictions only apply until 17:30, parking spaces will, as it is currently, be occupied by residents of Monument court and soon by occupants of the flats being built on the Icon / The Lytton site.</p> <p>The first flats are set to be available this year according to the sales brochure, but these residents will be unable to park on the site itself due to the ongoing construction and will therefore need to look for alternative parking spaces. Extending the 18:30 or 19:00 time frame will be a deterrent for the Monument court and Icon/The Lytton residents to park which will offer residents of Green street, Ivel Road and Woolners Way more time to get a parking space near their houses</p>	<p>been noted. If the permit scheme will be implemented, the parking patterns will be monitored to see if the operational hours need to be amended.</p>
42	<p>i. We are supporting this proposal for the following reason's It will Reduce traffic</p>	<p>i. The comment of support is noted</p>

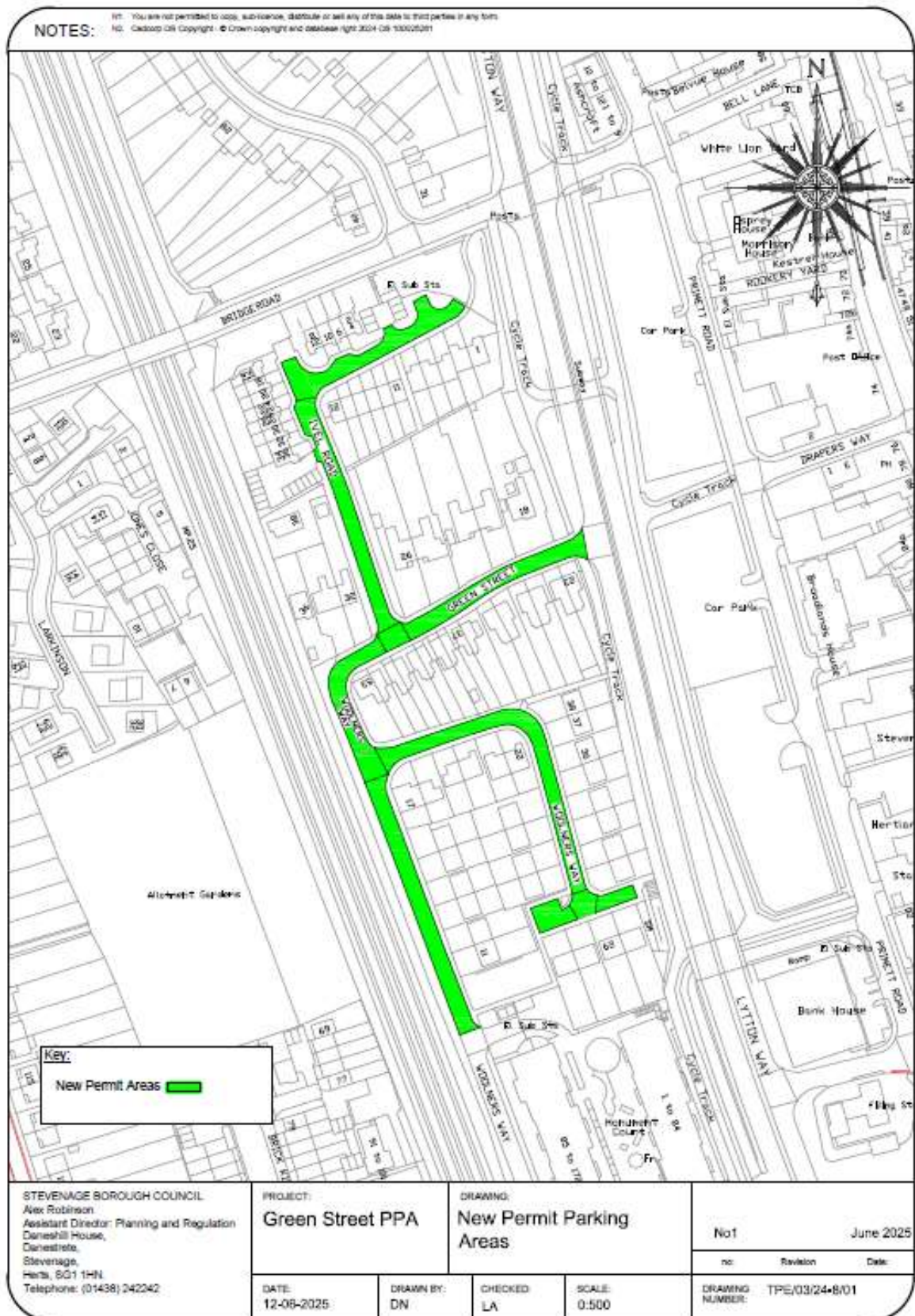
Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>volume coming in and out of the cul-de-sac. Safer for residents who don't have off street parking and need to be parked out their homes. People Parking their cars and leaving them for days before returning., Access for emergency services</p>	
43	<p>i. Firstly, I would like to say how relieved I am that you on behalf of Stevenage Borough Council, are proposing permit parking controls for the three named roads. It is a long time overdue with so many non-residents from neighbouring areas; together with those people working in the new town and old town; and those working on the huge complex of flats being built, all of whom Monday to Saturday want to avoid paying car park fees.</p> <p>ii. We as you know from your survey are three small streets with very limited parking and many of the properties do not have their own off-street parking/ drives, so need the little street parking we have. However, I believe your proposal of 8.30 am to 5.30pm will only</p>	<p>i. The comment of support is noted</p> <p>ii. The concern that the currently proposed restriction hours of Monday to Saturday, 8:30 AM to 5:30 PM may not fully prevent non-resident parking, has been noted. If the permit scheme will be implemented, the parking patterns will be monitored to see if the operational hours need to be amended.</p>

Table 2: Summary of responses for proposed permit parking controls in Green Street, Ivel Road and parts of Woolners Way

	<p>help save our street parking from filling up by daytime workers not wanting to pay car park charges. Your proposed time span will go no way towards saving us from any parking from the 576 flats being built on the old 'eagle building'. For anyone living in these flats (when completed) who use a car to go to work, will be able to arrive home from 5.30pm and park in any of the three streets as long as they leave for work the next day by 8.30pm.</p> <p>iii. When permission was given to build these flats without adequate parking where did SBC think they would park? I think the parking control should be from 8.30am until at least 8.30pm.</p>	<p>iii. This question was discussed and answered as part of the planning consultation. Any new enquiries regarding that project should be directed to planning@stevenage.gov.uk</p>
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5.2. Plan TPE/03/24-8/01



5.2. 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 prepare and consult on proposals for additional or different restrictions. This is not recommended as it would unduly delay the completion of the project.

5.3. If it is decided to proceed as recommended, it is anticipated that the scheme could be implemented in winter 2025. Implementation of a new permit scheme requires more time than other parking restrictions so that all residents that require permits and visitor vouchers can apply before enforcement commences.

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.

6.2. The implementation of new parking restrictions will increase the cost of existing parking enforcement contract.

6.3. If it is decided not to proceed, a capital saving would be made.

Legal Implications

6.4. None identified.

Equalities and Diversity Implications

6.5. An Equality Impact Assessment of the introduction of permit parking areas has been carried out. It identified that the unit's responsibilities and methods would not discriminate against people on grounds of age; disability; gender; ethnicity; sexual orientation; religion/belief; or by way of financial exclusion.

Service Delivery Implications

6.6. The addition of this new parking permit area and other parking controls in the near future will place further demand on existing limited parking administrative resources and is necessary to expand the service so the Council's parking team is able to meet the residents' service expectations.

6.7. The addition of new parking restrictions will place further demand on limited parking enforcement resources, increasing the likely need to expand the daily deployed hours in future.

6.8. The creation of a Permit Parking Area in these streets is likely to have a displacement effect, leading to increased concerns about parking in the neighbouring area and calls for additional parking controls nearby, which would need to be serviced.

BACKGROUND DOCUMENTS

6.9. Deposit documents for formal public consultation.

6.10. Template letter from formal public consultation.

APPENDICES

- Appendix 1(i): Detailed responses to the formal consultation