

Detailed responses - Ingelheim Court, High Street and Walkern Road

Response no.	Consultation response content
5	<p>I would like to object to the proposals for waiting restrictions in Alleyns Road. The parking in this street is already at a premium and I feel that with these proposals it can only make it worse. I do accept that there is a slight problem at the eastern end, but due to the fact that vehicles</p> <p>I would like to make a suggestion that you could solve this issue without the loss of parking by making the road One Way from East to West. This would then solve the issue of traffic exiting at the eastern end onto Hellards Road and would also solve the section 8 of road at western end where you sometimes meet vehicles hear on.</p>
6	<p>I agree with your opening statement in the letter that park is an issue, but it's only an issue because there's hardly any space to park!</p> <p>Now with your new proposed plan to stick double yellows right outside my house and various other place I am going to be left with even less places to park! With buggies and school Bags and all sorts of other things, this new proposal is going to cause a hell of a lot of inconvenience for my family.</p> <p>Especially in the winter when evening is darker.</p> <p>For every space you're taking away with a double yellow you should be putting in parking bays or something! These plans are going to make parking even worse. At bare minimum you should at least be helping us get driveways in if we can't have parking bays.</p>
7	<p>We have received your letter regarding parking issue in the Almonds Lane area and we are strongly against your plans.</p> <p>Adding more double yellow lines will remove multiple parking spaces. Reducing parking on a street where there isn't enough parking won't help us. This only act to congest the parking on our street further and will make our problem much worse.</p> <p>Vehicles parked near the junction also act as a traffic calming measure so your plans will also encourage speeding around the junctions.</p> <p>We hope that you take the thoughts of the residents into consideration before causing more parking difficulty on our street.</p>
8	<p>I have just received your proposal for helping issues with parking in Stevenage old town. It is understood that by adding your double yellow lines down Western Road it will help with visibility on junctions. However, it is argued that this is not the aim of your letter. It is to help improve the "PARKING."</p> <p>With what you have proposed, you are now restricting a minimum of 10 parking spaces. What is what contradicting what you're proposing.</p> <p>I have lived in Western Road for more than ... years and have identified there to be little to no accidents at the junction. However, what us at Weston Road have identified Is those on school pickups. From Almond Hill School block the road causing traffic build up and a higher risk of an accident. So maybe that should be something you should be considering investing your time looking into.</p> <p>I think you are forgetting that the aim of all this that you are doing is to increase parking as it "causes issues" but you are restricting and limiting parking for houses 32-38 16-6 and 18-24 . Who regularly park down Weston Road? Instead of proposing improvements, which is apparent that you know little about. You are forgetting external factors such as young families having to park far away and crossing busy roads just to arrive home. There is also elderly residence with carers not being able to park and their location. Or those return from grocery trips.</p>

Response no.	Consultation response content
	<p>Personally, as someone living in this area, and knowing that the residents will not be able to change your plans . I would suggest considering decreasing the size of yellow lines in order to increase parking within Western Road. Therefore, you will still only be minimising small amounts of parking.</p>
9	<p>I find it completely ridiculous on which you're proposing to improve parking down Weston Road. Instead of improving issues within parking you are causing and creating more.</p> <p>How do you suggest that those living in 34, 36, 38, 16-6, 18-24 park their cars when you are decreasing places for them to park? Following guidance from the government on petrol and diesel cars will be banned within the next five years and all cars will be electric. Tell me, how do you suggest these occupants charge their cars when they can't park anywhere near the house.</p> <p>If you are reducing the amount of parking, where do you expect those residents to park the cars? are you going to propose a car park or safe space to park cars?</p>
10	<p>Thank you for your communication, I appreciate this proposal and totally agree with you in this respect. However, the proposed double yellow lines in our road, Pryor Court, in my opinion, do not extend far enough. We have been campaigning for some time to have double yellow lines put along the junction of Letchmore Road and Pryor Court but to no avail. The main reason for this being the issue with the refuse trucks being unable to negotiate up Pryor Court when there are a number of parked vehicles at the junction. This has, on several occasions, resulted in ours, and the rest of the residents in Pryor Court, not having their refuse collected. Consequently, we have to inform the council and they have to arrange a special collection for us which of course incurs costs, extra time, and money.</p> <p>I and, I would assume, many other residents in Pryor Court, would like to see those double yellow lines extended further along Pryor Court, from the junction with Letchmore Road, because Pryor Court is a very narrow road and as soon as double yellow lines are in place, people will still park from where the double yellow lines end.</p> <p>I might like to add, the owners of the vehicles that do park in Pryor Court, do not live in, nor are they visiting residents of Pryor Court.</p>
11	<p>As Stevenage Old Town residents, we would like to express our support of the proposals to reduce unsafe parking in the area.</p> <p>We would welcome the double yellow lines to the South end of Lawrence Avenue on the junction with Haycroft Road. However, would it be possible to also have double yellow lines to the North end of Lawrence at the junction with Whitesmead Road? Although this is a wide junction, parking along the entire West corner makes it very dangerous turning into or from Whitesmead Road. This area is made more difficult to negotiate with the entrance to Aldock Road almost opposite.</p>
12	<p>Thanks for your letter dated 26 January 2023, welcome the double yellow lines where you state, two points I think you should apply double yellow lines to the bottom of Haycroft Road leading onto Letchmore Road, also can we look at re- petitioning for parking permits, I know in the first one this was declined but I think since then other roads have gained parking permits and this is putting pressure on the road for parking especially given the charges now in the old town car parks and areas.</p>

Response no.	Consultation response content
13	<p>I am happy to see that double yellow lines will be added outside of my house and appreciate the situation receiving attention from the Council. My concern with this is how the lines will be enforced, During school run times, cars park on the existing double yellow lines and at times in front of the residents' dropped driveway curbs. Having lived in Headingley Close since...., I'm yet to see any enforcement of the existing double-yellow lines or the parking in front of driveways. Hopefully, as part of this plan to add new double yellow lines, there will be an accompanying action to enforce them.</p> <p>In addition to the issue of enforcement, I'd also like to raise the issue of car tailbacks during school drop-off times on Almonds Lane - The tailbacks are not just inconvenient, they are also dangerous as some drivers choose to drive on the wrong side of the road to avoid the queue. It, therefore, seems a matter of time until there is an accident - Unfortunately, the new school drop-off area is not fit for purpose as it evidently cannot handle the traffic load at school run time, resulting in the previously mentioned tailbacks - Some days it is carnage, we hear lots of beeping and shouting, which is another symptom of an ill-fitting solution to drop-off and pick-up facilities at the school.</p> <p>My wife has been the victim of rude and abusive language from school parents, after politely asking them to unblock our drive. I understand that parents have parking issues at school run times, and most parents are polite, but it seems that some are expecting an argument so are already on the offensive - We have mitigated potential conflicts by timing our school run around the carnage to avoid the stress and possible confrontation</p> <p>I'd be happy to provide some photos of the carnage to show the issues that we see. Better still I recommend that your team witness in person how ill-fitting the school-run facilities are at Almonds Hill School, which would hopefully be the start of a better solution being implemented</p>
14	<p>I am writing in response to your letter regarding the proposed double yellow lines on the junction of church lane/walkern road.</p> <p>I wish to respond with an objection to this proposal based on the following: Since my time in this area, I have never witnessed any accidents on this junction. The issue with parking restrictions/permits is not helped by putting yellow lines here.</p> <p>Residents have always worked with each other in parking and have never had issues with each other's parking. These proposed restrictions are trying to fix an issue that is not there, and actually making it worse.</p> <p>You also state that your enforcement officers can only act against illegal and inconsiderate parking. Does this not include no parking permits? As a council you have charged us parking permit fees, and now taking away a space where someone parks legally.</p> <p>I would like to request you visit ourselves, the residents and discuss this with us and share why you believe this is an issue and needs this work.</p>
15	<p>I'm emailing with my response to your proposal to put double yellow lines outside my house on Letchmore Road.</p> <ol style="list-style-type: none"> 1. I've never seen an accident caused by parking outside my house and therefore see no need to put double yellow lines there 2. I have a shared drive with my neighbour and one of us needs to park on the road. Could I ask where you suggest we park if you put double yellow lines outside my house? 3. By putting yellow lines there, you will be causing congestion as residents won't have anywhere nearby to park and will end up outside other people's home. <p>I'm hoping this doesn't happen.</p>

Response no.	Consultation response content
16	<p>Thank you for your recent letter regarding old town parking - Trafford Close. Your recommendations are very welcome and much needed.</p> <p>Please would you consider adding a restriction to the Cul-de-sac at the top of Trafford close adjacent to houses 12 and 13 on the bend.</p> <p>Please see attached plan.</p> <p>Very often 2 cars park opposite at this pinch point and the gap between them would restrict a fire engine access in an emergency.</p> <p>I'd be happy to discuss or send a photo the next time the cars are parked in this manner.</p>
17	<p>Thank you for your recent communication regarding the traffic regulation proposal for Walkern road, Stevenage.</p> <p>Having looked into the plans, I wanted to Share my thoughts with you regarding the plan proposed</p> <p>Currently the parking in our street can be very difficult at times especially of an evening and weekend.</p> <p>Having looked at the plan we completely understand the reasoning behind the corners of the road having yellow lines, as when coming off of almond lane, it can be dangerous for drivers and pedestrians if cars are parked on the corner. But our concern is that the length of the yellow lines proposed to go past the allotment and further into the street. As a lot of cars are parked there in the evening, this will cause cars to shuffle down causing issues to others parking down the street.</p> <p>Most houses down our street have at least 1 vehicle if not 2 per household causing issues already with parking where sometimes cars are having to park round the corner into Ellis avenue, which then has a knock on effect for their road and others.</p> <p>By going beyond the allotment, it means taking away at least 3 spaces which would help by having them, especially as we can only park down 1 side of the road already amongst all the houses we have in the street and on the side row of houses also.</p> <p>Could this alternative suggestion be considered?</p> <p>double yellow lines on both corners of the street up in line with the allotment and no further (or worst case if having to extend further down the road towards the disabled bay could It be a single yellow line from the allotment down, that then allows residents to park from 5pm till the morning on weekdays and allow parking all day on weekends (as many houses have visitors) allowing those spaces to be used rather than lose them completely</p>
18	<p>I have received your letter today about the proposal to introduce double yellows at the end of church lane. I can confirm I wholly support this proposal and would actually prefer it if you put in double yellows both sides of the junction.</p> <p>At the moment it is very hard to see clearly when coming out of church lane onto Walkern road. This plan to introduce double yellows would help.</p>
19	<p>To whom it may concern</p> <p>I am writing in response to the proposed restrictions at the junctions of Walkern Rd and Letchmore Rd and Walkern Rd and Fresson Rd.</p> <ul style="list-style-type: none"> * The proposals demonstrate a complete misunderstanding issue of the problems that residents face and will make matters worse. * There is only a parking issue at the school dismissal times caused largely by Barclay Academy parents dropping/picking up students and

Response no.	Consultation response content
	<p>not giving way appropriately to oncoming traffic.</p> <ul style="list-style-type: none"> * During the rest of the day there are no issues. * These drivers already ignore the parking restrictions near the school so are unlikely to observe further restrictions. * In fact the proposals will reduce the area available for pick up and are likely to exacerbate, not relieve the issue. * There is an issue for residents of 138-252 Letchmore Avenue who will now have to park elsewhere and thus exacerbate the parking/traffic issues closer to Letchmore Rd infants School and Barclay Academy. * Traffic issues at the junctions under consideration have indeed worsened but only since the introduction of resident only parking at the lower end of Walkern Rd. * As stated previously there is normally no antisocial parking at these junctions (see attached photographs). * Perhaps an education campaign via Barclay Academy encouraging parents to park and drive properly and encouraging more children to walk to and from school would be a better use of time and money.
20	<p>I am writing with regards to the above planning proposal.</p> <p>I am a resident in Barclay crescent, and I am in favour of the yellow line's proposal.</p> <p>I've lived here for. years and the parking is getting worse every year.</p> <p>Our street is a cut through to the old town, and the speed that some cars come down due to reduced visibility is unbelievable.</p> <p>I do not allow my children to even play outside on the grass from fear of an accident happening one day.</p> <p>I am a lucky homeowner with a drive, I paid a considerable amount to grant access to my drive and it is blocked and sometimes parked over by other residents' cars making it difficult to access my own property.</p> <p>I would like to suggest perhaps introducing a speed limit sign, people come down our street so fast. We are a street full of young children and elderly people and it's becoming so unsafe.</p> <p>You only need to look into previous police reports to see the damage some vehicles have endured due to careless driving.</p> <p>I am fully in favour of these proposals and do hope they will be put in place very soon.</p>
21	<p>I have received today the letter explaining what could be done to fix some parking issues.</p> <p>I completely agree with putting double yellow lines in the places mark.</p> <p>But furthermore, I suggest that on Haycroft Road on the right side they need to cut the road and make a space to park cars as all the cars in the intersection with Lawrence Avenue are parking on top the grass to avoid the vehicles getting their side mirrors broken. At the same time in the corner of Lawrence Avenue with Haycroft road there is a tiny bend and cars in that corner are blocking the street view so every time you come to that corner you come across someone coming quickly from the opposite side making it a problem.</p> <p>The same road extension should be done on Greydells Road. It's a two-way road but on the left of the entire street is full of cars parked so you have only one way for a double way road making us to stop all the time and way for the incoming vehicle to pass. In that road also vehicles are parking on top of the grass so the road should be a bit bigger and not just double yellow lines in the corners. That's</p> <p>not enough</p>
22	<p>I live in Walkern Road in the old town and you are planning to put double</p>

Response no.	Consultation response content
	<p>yellow lines directly opposite my house. I would like to point out that my neighbours park there as do people using the allotments at the top of Walkern Road. So they would need to find an alternative place to park and given the number of cars that park in this road that is going to be difficult if not impossible. It also means that people delivering, visiting or doing any work on my house or my neighbours houses would not be able to park anywhere near my house as on the side of the road on which I live there is a steep bank between my house and the road. The problem with parked cars in this area is due to the lack of adequate parking spaces and is not going to be solved with the proposed double yellow lines and disabled parking bays if anything your proposals are going to make the matter worse because they will make parking more difficult and move the problem elsewhere. You clearly have given no thought or consideration to the people who live and work in the old town and the effect your plans would have on them. Whoever came up with these plans clearly has no idea about what they are doing.</p>
23	<p>I am writing in response to your letter dated 26/01/2023 with regards to the proposed 'double yellow lines'.</p> <p>The proposal deeply affects me and my neighbours as this would take away about 6 car spaces.</p> <p>These 6 spaces especially, are also used by people visiting the allotments which then hinders the residents from parking.</p> <p>It is mostly a struggle to find a space (especially in summer) and I am most certain that the council would reject my proposal for a driveway, given that there are high grass verges and the style of the road would change.</p> <p>Therefore, my neighbours and I don't have a designated space for parking available to us and now we are having to potentially not be able to park at all. Those disabled spaces opposite the house to the right, are not ideal, since you would have to climb the grass verge literally and it's difficult to have a clear space on such a busy road to get out of the car safely.</p> <p>The steps located on both sides of Walkern road have been placed illogically since they are not directly opposite each other so you are forced to walk dangerously along the busy road to get to the next set of steps.</p> <p>Therefore preferably we tend to park on the side of house no. 175 on Almonds Lane, as my ... can stay on level ground and there is more pavement and time to get him out of the car safely.</p> <p>Also my neighbours sometimes park like we do on Almonds Lane when they struggle to find a space on Walkern road, so I feel that there is going to be a potential war for these 3 spaces.</p> <p>I respect and appreciate that your reasons are to make the junction area safer but without offering the solution for residents to park, I feel that this would actually defeat the object and make matters more unsafe.</p> <p>However, I do have a helpful and hopeful suggestion that on the side of house number 175 and on Almonds Lane that there is room for parking bays to be installed, just like many roads in Stevenage already have this diagonal parking style in place.</p> <p>I feel that this would help the parking situation and also allow for your proposal, however I do also feel that the proposed lines extend excessively, as I feel that the lines are not needed between the 'keep clear' section and the entrance road to houses 126-132 since there will be sufficient 'passing' section from the junction already from your proposal.</p> <p>Thank you for your time and I appreciate in advance your sincerest understanding.</p>

Response no.	Consultation response content
24	<p>I thank you for the above referenced letter.</p> <p>I'm basically in agreement with both proposals affecting Alleyns Road i.e., top and bottom ends. I believe the present parking at the junction with Hellards is causing a vehicular accident waiting to happen whilst the parked vehicles at the Letchmore road end frequently completely block the pavement forcing all pedestrians to use the road and hence dangerous to those pedestrians.</p> <p>As I already said I'm in agreement with the Alleyns Road proposals.</p>
25	<p>I read with interest your proposed plans to make changes to the parking restrictions in the Old Town Ward. Whilst I understand the need for public safety, I am concerned that the proposed plans will negatively impact the residents of Walkern Road considerably.</p> <p>As a resident of Walkern Road I know first-hand how challenging it can be to find a parking space. There are at least 34 properties on Walkern Road which require on-street parking in the absence of a private drive, or residents-only car park.</p> <p>What follows is a conservative estimate of the parking need on Walkern Road:</p> <ul style="list-style-type: none"> • Assuming the national average of 1.33 vehicles per household, the residents of Walkern Road have a total of 45 vehicles which need to be parked on the street. • Assuming the average length of a family car (4.5m) and taking into account safe distances parked between each vehicle (2ft / 0.6m), each vehicle requires at least 5m to park. • The stretch of Walkern Road between Almond's Lane and Ellis Avenue is approximately 200m long, with the following existing parking restrictions: <ul style="list-style-type: none"> ○ Two 1m-wide concrete steps to scale the bank from the road, prohibiting parking. ○ Two spans of approximately 5m covering the entrance to the Allotments and garage parking to the rear of 126-132 Walkern Road, prohibiting parking; and ○ 3 Disabled Parking Spaces of about 5m each, prohibiting parking for non-disabled users. <p>At present therefore, Walkern Road has an effective parking length of 173m. Using the average length of family vehicles this is a total capacity of 34 cars. This does not account for Vans, of which there are a number parked routinely, and the inconsiderate parking of residents which lead to large, unusable vacancies. On this basis, I would estimate that a maximum of 30 vehicles can be safely parked on Walkern Road, at any given time.</p> <p>You will note that already, before any of your proposals are put into effect, that parking on Walkern Road cannot currently support the households which require it.</p> <p>The proposals outlined will further limit our ability to park, preventing approximately 5 more vehicles from parking. After your proposals are enacted, Walkern Road will be able to support the safe parking of just 25 vehicles.</p> <p>Relocating our vehicles to Almond's Lane, Weston Road or Ellis Avenue are not viable alternatives as they are just as busy as Walkern Road. Almond's Lane and Weston Road are also affected by your changes, so this is a fact you are clearly aware of.</p> <p>Given that I have not been surveyed by your office to determine my specific use of a vehicle, or indeed how many vehicles are registered at my address, I can only assume one of two things: that you have used the national averages to calculate the likely impact of these decisions, have</p>

Response no.	Consultation response content
	<p>reached the same conclusions I have, and simply don't care; or absolutely no thought has been put into the proposals and their impact on residents. In either case, I expect better.</p> <p>If the council is to proceed with this course of action, then as a resident I would <u>demand</u> that a longer-term solution is identified for parking on Walkern Road.</p> <p>As a resident of Walkern Road, sitting perpendicular to the road itself, I am not fortunate enough to petition the council for a dropped-curb to have a drive built.</p> <p>However, I would encourage the council to make contact with the residents of 141-175 & 106-116 Walkern Road and provide any and all assistance necessary for those who are able, to invest in private driveways.</p> <p>I would also ask that the council seriously consider whether the green area to the North of 118 Walkern Road, couldn't be levelled and turned into a parking area. There is ample, wasted space which could be repurposed to alleviate the parking pressures on the road.</p> <p>In principle I do not have any issues with the proposals, but in the absence of a sustainable plan for parking on Walkern Road, these proposals make a terrible situation an impossible one.</p> <p>I look forward to hearing from your office in due course, with more information on how you plan to remediate the concerns of residents.</p>
26	<p>Thank you for your letter of 26 January on the above matter. As residents of Haycroft Road, we are happy to see restrictions on corner of Letchmore Road and Haycroft Road and on the corners of Haycroft Road/Ingelheim Court and Haycroft Road/Primrose Hill Road. The other restrictions shown on the map sent to us do not really affect us personally so we cannot comment.</p>
27	<p>With reference to your letter dated 26th January 2023 regarding parking restrictions in Letchmore Road, please may I comment as follows:</p> <p>I have lived on Letchmore Road for .. years and have always been able to park in front of or very near to my house.</p> <p>I am not aware of any accidents occurring on this part of the road in all the years I have lived here. We had traffic calming humps put in a few years ago and a 20 mile an hour speed limit.</p> <p>The only time there is congestion is when parents are dropping off and picking up children from the local schools.</p> <p>If you go ahead with this worrying proposition of putting double yellow lines in front of my house please can you tell me where I am supposed to park?</p> <ol style="list-style-type: none"> 1. The lower part of Letchmore Road is already crowded without the added number of cars in my 'block'. 2. You are also suggesting yellow lines at the top of Walkern Road so those cars will also need parking spaces 3. There is resident parking in Basils Road, Grove Road, Stanmore Road and Albert Street so I can't park there. 4. I assume you expect me to use the car park in Church Lane, this means I will have to pay a daily charge but more alarmingly, I will have to walk home alone from there late at night, the route going past the park. 5. Some of my neighbours are also single women so would have the same worries. One is a on permanent nights, is she expected to have to walk home after a 12 hour shift?

Response no.	Consultation response content
	<p>In a perfect world I wouldn't have a car BUT I have elderly parents who live in Lonsdale Road and I have to transport them to various appointments at least a couple of times a week.</p> <p>Surely, if you have to do some parking restrictions you could start with residents parking.</p> <p>Please can you review your plans, not only for my road but for the Old Town in general.</p>
28	<p>I am writing to express my concerns about the future parking restrictions that are being planned at the top of walkern Road Stevenage.</p> <p>As a resident that lives on walkern road, parking is already very hard in the spring and summer months with people using these spaces when visiting the allotment!.. my concern is if you put new double yellow lines in the proposed areas if will only make parking for the residents extremely stressful as there is inadequate parking as it is!.. to lose these parking spaces would only make for more dangerous parking by others!.. please reconsider these double yellow lines, as having these spaces are very helpful.</p>
29	<p>You are proposing to put double yellow lines outside my house. Having discussed this with neighbours we cannot see any benefit. We already pay for the right to park outside our own homes and now you want to reduce the available parking by two spaces. These cars will be parked elsewhere and will undoubtedly cause a problem somewhere else when as far as we can see no problem exists in this part of Church Lane. We are vigorously opposed to this proposal.</p>
30	<p>Ingelheim Court parking ,we need a disabled parking space outside our flats as most of the time we can't get parking outside flat as cars from Haycroft are put there. Thank you.</p>
31	<p>You proposed solution to the traffic problems originating from Almond Lane school is to put double yellow lines across driveways.</p> <p>Assume your team visited the area at the end of schoolday to see the problems rather than when the school run is not active or just looked at plans.</p> <p>Drivers should already be not parking where these new lines are suggested due to driveways & they already park on the kerbs closer to the junction.</p> <p>With cars parked both sides of the entrance to Trafford there is no way a fire engine would get through, this is a risk to life that these drivers do not seem to understand ('I'm only here 5 minutes'). Without enforcement you are just wasting time & paint as people will continue to sit there with their engines running unless they are moved on.</p> <p>The prior weight of traffic problems have been exacerbated by the drop off zone built into the school in recent years. This is just south of the map provided. This can see a row of cars queuing northbound in the main carriage way past Weston Road & onwards. The southbound may also be blocked with cars trying to turn right & filter into the same drop off area. The school even has someone in a high visibility jacket trying to control the situation. What they need is probably support/visibility from traffic enforcement officers.</p> <p>This queuing forces residents trying to get northbound to Trafford or southbound to Headingly to wait for the school blockage to clear. These queues start before the children are let out & take along time to clear depending on the pace/order of the children exiting. The alternative is to cross into the other side of the road passing multiple cars & hope no-one is coming in the opposite direction.</p>

Response no.	Consultation response content
32	<p>I refer to your recent letter concerning a proposal to introduce new parking restrictions in Letchmore Road.</p> <p>I personally feel these are not required</p> <p>Unfortunately, Letchmore Road suffers from lack of off street parking which is a common problem for many streets in the Old Town. However, residents have to park somewhere and introducing further restrictions simply moves the displaced vehicles to another area.</p> <p>I have lived in Pryor Court for about .. years and, to best of my knowledge, do not believe there has been a serious problem with the parking. Nor have there ever been any serious Road Safety problems. On the contrary the presence of parked vehicles can be a benefit in as much as drivers are forced to reduce their speeds on what is already a 20m.p.h speed limit. It is often the case that the part of Letchmore Road where double parking is occurring virtually restricts the road to a 'one way' system requiring drivers to give way to oncoming traffic.</p> <p>My further concern is in the matter of Traffic Enforcement. It would appear there is only one Traffic Warden on duty and he devotes most of his duties covering the High Street. It is my experience that other areas are seldom visited. In fact, in all these years, only once have I seen a Warden checking parking outside Letchmore Infants school.</p> <p>I feel that, by and large, these proposals are not required and will do nothing to improve Road Safety in the area. Nor will they receive regular enforcement.</p> <p>Therefore, I do not believe the cost of introducing these measures will achieve any great improvement and would not justify the expense.</p>
33	<p>The junction of haycroft road and letchmore road. :- There is no need of double yellow lines at this junction, as people don't park there. Where you have put double yellow lines in other areas of Stevenage you have created chaos , with severe lack of parking spaces and no noticeable change in safety measures than previous layouts.</p> <p>The junction of haycroft road and inglehelm court doesn't need double lines as no one parks there. And you will making work which doesn't need to be done. Wasting money.</p> <p>I really think you need to learn from your mistakes and not compound them as is frequently done.</p> <p>If you really want to cause some parking problems then stop the employees of Austin's funereal directors taking up 1/2 of haycroft roads parking spaces , causing not inconsiderable issues for residents.</p>
34	<p>I have received the letter regarding parking at the top end of Sish Lane.</p> <p>The proposal to put double yellow lines outside properties 175 to 185 Sish Lane. I requested a disabled bay, non-enforceable, outside our home on Sish Lane, when resurfacing took place last year. Unfortunately, I have to go through the request process.</p> <p>I am formally requesting an enforceable disabled parking bay outside</p> <p>Parking here is terrible, we have vehicles that the owners/drivers don't even live in Sish Lane, one lives in the flats in Grace Way, behind No. 236, we've seen the driver enter flats on numerous occasions.</p> <p>There are 3.5 tonne builders vans parked in the parking bay opposite 179/181, and on the section that is marked for double yellow line at the side of no. 1 Broadview.</p>
35	<p>I had emailed last week as I saw a notice on a lamp post outside my home but could find anywhere that told me how it would effect us.</p> <p>I completely agree with the proposals with the double yellow lines but it would cause even more of a problem with parking. Not only do the streets</p>

Response no.	Consultation response content
	<p>residents park here but so do other residents from neighbouring streets, which obviously causes more of a headache for Barclay Crescent residents because we frequently can't park in our own street.</p> <p>I have a disabled, we have a car on motability but I haven't needed a blue badge for him for a number of years as I try and go out when he's out with his group, im now obviously going to have to apply for one again so we can get a disabled space put out front of our home, Between numbers 1 and 15 we actually have 3 () with disabilities, all of us are intitled to blue badges, although one doesn't drive at present. So 2 disabled households which will find it even more of a problem to park anywhere near their homes, we also have 2 drives in our street for houses that their addresses are Sish Lane so loose out on these spaces also, one of these house has at least 3 cars and a van which park on the corner of Barclay/Sish Lane where the yellow lines will be, so more parking further in Barclay Crescent,</p>
36	<p>I am writing in response to your letter dated 26 th January 2023.</p> <p>While we are in agreement that yellow lines would help in force illegal parking, there are some areas that seem unnecessary and would adversely effect residents.</p> <p>The main problem does occur during term time with parents parking where ever and leaving engines running while waiting to pick up their children. This not only creates congestion but as a huge impact on our air quality which is of grave concern.</p> <p>Looking at the overall Old Town proposals and the introduction of resident parking in some areas it does seem that the push in the Old Town is to charge all for parking, while other areas of town are left without charges.</p> <p>I think there are proposals to charge for all parking around the High Street, this is unacceptable and would adversely effect residents.</p> <p>The area of most concern for us is the double yellow lines from the top of Letchmore Road from 140. To 146. If the restriction is applied outside these properties then as residents we would have no parking. I as stated above we do see the need for the restrictions on the corners but do not see that parking outside our properties is in any way illegal or causing obstruction.</p> <p>I would hope that this is not a tool to introduce resident parking for revenue purposes.</p> <p>Thank you for taking the time to read our concerns and we very much look forward to your response.</p>
37	<p>Thank you for the above letter. I would welcome the introduction of the double yellow lines where indicated. Due to the introduction of permit parking elsewhere in the old town parking in Haycroft a Road has become more of an issue. I see at least 10 or 11 cars parking at my end of the road who work either at Austin's or in the old town which can be frustrating at times. I would therefore welcome the recanvassing of the residents to introduce parking permits.</p>
38	<p>As a resident on Alleyns Road in Stevenage Old Town I am against the proposals to include double yellow lines at the junctions as this would further reduce the already limited amount of parking available.</p> <p>In addition, using a road mirror to see coming traffic at the junction of Hellards road with Alleyns Road to aid with blind spots would be a better installation than double yellow lines, as we would maintain space for parking and still have a safe junction.</p>
39	<p>I would like to give feedback on the recent parking study of Stevenage Old Town, and the proposed parking restrictions being recommended. I would like to register my objection to the proposals as they currently stand. As a resident that suffers from the often-chaotic parking situation particularly at</p>

Response no.	Consultation response content
	<p>school start and finish times, I am interested in any solutions. However, some of the proposed restrictions which are not at tee junctions look like parking restrictions, not a solution for safety concerns. It's hard to argue against the restrictions on corners of junctions which I believe makes sense, but some of the proposed double yellow lines are where people regularly park because there is nowhere else to park. What in these proposals addresses the problem of accommodating enough space for residents' cars parking? Letchmore School has a large green and pavement in the front adjacent to the road. Why can't this area be used for parking? The area isn't used for anything else other than the odd dog walker letting their dog on it. The space could be more beneficial to residence and school users as parking. Like it or not, many parents take their children to school in cars, many I suspect because they will be driving to work once, they drop the children off at school. One other solution is to ban commercial vehicles from parking overnight in residential areas where parking is at a premium. Then there would be many more parking spaces left which would mean people are less likely to park dangerously. Another proposal that I read about a couple of years ago was to introduce some one-way streets in the old town which would greatly help parking. Some or all of those ideas would probably reduce the need for a lot of these proposed parking restrictions.</p> <p>I hope you find these suggestions helpful.</p>
40	<p>I write with reference to your letter of 26th January and the proposed parking restrictions in Orchard Road/Crescent. As a long-term resident of Orchard Road, parking has become increasingly difficult over the past few years, especially during the week when employees from several businesses at the far end of the road (namely NTM and Conamar) park their vehicles in the road, preventing residents from parking near their homes. My concern, should these parking restrictions be implemented, is even less spaces will be available for residents. A number of the employees previously referred to park where the restrictions are being considered and, unless some sort of resident's parking permit is introduced or there is a stipulation that employees of businesses in the road must park on their company premises, the situation will be compounded. There have been a number of instances over the years whereby cars are either left abandoned in the road for weeks on end or left until a car part can be found before repair. Similarly, one employee parks a pick-up truck during the week which can cause access issues for large vehicles.</p>
41	<p>Good afternoon,</p> <p>I would like to respond to your letter outlining the proposed alteration of residents parking in Church Lane, re double yellow lines. I have lived in Church Lane for over .. years and at no time have we or other residents experienced any issues leaving or entering Church Lane/Walkern Road. We feel this is a completely unnecessary alteration to our small lane where parking is very limited and it would adversely affect the parking arrangements of the residents, some of whom already have to park elsewhere in the old town.</p> <p>I and my neighbours would greatly appreciate a visit from someone in your department to discuss this very troubling issue as soon as possible. As neighbours we greatly respect each other's parking in our small community and have managed with good grace over the years to respect each other's parking- please take time to communicate personally with us to resolve and stop this unnecessary alteration.</p> <p>I am happy to talk with you via telephone but really feel a personal visit is necessary-I look forward to hearing you as soon as possible.</p>

Response no.	Consultation response content
42	<p>We have received the letter regarding SBC's parking study.</p> <p>We have looked at the proposal for double yellow lines at the bend at no; 10 Essex Road and we have to say we do agree with this decision, there is just one thing I would like to bring to your attention is that the 'Old Town' has Primrose Yellow paint as it's colour and the thickness is 2"/ 50mm. Also, where the lines will go there is also original cobbled stones down this section of the road coming up from Julian's road and we would be obliged if we could retain these as they have done at the bottom of the road.</p>
43	<p>First of all many thanks for sending me the proposed parking restrictions for these areas.</p> <p>The following points may be relevant .</p> <p>The proposed double yellow parking lines would improve movement through the area. This would speed up the traffic flow.</p> <p>Currently, to the best of my knowledge, there are very few traffic accidents round here. I only know of one and I've lived here .. years. The people who drive in the area are aware of the problems and adjust their speed accordingly. In order to have yellow line restricted parking, there would be a consequent need for parking elsewhere. Has there been any discussion as to where this might be achieved. The recent new parking bays in Langthorne Avenue are brilliant. Could the same be adopted in Barclay Crescent where the plans show yellow lines. There is already a footpath around that area.</p> <p>The law of unintended consequences is bound to happen. If cars cannot park in the road then they will use the verges making it even more problematic. A lot of houses now have off street parking, a consequence of this is that there is less on road parking.</p> <p>Personally, I believe that until more parking areas are made available, it would be unwise to change the status quo.</p> <p>As I have already said, parking in this area may not be brilliant, but because of the common sense of the drivers, it doesn't seem to be dangerous.</p>
45	<p>As residents of Pryor Court (off of Letchmore Road) we would broadly support the proposal for double yellow lines at the junctions of the various roads in this area as cars parked right on the junction of our road make visibility when exiting our cul de sac difficult at times.</p>
46	<p>As a resident of Pryor Court I agree with the need to address unsafe parking in adjacent Streets, I feel the proposed plan will result in more parking in Pryor Court. Which is concern has current levels of parking has caused inconvenience to the residents of the Court.</p>
47	<p>Regarding the proposed double yellow lines for Pound Avenue & Pike End.</p> <p>1: Pound Avenue. One of the biggest problems is Garage at the bottom of Pound Avenue, with unsafe parking. Cars are constantly parked half on the pavement & half on the road, on either side, causing traffic bottlenecks, even though there are double yellow lines on the road. It blocks the path for pedestrians, mobility scooter users & people pushing buggies.</p> <p>2: Pike End. It would be beneficial to extend the double yellow lines across the raised part of the road. Cars park on the raised road & blocks access from one side to another.</p> <p>Access is not always possible for refuse & delivery vehicles. if a large vehicle is parked on the raised road, it restricts turning access coming off Pound Avenue, this has happened in the past & the council has had to send a smaller lorry to collect refuse & recycling. On more than one occasion, I have had orders returned back to base, as the lorry, was unable access Pike End. My main concern is that if a fire engine was</p>

Response no.	Consultation response content
	required, there would not be sufficient room, for it to pass.
48	<p>I have read the parking survey and proposed changes.</p> <p>I made this suggestion before about creating parking bays similar to the ones in Greydells road by cutting into the grass hill verge between 16-20 Barclay crescent.</p>
49	<p>Mr xxx cannot write so he confirmed his support for the proposed restrictions via telephone. Motorists parking their vehicles in the disabled bay in Ingelheim Court without displaying a valid blue badge are causing significant difficulties to Mr Day and other disabled residents. Also, vehicles obstructing access to parking bays are causing significant disruption.</p>
50	<p>With regard to the suggestions of double lines in Orchard Road and the start of Orchard Crescent. However we do have deep concerns as to the dangers of not continuing the double lines through to the whole of Orchard Crescent. This system would then encourage people to park further down Orchard Crescent which due to the nature of the road would mean parking on bends thus blocking oncoming traffic from view. There is already a problem with speeding motorists and this would become a very concerning situation. Also vehicles do have a tendency to park half on and half off roads which again would be dangerous for pedestrians with prams, wheelchairs etc. Orchard Crescent has ample off road facilities and are fully used by the residents. We therefore welcome your suggestions but do feel very strongly that it is essential to install the double lines through all of Orchard Crescent for the safety of everyone concerned.</p>
51	<p>I am writing due to the proposed changes to parking rules on the corner of Orchard road and Orchard crescent.</p> <p>I live on Orchard Road and never experience any problems here. Everyone always parks considerably and there are never any access issues. As this is on the corner it doesn't affect access to any houses either.</p> <p>I believe that making changes to these parking rules will cause a much bigger issue as the overflow of cars will instead be parking on my end of orchard road and will cause problems getting in and out of the drive to the houses there.</p> <p>The bigger problem on this road are the garages at the other end of orchard road taking up a large part of the available spaces for residents.</p> <p>Please reconsider these changes as it will make our day to day, and most other residents on this road, much more difficult.</p>
52	<p>I am a resident in Barclay Crescent, I fully support the parking proposals for my road they are long overdue, my only concern is that vehicles will now be parked on the grass verges as is the case sometimes now, making them look like a ploughed field in some areas.</p> <p>Added to this we have quite a number of young children in the road, and I fear an accident could happen if a child walked out from a vehicle parked on the verge.</p>
55	<p>Thank you very much for following up on this so promptly, that is appreciated. I'm in favour of most of the proposed double yellow line restrictions in the bowling green as it will stop people parking on the verge and causing an obstruction in the turning area.</p> <p>However, in the remaining sections can we have additional restrictions to residents parking anytime/all others 2 hours maximum stay. (I have marked green below).</p> <p>The reason for this is that the North End High Street /Bowling Green is not a through road and predominantly serves the dwellings along that</p>

Response no.	Consultation response content
	<p>section and visitors to the businesses there, i.e., the pizza take way, the solicitors, hairdressers, and florist as well as visitors to Springfield House community centre who are more likely to be less abled. I have noticed (and a traffic survey will probably reveal) that 80% of the parked cars in that section on weekdays are parked all day by people who work in the area, i.e. the accountancy firm at No's 18-20 (employing 8 people) along with the solicitors, hairdressers and other old town employees who work close to the Bowling Green.</p> <p>The problem is, if you introduce the double yellow lines without the associated additional restrictions I have suggested, the cars currently parking in the turning area and verge will just park earlier all day on the remaining non restricted section taking away the residents parking and leaving no spaces for the transient and very important visitors to the pop in businesses, Florist and hairdresser etc.</p> <p>This consequence of the double yellows would have a significant detrimental impact on the businesses in this section as their customers won't have anywhere to park. With a resident only permit/ 2 hour parking only restriction in place this would push the all-day car parkers into the long stay car parks in Primett road for example, which they are designed to accommodate, making it easier for the visitors who are going to visit the businesses to park and go and for residents to park outside their homes.</p> <p>The proposed double yellow lines I have marked in green at the very North, if included in the resi parking/2 hours restriction would be used by the residents only and their visitors as it is not a through road and it will still be wide enough to accommodate emergency vehicles if only one (East) side was double lines rather than both sides as you have proposed.</p> <p>As I mentioned I am considerably impacted by any proposals affecting this section of the above mentioned hairdressers shop at 14-16 High Street and also the residential properties: 14a, 16A, 16B, 16C and 16D High Street all along the marked green section on the Bowling Green and my elderly parents live on</p>
56	<p>My and I reside on Essex Road and welcome the suggested parking restriction on the right angled corner.</p> <p>May we request however that this is extended to the other side of the road along the boundary of no. 23 because large vehicles including the council refuse and recycling vehicles have difficulty getting around the corner if cars are parked by no. 23's wall. Indeed we have witnessed the Council lorries having to abandon their round and come back later or the next day in the hope that they can then access the rest of the road to complete their round.</p> <p>However much yellow lining is carried out it will be of no benefit unless the mobile Civil Enforcement Officers carry out regular checks.</p>
57	<p>I see there are proposals for double yellow lines on the corner of Alleyne's road From the junction of Letchmore rd and up to no 1 Alleyne's rd.</p> <p>I understand that vehicles parked on the pavement is probably the issue. I would suggest that there would be plenty of space if a part pavement / part road parking bay / lines instead of Double yellow lines were implemented, this and the maintenance of adjacent hedge would be a better solution.</p> <p>Especially as there is less parking on our rd. since the implementation of restrictions elsewhere. People who don't live on the road are parking in the street and walking to town.</p>

Response no.	Consultation response content
58	<p>I write in response to the proposed restrictions to Walkern Road by the junction of Almonds Lane.</p> <p>I can say we are very much in agreement with the addition of double yellow lines which are suggested for the junction of Walkern Road and Almonds Lane and outside of the driveway of 126-132. We have requested this over many years due to the incredibly dangerous nature of exiting from this driveway with little to no visibility due to parked cars/vans. I would however question the need to remove all parking from the junction until after the driveway. Perhaps this could be amended to cover the junction with Almonds Lane to the allotment entrance and then have double yellows again outside either side of the driveway exit providing adequate distance for a safer exit and it makes parking here enforceable? Doing this would allow for a couple of additional parking spaces and prevent people deciding to park on the other side of the road where the double yellows end earlier instead.</p> <p>Is there anyway of restricting the number of large work vans which are always parked on the road which are the main cause of congestion and visibility issues? Otherwise, we are in full agreement with the plans.</p>
59	<p>I received your letter for the project i would like to give My view on the proposed project.</p> <p>I live on Walkern road which is near the allotments And almond Lane cemetery, i don't agree with the double Yellow lines on Walkern road/almonds lane as i can never get parked outside My house and i sometimes have to park All the way down where the double Yellow possibly could be going, also where would everyone else park that live on Walkern road as we All park along there And it's hard to get a space as It is.</p>
60	<p>I own a property in Stevenage High Street. The property doesn't have off-road parking. This was known to me when I bought the property over .. years ago and I understand that parking isn't an 'automatic' right. Nonetheless, as a working young professional I have needed a car to travel to work (offices in Milton Keynes and Cambridge) and unfortunately, I am part of the population that cannot travel to work via public transport due to location, equipment required and start/end times.</p> <p>When I first moved into the property, I would park either in the unrestricted 3-4 space lay-by to the front of the property, on the opposite side of the High Street outside Springfield House, on Walkern Road or on The Grange road I have no issue with parking and walking a few minutes home.</p> <p>However, since I have had the property, the parking on Walkern Road become restricted. I cannot leave my vehicle if I am working from home/day off etc.</p> <p>In addition, The Grange has also been changed from unrestricted to now having double yellow lines. I therefore cannot leave my vehicle there anymore either. (I responded at the time of the consultation for The Grange changes, but I received no reply to the statements I raised.)</p> <p>There are very few options left to park my vehicle as the part of the High Street outside Springfield House is taken up workers in the nearby businesses. The lay-by outside is used by dog walkers (for The Avenue park/route), customers to the bar/restaurant a few doors down, customers to the larger local businesses on the High Street and my neighbours.</p> <p>Should these current proposals take place, there will be no parking available for the properties at the North end of High Street who do not have off-road parking.</p> <p>Should any further restrictions take place? Please can I suggest an alternative? Please can you offer Permit Parking to myself and my</p>

Response no.	Consultation response content
	<p>neighbours in the layby (and better still, some line marking for the 3-4 spaces).</p> <p>I am happy to pay for a permit to park. I have no doubt there are issues which the Council want to address but displacing homeowners' ability to park their vehicle (and in turn be able to go to work) means you will lose the faith of hard working local residents in the local council's ability to do right by their residents. I am happy to discuss in more details if you require and/or provide additional feedback about the type of impact these parking restrictions will have.</p>
61	<p>Thank you for your mail on the above-referenced proposals for parking restrictions in my neighbourhood.</p> <p>While I entirely agree that something needs to be done, I have a couple of comments for your consideration:</p> <p>1 - The proposed double-yellow restrictions on the junction with Barclay Crescent and Haycroft Road (East side of Barclay Crescent by No.52) seem a bit excessive. The visibility on that junction is quite good due to the slope of the road and the relatively wide radius of the corner, and you could probably shorten them from the proposed 18 metres and free up at least 1 car's worth of space.</p> <p>2 - There is an unwritten 'gentleman's agreement' among residents regarding parking on the Haycroft Road spur that runs from Barclay Crescent up to the footpath to Grace Way: the North side of the road (odd numbers) is for parking, while the South side (in front of 160 Haycroft Road and 52 Barclay Crescent) is kept clear. However, periodically you get the odd idiot who decides to park on the South side and mess everything up. As someone who has been inconvenienced by this, I would like to suggest that you extend the double-yellow lines along the South side of Haycroft Road as far as the turning circle, thereby ensuring this stretch of road is kept clear.</p> <p>Please see attached scan: I have hand-amended the map you sent out to illustrate my points.</p> <p>If you would like to discuss this further, please do not hesitate to contact me at this address or in writing to the address below.</p>
62	<p>Thank you for your recent letter asking for comments on parking proposals for Orchard Road You are indeed correct when you say that there are existing parking issues! Your map did not show the entrances to Nos9 to 13, which are very narrow, to the extent that resident access is totally restricted if anybody parks directly opposite them. this happens to me on a regular basis (two or three times per week). .I have previously written to the council, and sent photo evidence as requested concerning this issue. The Cul de sac at the end of Orchard Road is used as a car park for staff working in the garages and units to the north end of the road, and also staff working in the Old Town shops and offices. Vehicles awaiting repair by the garages are also parked there. A newer issue is that parents are using the cul de sac as a pupil pick-up point for the school run now that they have been restricted nearer to Alleyn's .The solution to our access problems is relatively easy. If the double yellow line is extended on the east side (in front of no.9)as far as the cycle track. This would solve all residential access problems and stop double parking, which blocks access for emergency vehicles. (your own cycleway maintenance vehicles have not been able to get through on occasions) I do hope you will seriously consider this proposal and help fix a long-standing problem. You would certainly make a number of residents very happy!</p>

Response no.	Consultation response content
63	<p>We have recently received your letter regarding potential restrictions being placed in the old town area of Stevenage.</p> <p>We live on Weston Road. We would like to firstly start by saying thank you. Parking and driving safely round our street has been an issue for some time now, so we feel the proposed plan will help with that.</p> <p>We know you cannot control how fast people drive up and down our road, but this is an issue. We have a and we worry about ... safety when people speed up and down the road.</p> <p>We feel that by potentially extending the proposed double yellow lines to go across the opposite side of our driveway will assist in us being able to get off our drive more safely. It is difficult for us to get off our driveway safely at the best of times, but it would definitely help if someone wasn't parked on the opposite side of the road in terms of safety.</p> <p>Also, in terms of the top of the road (Almonds Lane entrance) it would be of benefit to have the lines both sides of the top of the road not just one, as someone will park on the other side of the road and come round the corner and smash into the car as you can't see round the bend, especially when it's dark, as people don't realise the road bends in/ round slightly.</p> <p>Many thanks for your time,</p>
64	<p>This email was provided to show views on this matter. For this many roads to be affected is a disgrace, the old town is insanely full and packed as is and to restrict parking for individuals is just asking for complaints. Roads such as haycroft road (whom I use very often) are essential for parking. The drives in the area of old town are not big enough for more than one car and, firstly, multiple families in these areas will have this. Secondly, this restricts for individuals to see family members, friends etc. for example in my boyfriends household his grandma will have no where else to park freely other than if it were in the old town areas. This is a terrible idea and will simply cause more issues that solution for residents and the people using the old town and visiting families.</p>
65	<p>Further to your consultation letter of 26th January, I am very much in favour of the proposal to add yellow lines. As a resident on Letchmore Road, at the junction with Hellards Road, I witness on a daily basis the problems that parents dropping off and picking children from Letchmore School can have. There is a blatant disregard for the impact the parking has, so close to the junction which makes it extremely difficult for vehicles to turn, particularly those heading down Hellards Road towards Letchmore Road and turning left towards the school. I often see larger vehicles unable to turn at the first attempt, then having to reverse up Hellards to improve their angle to drive down Letchmore Road.</p> <p>The parking causes major blockages on a weekly basis, with cars at gridlock and unable to continue either way up or down Letchmore Road or to turn up Hellards Road, due to the volume of cars and the issues parking causes.</p> <p>On a personal level, we have had our parked car damaged on 3 occasions with cars hitting ours at the junction of Hellards Road, twice the drivers failed to stop and report it and both were residents of the old town.</p> <p>So I look forward to seeing yellow lines that will improve the parking and traffic flow in our area.</p>
66	<p>I am writing in relation to the proposed parking restrictions in Essex Road, Stevenage.</p> <p>In my view these restrictions do not go far enough to address the parking issues in Essex Road. In fact I never see an issue with parking around the junction that yellow lines are being considered.</p> <p>I live at the beginning of the road near to the junction with Julians Road.</p>

Response no.	Consultation response content
	<p>The parking in this area is at times horrendous, we frequently have to park elsewhere due to people parking in front of our house, in the main these are people who are not resident in the road. I have found the most of the vehicles belong to those working in nearby care homes on Julians Road, work units on the Orchard Road Industrial Estate, visitors to houses on Julians Road where parking is restricted by yellow lines or those working in the High Street. The latter started to use the road when parking restrictions were introduced in roads on the other side of the High Street such as Basils Road.</p> <p>We have .. small children and having to constantly park far from the house often with shopping is a constant issue. We do not have the option of putting a driveway in and so on street parking is our only option. I would welcome residents parking permits being introduced on Essex Road to alleviate this problem and would ask the council to consider this option.</p>
67	<p>I write to you in reply to you letter dated 26th January 2023 with regard to parking in my residential area, Pound Avenue, Primrose Hill Rd etc.</p> <p>I wholeheartedly disagree with your proposals for additional double yellow lines to be installed in the areas marked on you drawing TPE/22-8/03/04.</p> <p>As a resident of Primrose Hill Rd and parents of Hammond Close we do not see any of the 'parking issues' you mention. The vast majority of the local householders park sensibly, courteously and with consideration for their fellow neighbours. My view is that further restrictions would only upset this.</p> <p>I speak of 'further' restrictions as some years ago additional entrances were formed on both Primrose Hill Rd and Pound Avenue to Fairlands School, which in turn removed approximately 8-10 kerbside spaces. Should you were to map out the current restrictions I am sure you would see there are plenty.</p> <p>If your survey was carried out during the school run timings I can see the point, however I feel the residents would suffer again for the sake of Fairlands School.</p> <p>My suggestion is to enforce the current restrictions during these times further.</p>
68	<p>Although I write this about the changes in Weston Road ,I'm sure this can be applied to ALL changes in the old town.</p> <p>Yet again changes are proposed WITHOUT actually addressing the problem (if any).</p> <p>The problem is a lack of parking spaces and YOU propose to solve the problem by taking away any space that might be used for that purpose. It certainly seems there was not much of a problem until the council got involved in this process.</p> <p>Instead of coming up with ideas for parking YOU come up with draconian measures that will push the problem somewhere else. i.e. To the residents of the road who DID NOT have a problem with the parking.</p> <p>These people will still need places to park and will park where they will, perhaps in front of the many driveways in the street but of course it's no longer YOUR problem. These proposals are ABSOLUTE BULLSHIT. It's about time we had people in local government who CAN do the job because you lot clearly can't.</p>
69	<p>The junction between Greydells Road and Sish Lane. Cars are parked on Sish Lane directly opposite Greydells Road, which is not allowed in the highway code, and causes difficulty when either turning into Greydells or into Sish Lane. As stated in the report, parking on the grass areas causes damage and restricts movement on the pathways. There is a sign on the lamp posts stating no parking £20 fine.</p> <p>Regards</p>

Response no.	Consultation response content
70	<p>I am writing to you regarding the proposed waiting restrictions for Alleyns Road. As a resident of Alleyns Road you are probably aware that the parking is at its best a nightmare due to the amount of vehicles, limited drive ways and the width of the road. Therefore, if we lose more parking spaces where will people park their vehicles? And within a close proximity to their house? Surely there has to be a better idea than this....maybe make it and Haycroft road one way?</p>
71	<p>Thank you for your letter (ref: TPE/03/22-8/F) dated 26 January 2023, regarding the proposed double yellow lines on Alleyns Road and nearby roads.</p> <p>I am fully in support of these proposals due to the danger that is posed to pedestrians by vehicles parking in these areas. I am pleased to see the Council being proactive in ensuring the safety of its residents in this way. Many thanks for your work and time.</p>
72	<p>I am replying to your letter regarding parking in the old town.</p> <p>Putting double yellow lines just at the junctions of the road in Headingley close will not ease the problems caused by Almomd hill school traffic . By adding these at the junction it will just make people park further into the close causing more disruption to the residents trying to get to their homes.</p> <p>The other week I arrived to take my elderly mother to a medical appointment just before the school finished, it was absolutely chaos. Because the gates to the drop off area do not open early enough you get a line of traffic queuing towards the school, on double yellow lines and in some cases across junctions! This effectively blocks the left hand side so I had to drive towards oncoming traffic to reach Headingley close. Having picked up my mother and going back out, turning left out of Headingley we then had traffic driving towards us on the wrong side of the road for the same reason.</p> <p>I contacted the headmistress and her response was they can't open the gates earlier and they can't open up the other car park due to child safety, she suggested I contact the police or council!</p> <p>I appreciate the school have a duty of care to the children but there should also be a duty of care to the community including some older residents in the area. May I suggest you come and view the chaos that ensues from about 2.45 onwards and then think of a better way to improve this before someone gets hurt. That said I assume there is as much Chaos each morning</p>
73	<p>I am writing in response to letter dated 26th January regarding traffic/parking issues close to our property. Whilst I think having the double yellow lines at the road junctions may help this would only work if it was monitored by the traffic wardens. The mothers waiting to pick up children arrive at our houses 15/20 mins beforehand to get a parking space and sometimes it is difficult to get in and out of our drive at these times due to these extra parking activities.</p> <p>One bus driver reversed into my car causing damage, again due to the parents' cars and their 'hectic' parking around 3pm.</p> <p>Travelling eastwards up Pound Avenue towards Primrose Hill Road I would suggest the double line to be extended to where the first parking space is as cars waiting to come the other way end up stopping on the bend and making it difficult to drive round to access Haycroft Road. I had a horrible experience where driving past the parked cars a driver, on the wrong side of the road, decided to drive to my left along the pavement. I got in touch with the police and was passed from pillar to post and eventually had to give up. The danger of this when small children are coming out of Fairlands is frankly horrendous.</p> <p>I would be interested to know if any Fairlands research has been done to</p>

Response no.	Consultation response content
	<p>see if any of the parents could leave the car at home? At this time, I do not believe any commuters are using my part of the road for parking.</p>
74	<p>I'm writing to you in response to your recent letter regarding the proposed parking restrictions in my road. I live on Sish Lane and can honestly tell you that these proposed double yellow lines will only cause parking to get worse. There are extremely limited spaces as it is and adding double yellow lines will cause severe problems. We get people park outside our homes for days at a time and proceed to get out of their vehicles and walk to houses in different roads nearby. This causes us sometimes to not even be able to park near our houses.</p> <p>We have a out the front which if removed, both us and our neighbours could all have driveways built. Which would help with parking issues massively and make it a lot safer for our children. This would also remove our cars from being parked out in the road.</p>
75	<p>Thank you for your letter and the opportunity to comment on the proposals for double yellow lines in Old Town.</p> <p>I strongly support the proposals, particularly those at either end of Alleyns Road. The current situation with parking on these corners is extremely dangerous and it is only a matter of time before someone is seriously injured.</p> <p>I hope the proposals go ahead.</p>
76	<p>Following receipt of the plans for the 'proposed double yellow lines' to be placed on the High Street adjacent to the Bowling Green Dental Surgery, I wish to make the following comments/suggestions. In the road outside of 26-28 High street (as marked on picture below) you have currently proposed an extension of the planned double yellow lines.</p> <p>I would like it brought to your attention and ask you to take into consideration that rather than the extension of the double yellow lines into the 'dead end', I would ask you to assign this as 'Doctor parking', as often myself or a patient needs to attend the surgery on an urgent basis.</p> <p>Furthermore, I have a large patient base that are elderly and have a need to park close to the surgery entrance in order to safely and easily gain access for their care Parking in this area does not interfere with traffic flow nor does it cause a hindrance to passers-by on foot or any other mode of transport.</p> <p>Failing this, might I ask that the yellow lines NOT be extended to the marked area below outside xx/xx High Street in order to facilitate additional parking on the street</p>
77	<p>I refer to the letter dated 26/02/23.</p> <ol style="list-style-type: none"> 1. I am a resident in Orchard Road and have been for .. years 2. I own a motor vehicle 3. I have off road parking facilities 4. I had permission to have a white H-bar at the entrance of my driveway 5. On occasions when family/friends/ trades visit my address I park on a convenient road space (if available) to allow parking on my driveway <p>As for the general parking in Orchard Road , I concur that double yellow lines are a genuine necessity at the junction with Orchard Crescent as parked vehicles at this point do cause a visual obstruction for drivers from both directions ; on numerous occasions large vans but more recently large lorries have had to reverse away from the blind bend and back in Orchard Road because vehicles from Orchard Crescent arrive at that</p>

Response no.	Consultation response content
	<p>particular bend with no visual of the oncoming vehicles from Orchard Road who also reach that bend at the same respective moment.</p> <p>It should also be mentioned that the white (centre of road) lines are very faint and serve little purpose as to road safety particularly when leaving Orchard Crescent intending to turn into Orchard Road and because of the parked vans/ cars at this point vehicles from the Orchard Crescent direction driving on the right to be able to negotiate the bend.</p> <p>In general, the parking in Orchard Road has always been a convenient parking area for trade vehicles from the commercial trade units nearby. But more recently some of these trade vehicles have become larger and more obstructive in particular a breakdown van with a ramp which when not in use is in the lowered position and on many occasions when parked on the bend opposite Orchard Crescent, because of the length of the vehicle and bend in question, is unable to straighten up meaning that the two lower ramps protrude onto part of the footpath , and is a genuine potential danger especially for mother and wheelchairs using the footpath at that location.</p> <p>Parking for delivery vans and trades carrying out works in Orchard Road often have no alternative but to park on the East side of Orchard Road because the west side has all parking spaces occupied, in addition on numerous occasions that large lorries also delivering to the trade premises in Orchard Road, consequently they cause hold ups because there is no room to proceed until a van or lorry moves. It should also be noted that the 'right of way' at the Orchard Road junction with the Orchard Enterprise Centre for vehicles leaving or entering the enterprise centre also prevents a danger as at the end of Orchard Road is also on a severe bend, the white lines are virtually non- existent. This end of Orchard Road needs attention making it mandatory supported by clear signage with appropriate road markings as to who has the right of way.</p> <p>As a resident of many years, I can state that Orchard Road is the most congested street, the downside is having to put up with an unkempt street, certainly it's the worst street in the Old Town Ward when it comes to street cleaning making it impossible for any cleaning of the gullies to take place mainly on the western side.</p> <p>As a driver I would agree to parking restrictions that allow residents who don't have private parking, but after certain hours upon return they are frequently prevented from parking close to their homes by commercial vehicles until they move, but often vehicles not belonging to residents are left over night.</p> <p>As for daytime parking by the trade personnel arriving for work in the nearby business premises in Orchard Road itself (who do have parking spaces within the confines of their own businesses, but I note that those areas are often taken up by customers vehicles) so clearly there is an arrive early culture by personnel and from one business alone is accounts for a breakdown lorry, a large van and three cars, and this is plus other workers who work close by. Collectively they do not leave any space during the daytime to accommodate genuine parking needs for deliveries or work being carried out at addresses in Orchard Road.</p> <p>In conclusion parking in Orchard Road has over the years always been a problem but notably over the past two years has become a serious visual obstruction issues when leaving your home whether driving or as a pedestrian wanting to cross the street which in the main is because of the parked large vans.</p> <p>The street is not big enough to accommodate daytime parking and the needs of deliveries or maintenance work.</p> <p>I sincerely encourage your department to Give Orchard Road meaningful attention to the issues I have raised.</p>

Response no.	Consultation response content
78	<p>I was very concerned to receive the proposals for the increased yellow lines to be put into Pound Avenue. This is only going to make residents' parking more difficult for the properties which do not have a driveway or dedicated parking space and the wishes of the residents affected have not been taken into account. Pound Avenue garage parks cars on Pound Avenue, Pike End and Hammond Close making it very difficult for us to park. As I stated in my earlier email, I understand that this is a public highway, but please can you take into account the wishes of the tenants affected.</p>
79	<p>I am in receipt of your letter dated 26 January 2023 regarding proposals to put further parking restrictions in Pound Avenue, Stevenage Old Town in the form of double yellow lines.</p> <p>I cannot see how these restrictions will ease the parking problems or make the junctions safer when parking enforcement officers do not currently ticket illegally parked vehicles in the area. In particular, the end of Pound Avenue at the junction with Letchmore Road. This is a very busy junction with Pound Avenue Garage on the corner. The area in front of the garage and opposite has double yellow lines. The garage owners/employees consistently park cars half on/half off the pavement on those double yellow lines day in day out, six days a week. Sometimes up to 6 cars are parked there illegally making it impossible for pedestrians to use the pavement and therefore having to walk in the road putting their lives in danger at this busy junction. To add insult to injury they have also taken to parking cars fully on the pavement opposite the garage meaning that there is no available pavement on either side of the road on which pedestrians can walk.</p> <p>Fairlands primary and nursery school is in Pound Avenue so at school times there are many parents with young children and babies in prams trying to navigate around these illegally parked vehicles, having to walk in the road, in order to take their children to school. My main issue being that parking services are allowing these vehicles to park illegally without penalty. I have complained to Parking Services who say they are aware of the problem and they will pass my concerns to their supervisor. I have lived here for years and this has been the situation since I moved to Pound Avenue. I have spoken to individual enforcement officers to point out the illegally parked vehicles and their response has been, amongst others, "well they just move the vehicles when they see us" or "it's a game of cat and mouse". Not good enough.</p> <p>The garage also put there vehicles, legally, in the parts of Pound Avenue that do not have restrictions. Which although they are within the law to do so, limits the parking available for residents of the road who do not have driveways. Adding more restrictions will just make it harder for those residents to park near their homes.</p> <p>I have no objection to the council trying to make the road safer and also make provisions for disabled drivers but what I do have an issue with is people who park illegally and get away with it whilst endangering life and inconveniencing other road users. If the law is not being enforced currently then why add more restrictions?</p> <p>If Pound Avenue Garage continues, as I'm sure they will, to clog up the pavements with vehicles and parking services continue to ignore it, then I will be contacting the local MP to intervene. You say you want to ease parking issues then maybe a starting point would be to ensure that parking services do their job. It will only be a matter of time before someone is injured or worse because of having to walk in the road.</p>
80	<p>Regarding your recent letter about parking in Green Street. It was received with delight as for quite a while now the parking for residents is proving difficult on many occasions.</p> <p>It seems that non-residents park in the street making it difficult for the</p>

Response no.	Consultation response content
	<p>people that actually live here. Some residents have more than one vehicle, which is fine so long as they live here.</p> <p>It will become even more difficult in the future if the proposed plans go ahead. Perhaps issuing permits would solve the problem.</p>
81	<p>Thank you for the information regarding the proposed double yellow lines on Hellards Rd and corners of nearby roads.</p> <p>Your proposals will affect us, so we would like to offer the following comments: Restricting parking on Hellards Rd and at the corners of Whitesmead Rd, Letchmore Rd and Alleynes Rd would make it considerably safer; at school start and finish times those areas are very dangerous, so we are in favour of your proposals. However, we are concerned that our driveway may be blocked if not clearly marked. We park our car in our garage and need to get out at various times of the day.</p> <p>Another concern is that, if the road is clearer, cars may drive more quickly. We would welcome the extension of the 20 mph restriction to Hellards Rd or possibly a speed bump at the junction of Whitesmead Rd and Hellards Rd where many families cross on their way to the park or school.</p> <p>Thank you for your consultation. We appreciate the work done to maintain safe traffic in an increasingly crowded area.</p>
82	<p>With respect to the recent proposals for parking restrictions in Stevenage, I would like to air my comments.</p> <p>As a resident of Pryor Court, I am in agreement with the proposal for double yellow lines on Letchmore Road, an especially on the corners of the access road to Pryor Court, as on occasion there are sometimes up to 5 cars parked on the right hand side of that road , some of which are often commercial vans.</p> <p>This makes it hazardous for the elderly people in Pryor Court driving in and out of the access road and dangerous when turning left into Letchmore Road when leaving Pryor Court.</p> <p>My main concern regarding the double yellow lines on the corners is that I believe it may encourage those who currently park there, to park further up into the access road causing more limited access to our community.</p> <p>I am sure the waste recycling vehicles will be able to inform you of the difficulties they have to gain access to collect our bins, and on more than occasion had to give up and return the next day !</p> <p>I also have personal experience of a delivery vehicle refusing to come up to the courtyard, and I had to go down to Letchmore Road to collect my items.</p> <p>I would please ask that you consider putting double yellow lines up to the bend of the access road on both sides to deter any vehicle from restricting access to Pryor Court.</p> <p>I think this will make people in our community feel safer that Emergency vehicles will be able to safely negotiate what is a very narrow entrance road.</p> <p>I thank you for the opportunity for me to make my concerns known to you.</p>
83	<p>I am writing further to the letter I have recently received with regards to the action to be taken on unsafe parking and that double yellow lines will be introduced at the edges of Alleyns Road.</p> <p>I am not denying that current parking on these corners does make it unsafe and that something needs to be done but I find the solution not thought out as these cars are not going to disappear so where are you suggesting they park instead? Are you surely not just moving the problem to a different area</p> <p>The double yellow lines are, I would imagine the cheapest option as no</p>

Response no.	Consultation response content
	<p>structural change to any roads, kerbs etc, no laybys created. There are still several houses in the road where the occupier doesn't have a car or only 1 and slowly but surely as these houses change hands additional cars appear year on year, not reduce.</p> <p>Why are no additional parking spaces being created in the vicinity?</p> <p>I agree double yellow lines are required but I think this is only Stage 1 and several more stages need to be introduced and I don't see anything about those.</p>
84	<p>Thank you for your letter dated 26th January 2023 regarding parking enforcement.</p> <p>I understand the Parking Enforcement can only patrol the Old Town area about once a fortnight. Many of the parents dropping off and picking up their children from Letchmore school continue to block drop kerbs and park on double yellow lines. Nothing would change. I also have photograph evidence of company vehicles parking on Junctions and on double yellow lines in the High Street. One of the illegal parking issues is often very close to the DVSA driving examiner's office. This is extremely dangerous for learners on their test.</p> <p>I will also pass these images onto the local Councillor Jim Brown and the guys at Police HQ.</p>
85	<p>I agreed with your proposed plans to put parking restrictions, re yellow lines on the top end of Sish Lane from Grace way down to the corner of Broadview, but I feel you have made a fatal error not to include yellow lines on Sish Lane directly opposite the entrance to Broxdell. When vehicles are parked directly opposite the turning it becomes extremely dangerous when exiting to the right as you find yourself on the wrong side of the road (Sish Lane) in the direct path of oncoming traffic on the blind bend coming from Grace way. This has happened to me on several occasions with me narrowly avoiding a collision.</p> <p>I took this up with Hertfordshire highways before, their conclusion, wrongly was that there was not a problem. they probably think there's no problem until someone is seriously injured or even killed, as was the case of the woman killed many years ago at the bottom end of Sish lane due to speeding causing you to then introduce speed bumps, something that now seems to have little effect with the amount of Chelsea tractors that speed down Sish Lane as though there not there. I did at the time of the consultation of the placing of speed bump recommend putting one on the bend before Boxdell but you chose not to, another wrong choice.</p> <p>As I said to Hertfordshire highways should there be a fatal accident because of this problem of vehicles allowed to continue to park opposite the entrance to Broxdell, I will hold the highways accountable due to the fact I have drawn the dangers to their and now your attention.</p> <p>I would also like to draw your attention to Highway code rule 243, (do not park opposite or within 10 metres of a junction, except in an authorised parking space.</p> <p>I trust you will consider carefully the points i have mentioned,</p>
86	<p>I am writing this on behalf of Bracey's Accountant, the occupier's at 18-20 High Street, regarding the proposed plans of double yellows around the Bowling Green and frankly, I am very disappointed.</p> <p>This idea is ludicrous, as this will prevent employees of all the business' near the Bowling Green from parking, as well as clients and customers, which will grow business in Stevenage Old town. Parking already is a luxury near the Bowling Green, as many employees who work up and down the Old town also park here. There would therefore be no point in preventing employees of local businesses from parking vehicles at a place where no incidents or accidents have occurred nor danger to the public.</p>

Response no.	Consultation response content
	I really hope you reconsider this proposal and I look forward to hearing any plans you have in making Stevenage Old Town a thriving and popular place for growth.
87	<p>I have received your letter regarding proposed yellow lines in the area. One set of lines appears to be on the wrong side of the road.</p> <p>I live on Greydells Road and we have a problem with parking on the corners of the road next to the green. The yellow lines proposed are on the corners of langthorne avenue where people don't tend to park. People park on the opposite side block the view of the road making it very dangerous when pulling out from the U bend by the green. It is often big vans who park on the corner which completely blocks the view on both directions. Cars go very fast down that road and so it's dangerous.</p> <p>Please can you review the yellow lines and put them on the greydells side as opposed to the langthorn side of the junction.</p>
88	<p>I am writing to you to reject the proposed road markings on Letchmore road and hellards road TPE/03/22-8/F.</p> <p>I live on Letchmore road and have a driveway which I paid over £..... to the council just to drop the curb. This driveway regularly gets parked over daily same with my neighbour at Letchmore road, (who did not get information about the plans I had to inform him). The double yellow lines will do two things as a negative I'm my opinion.</p> <p>One speed up traffic coming onto Letchmore as there will be clear view no cars parked on the corner. Speeding is a major issue on the road and there is a primary school if you are unaware which I take my to opposite where you looking to make the markings. How are you going to reduce the speed at which drivers race round the corner?</p> <p>Two cause more cars to park over mine and my neighbour's driveway due to the lines restricting more parking spaces. If you want to give me my money back that I paid to drop the curb (£) then I'll be happy for you to go ahead with the double yellow lines?</p> <p>Sort out the speeding issues on the road first that's a much bigger issue here I have raise this concern with the local old town councillor and the police how both brushed the issue away.</p> <p>Finally I'm concerned you haven't sent this information to all the residents on the street as mention my neighbour at .. didn't not receive this letter in the post I had to inform him. he said he will be emailing you about his concerns too.</p>
89	<p>. I am writing to strongly oppose the plans set out in the letter referenced above. As residents we already have difficulty parking outside our own houses. Some days are more difficult than others, and just the general flow of traffic and people coming and going can cause difficulties securing a space near our own homes. We are also in close proximity to three schools (Letchmore Road, Barclay, Almond Hill), and at school drop-off and pick-up times, our street becomes inundated with cars, making it difficult for us to park. Indeed, there is already such limited parking near our houses, that if someone in close proximity even hosts a small gathering, the visitors to this often use any available spaces, making it tricky for other residents to park near their homes.</p> <p>Introducing areas of double yellow lines (i.e. no parking zones) and additional spaces that are only accessible by blue badge holders will only help to exacerbate the current problem; looking at the plans proposed, I honestly believe that we (as residents) could end up parking some minutes' walk away from our homes at times, given the accessible parking spaces you would be removing but without reducing the need for people to park on our street.</p> <p>Particularly at school drop offs and pick-up times (the most consistently</p>

Response no.	Consultation response content
	<p>busy periods), as many parents are not leaving their cars, I do not believe any yellow lines will be respected, as people know they will not be issued with a ticket whilst they are at the wheel as they can just drive off before an attendant has time to complete the paperwork. This will lead to more unsafe parking and chaos on the streets, all while children are walking in all directions</p> <p>I would continue to strongly oppose any parking restrictions that are intended to be introduced for all of the above reasons.</p> <p>If you wanted to take some action to positively impact road users, road traffic and parking in our streets, may I encourage you to first address the topic of electric car charging to enable those of us without driveways to have clear and safe ways to charge electric cars at our properties.</p>
90	<p>Resident parking has become impossible since the introduction of parking permits in nearby streets. We now have to tolerate "all Day" parked vehicles. Whilst I agree the double parking is making the street too narrow, we will lose 5 parking spaces. We cannot park elsewhere because of permit restrictions.</p> <p>We were told with the public house change of use to a community centre/mosque that parking for residents would not be affected. On a Friday at prayer time, it is intolerable. Double parking, cars on bends, parking in Letchmore road on YELLOW lines. Unfortunately Friday is our refuse collection day. How he gets the lorry up Alleyns road is admirable. I spoke to the traffic warden on Friday. No tickets ever issued to the cars. Un yet I've received 2 for parking outside my house 1" into dip kerb. He said "contact council"</p> <p>Please please consider the residents of Alleyns road!</p> <p>Parking permits are the only answer. Parking permits please.</p> <p>One resident further up road has 3 cars and two vans. Vans should not be allowed also.</p> <p>Please we need parking permits it's the only solution. At least then we can park in other nearby streets.</p>
91	<p>My view is, that they do not extend far enough. Question - Did the consultants actually visit this road / junction, or make their decision from a PC on Google Maps ?</p> <p>And did that decision take into account that there is a school opposite, And how much traffic that school generates each day, early morning and mid afternoon.</p> <p>Come into the road and then turn right after numbers 40/41 . I cannot see if a vehicle is coming towards me along the side of 40 because cars are parked on the bend / corner. And all the way down to my property and outside all my neighbours.</p> <p>The same applies if I have to leave at this time. I cannot see around to the left on the corner of number 40 because vehicles are everywhere .</p> <p>For example - A white van man (markings are DPD) parks 2 wheels on the pavement across the corner of number 21 (if he was making a quick delivery it would not be the same time every day only in term time)</p> <p>So - I accept that the parents have to park somewhere to wait , and it is only a small part of the day. But there should be "no parking" on either side of the road until after the right turn. If no-one actually visited the area, can I suggest they do, on a school day between 3.00 and 3.30 pm and observe the chaos .</p>
92	<p>We received your letter regarding the your proposed parking restrictions. Having spoke to several neighbours we are concerned of the proposed yellow lines which will just push parking further up the street.</p>

Response no.	Consultation response content
	<p>Second of all the disabled space outside number 99 needs to be removed there is no need for this, apparently it was for number .. this man sadly passed away .. years ago - if you put this back in you will be taking away a parking space causing more chaos which you are trying to stop.</p> <p>Many people have driveways on one side and the others park on the road - no one has any parking issues our issue is the speed which people travel down this road - it's 20mph where no one does this!</p> <p>Please do not add any yellow lines you are just causing issues</p>
93	<p>On .. February at 9:45am I, Liviu Azoicai contacted via telephone and the resident confirmed his support for the proposal. Mr mentioned:</p> <p>I have evidence from the video camera installed in my car that vehicles park on the footpath outside my property obstructing my access/exit to my driveway and causing difficulties for pedestrians trying to use the footpath. Some time ago a vehicle damaged the front garden fence and since it was removed other cars are being parked on the footpath and my front garden.</p> <p>I agree with the proposed restrictions. When will they be done? Will a 'keep clear' marking be installed too?</p> <p>Answered the following:</p> <p>'Once the consultation ends on 17 February the Council will analyse all responses received and discuss them with the local councillors before the final decision is taken. I will contact you again to let you know the decision but it may take some time due to the significant number of responses received. Keep clear markings are advisory lines only which cannot be enforced so these will not be marked'</p>
94	<p>I am returning your plan with where I think the double yellow lines should be positioned at the junction of Church Lane and Walkern Road</p>
95	<p>The double yellow lines should extend all the way around the corner into Orchard Crescent. I have seen lots of accidents here. Ideally no parking at all on Orchard Crescent</p>
96	<p>I am in total agreement with your plan, long overdue. Cars and vans parked anywhere even on corners. There is a problem of course, local roads are very narrow with few safe parking areas, and companies letting their employees park company vehicles. One other point, the road resurfacing last year was so good, the speed bumps offer no reason to slow anymore, and speeding is rife. We need some new traffic slowing measures.</p>
97	<p>I understand that Rule 243 of the highway code states that you must not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. So, the parking issue can be enforced without the need for these lines. For this reason, I do not think the lines are necessary especially during a cost-of-living crisis when council tax funds are so hard pressed. I would much rather these funds be spent on social services.</p>
98	<p>The double yellow lines on the above junctions will add to the severe lack of parking available for residents of these roads.</p> <p>More people will start parking on the grass areas ruining the area. There are disused garages Broadview/Trigg Terrace. Could these not be converted to parking spaces?</p>
99	<p>Thank you for the opportunity to view the '2022 Consultation, Stevenage old town ward parking study' and the proposed recommendations for Hellards Road. I note that the proposed recommendations differs from the study, in that the study appears to not make any reference to a</p>

Response no.	Consultation response content
	<p>requirement for double yellow lines in the area outside and opposite 50,52 & 54 Hellards Road. Although, this area appears on the drawing as a junction, it is in fact a very low use access track that provides parking for 1 or 2 vehicles. The area on the opposite side of the road from the above properties and adjacent to the recreation ground (the outside of the bend) lends itself to being a layby for 2-3 vehicles, still leaving enough space for 2 vehicles to pass each other.</p> <p>I believe in this case the removing of on street parking in this particular mentioned area will invite vehicle speeds to increase close to a school and recreation ground and may also become a preferred route to avoid Letchmore Roads 20mph speed limit.</p> <p>Hellards Road to some degree is the over flow parking area for adjacent roads, the wider blanket of proposed parking restrictions will inevitably place a heightened demand for unrestricted parking in this and the surrounding roads. Therefore a more considered approach and amendment would be helpful. I remain interested in progress of this proposal and look forward to your response.</p>
100	<p>I'm writing to inform you that I am against the proposed double yellow lines in front of number .. Church Lane, Stevenage.</p> <p>Firstly, who live there are paying for permit parking, in a lane that has very little parking already. This would remove the space they park in.</p> <p>To remove this parking space would not only put unnecessary stress on this couple.</p> <p>I trust common sense will prevail in this case, otherwise we will have to campaign against SBC and let local people know you have ignored our pleas.</p>
101	<p>In response to your planning and regulation letter dated on the 26th January 2023, I have no obligations in relation to proposed double yellow Lines near junctions, however I would like to clarify couple of things, in your letter it said about a potential proposal for disabled parking bays in the area. Can I just clarify where is being planned? We have a small lay-by by Gray Court building (see highlighted on the map attached) which is being regularly used by our residents as well as residents opposite houses on sish lane - and I as well as most of our residents will be against council taking these spaces away from us and enforceable disabled person's vehicle parking (if that would be the area to aim for). As you might understand, we don't have much capacity for parking in our area plus the double yellow line project will put even more restrictions for residents at Gray Court and houses opposite. But I do hope that extra spaces on lay by we have won't be considered for advisory disabled parking.</p> <p>Can I also clarify in order to go ahead with planning disable Parking spaces one must have a data on blue badge holders within that area? I doubt they will ever be used for disabled. Can I confirm you have obtained the data? Or there has been researched on this? Or residents have raised concerns in relation to this?</p>
102	<p>I am in full support of the parking restrictions (yellow lines on both sides) at the entrance of Trafford Close especially if the rules are enforced, which are not always observed by drivers. It is a nightmare at school times trying to get in and out of the Close as parents park right on the bend even though there are already some yellow lines, I have even seen a car parked on the pavement at the entrance. It is the same for the residents in Headingly Close. It can be a traffic jam by Headingley as cars going in/out of school drop off, in/out of the Close and others trying to get past the whole lot are jammed up. I have seen cars overtake the queue to get into the school then jam up opposing lane as they try to get into Trafford and Headingley.</p>

Response no.	Consultation response content
103	<p>The planning parking restrictions coming in Stevenage, pound Avenue-primrose hill road and Haycroft road, We live in primrose court and its residents only so we need more signs or something as parents will start park in here when the new plan come in,</p>
104	<p>I refer to your email concerning proposed new double yellow lines at the junction of Orchard Road and Orchard Crescent.</p> <p>Overall this will increase safety at that junction so is welcomed, however the extension of the proposed lines on the <u>east</u> side of Orchard Road outside no. 8 is about 3m too long. It will loose a potential parking space at the beginning of the cul-de-sac and any parking spaces in the road are precious.</p> <p>Where additional road markings <u>are</u> needed is at the other/north end of Orchard Road where it bends right at the junction with the Enterprise Trading Estate. Although Orchard Road has the priority at that junction the road markings are worn and not clear so often traffic to and from the Trading Estate thinks it has priority. This has resulted in several near-accidents here recently. If the existing white lines can be repainted clearly that would be very sensible.</p>
105	<p>As you can see there is no problem with cars parking where they shouldn't for Most of the day along this stretch of Walkern road.</p> <p>Yellow lines here and at the mouth of letchmore road would be completely pointless.</p> <p>The issue walkern road and letchmore road has is with the school dropping off and collection times where parents park everywhere and anywhere and cause problems.</p> <p>Yellow lines would not stop this as parents sit in their cars and could move as soon as they seen someone coming along to ticket them . They would ignore the yellow lines anyway.</p> <p>The schools should be made to be more accountable for the behaviour of their parents and the child drop off and collection.</p> <p>The majority of the time walkern road in the middle section has no issues with parking or cars stopping where they shouldn't.</p> <p>Yellow lines would be an utter waste of time and tax payers money in this middle section of Walkern road.</p>
106	<p>I am emailing in response to the letter we received recently regards parking plans near to where I live on Walkern Road, particularly surrounding the prospect of double yellow lines being implemented. Our views are that we personally haven't had an issue with parking or traffic in the areas highlighted on the map which you are proposing double yellow lines are enforced. There is sometimes a build up of traffic on Walkern Road junction with Letchmore Road, leading up to the pedestrian crossing however this is only ever during the hours 1430hours – 1530hours <u>Monday – Friday</u>, as a result of the school traffic and uimplementing double yellow lines in the areas stated on the map wouldn't prevent this in anyway.We believe putting double yellow lines in the areas proposed would actually make parking worse for where we are situated. The double yellows proposed on Letchmore Road next to the green area would significantly reduce places to park for residents and visitors. It is already the case that we struggle to park outside our own house sometimes due to numbers of cars in households and some residents not always using their driveways (we don't have a driveway and have two cars in our household). We have never witnessed parking in this vicinity to be dangerous or inconsiderate. The only double yellow lines proposed on the plans we would probably agree may be relevant would be those proposed at the junction of Ellis Avenue to enable cars to safely pull out of Ellis Avenue onto Walkern Road. I have never witnessed any issues with</p>

Response no.	Consultation response content
	parking at the junction Fresson Road with Walkern Road.
108	<p>Re: enforcing double yellow lines</p> <p>Further to my call yesterday. and. favours the double yellow line implementation in Ingleheim Court, Haycroft Road and along Primrose Court going towards the school. I brought this matter to the Town Councillors during their visit to Ingleheim Court a few days ago. Ingleheim Court visitor's car park, there are 2 cars that have been there for almost a year. There area times where we could get parked in the visitor's car park. I hold a and don't have an allocated place as my visits me on a daily basis. Along Haycroft Road, bus no 11 finds it hard to drive along the stretch of road. If this issue is not resolved sooner or later, we won't have a bus service at all. I can say for sure that people park their cars along Haycroft Road and go to work. It has been highlighted to me by some of the residents. Perhaps a permit parking scheme for households could be an alternative suggestion. The situation is getting out of hand and I appreciate your attention.</p>
109	<p>I am writing in response to your recent letter regarding the parking issues in my area, I am out everyday walking my dog and see illegal parking all the time especially cars parked on grass verges making them look awful. I have enclosed two road maps of the area with some of the issues with parking. The grass verges outside houses 140-156 cars and big vehicles park on the verge's half on and half off on the road in Haycroft also they park opposite the junction. In Greydells Road outside no 1and no 3 the grass verges are parked on by the contractors working at no 1. A skip lorry regularly runs up over the pavement and verges to pick up skips. Also, no 7 the resident must park his van outside his house if he can't, he parks on the grass outside his house. One time he got stuck on the grass and had to be towed off making two big ruts in the grassed area. The next area which is a problem is outside no 26 and no 28 they drive up on the grass verge over the pavement and park outside their houses on the grassed area. Also, no 32 does the same. The resident at no 34 does the same but goes further by parking in his front garden after bumping up the kerb on the grass verge over the pavement into his garden, he has an electric car he has a charging point on the wall. They are all ruining the grass outside these houses. Also on Greydells outside no 39 and 41 contractors who are working at no 41 park on the grass verge and park on the corners which need double yellow lines as well please. Its difficult to see when coming out of the horseshoe into Greydells Road. As well as double yellow lines at the top and bottom of Greydells could we have some traffic calming humps as there is an active school entrance in Greydells as the road is a rat run for parents taking their children to school at Barclay and Alleyes, a 20mph speed limit would also be good. As motor bikers use it as a racetrack. As you can see from the street map in Ryecroft there is a grass island, on it is two parked vehicles both parked illegally since 2020. The next area with issues is Sish Lane, the junction with Greydells needs double yellow lines opposite the junction. No 156 Sish Lane has had a hard stand laid in their front garden and are awaiting a dropped kerb. I assume that they are driving over the grass verge to get to it, not a pretty site.</p> <p>Next is no 150 parks two vehicles in his front garden, he has no dropped kerb he just drives over the pathway and grass verges ruining them all the time. I hope this is of some help to you. I am Old Town born and bred here so I am very passionate about my hometown. Please me know by email that you have received my letter , if possible could we meet up in this area so you can see what it is like first hand.</p>

Response no.	Consultation response content
110	<p>Hope this email finds you well.</p> <p>We are the homeowner on Letchmore Road.</p> <p>We have recently received a Planning and Regulation letter regarding parking restriction in the Old Town area.</p> <p>It was highlighted that north end of Letchmore Road, junctions of Hellards Rd and Walkern Rd to introduce double yellow lines.</p> <p>We believe it would help the visibility for drivers, however this is going to create further issue for the parking situations through the northern stretch of Letchmore Rd.</p> <p>We are one with a driveway on our property, but it is very often our driveway is blocked by delivery driver, other residents/ visitors parking directly in front of our driveway throughout the day/ night and also ambulance blocking our driveway for hours throughout the night constantly, without any prior or notifying us when they are requiring parking as an emergency. With new addition of double yellow lines on this street, it will limit the parking and result in increase of vehicles blocking driveways.</p> <p>Unless blocking driveway is an enforceable offence, this new double yellow line will cause more problems.</p> <p>Every single day our driveway being blocked and driver nowhere to be seen, it is very worrying when the time do come, and we have to get out but can't. It is generally back for any form of emergency when we are trapped by inconsiderate drivers.</p> <p>Other concerns on this road is speed of vehicles coming through, despite a 20 mph limit, there are vehicles flying down the road all hours of the day, with high traffic of school children passing this road and tightly parked vehicles, it is very dangerous.</p>
111	<p>I would like to respond to your letter regarding the proposal of double yellow lines to the church lane / walkern road junction.</p> <p>I totally object to this ridiculous proposal.</p> <p>I have lived in church lane for over .. years and have never experienced issues with parking.</p> <p>As you will already know, church lane is a very small lane in which we have limited parking.</p> <p>As neighbours we greatly respect each others parking and park respectfully of each other.</p> <p>If these double yellow lines are put in place, you're going to be adding more issues to walkern road as four of our residents will have to park their cars there. Unfortunately my car has been targeted by thieves over the years from outside my own home.. If I have to, I will be sending the council the bill for any damages occurred to my car.</p> <p>We have already been penalised by the parking permits you introduced a few years back which have been nothing but a hinderance to us all.</p> <p>Again I will reiterate - the problem doesn't lie within church lane.</p> <p>I would appreciate a response to this very concerning issue and that a member of the team proposing this visit the residence to discuss the proposal before any implementations.</p>
112	<p>I am a resident in Barclay Crescent who has recently received the letter notifying us of the intended double yellow lines to be implemented in our road.</p> <p>Whilst I understand that keeping corners clear for access and visibility is key to the flow of traffic and safety on the road, I do not understand the need to place double yellow lines along Barclay Crescent opposite the junction of Langthorne Avenue.</p> <p>Parking is a struggle for many residents on our road and is only going to</p>

Response no.	Consultation response content
	<p>be made worse by the parking restrictions due to be implemented. As more residents had driveways installed during covid, this reduced on road parking for others. The row of houses that I live at are set back from the road so we and many others do not have the option of having a driveway installed.</p> <p>Where do you propose people are going to park as an alternative?</p> <p>The reason people are parking on corners is because parking is simply not adequate.</p> <p>On Langthorne Avenue a few years back, a big cut out was made with additional bays put in for residents to aid with parking. I am wondering why this has not been the case for Barclay Crescent?</p> <p>Quite a few of the families that do not have driveways have young children and it is a struggle with parking close to home when you need to carry shopping up to the house but also cannot leave a baby or toddler alone.</p>
113	<p>I refer to your recent communication, relating to the proposed additional parking restrictions, following the independent assessment.</p> <p>Whilst we agree with the proposals, on the grounds of safety around the various junctions, we do have a concern that if they are introduced, it will result in further use of grass verges and partial kerbs for parking. With local schools and homes for the elderly, we do have concerns for prams, pushchairs and motability scooters, having sufficient access along various paths, together with sight of traffic as they look to cross the road.</p>
114	<p>I have read the proposal for restrictions on parking at the junction mentioned. We agree with this but have just one concern;</p> <p>The parking problem will be pushed further down the road and cause even worse parking at the entrance to the service road for nos 1/8 Garages and across the corner outside and the corner on both sides.</p> <p>Can a permit only scheme be put in place for the residents to help us all. We are quite happy to pay for this if it enables us to get parked.</p> <p>It has worked well in other parts of the old town</p> <p>Please advise and also the proposed date for works to commence</p>
115	<p>I have lived for the past .. years at High Street Stevenage. During this time I have never experienced any parking situation that I would consider dangerous or put anyone at risk. We have a driveway giving us access to our garage. There is such limited parking for the neighbouring businesses, if you further reduce the parking we are going to have cars cramming into the spaces outside our house encroaching on our entrance. How are for customers with limited mobility supposed to access the business on the green, are they supposed to walk from the old town parking areas and call in to the florest and arrange flowers for a funeral for example or visit the solicitor or dentist if they can't park outside. I find your proposal incredulous- it will cause mayhem! Where are we supposed to park? In addition they are putting double yellow lines along the green. The road is narrow and there is only room for one line of parked cars. No one ever parks that side. As it is you have placed a bollard opposite my drive making it difficult for vans to pull out.</p>
116	<p>We are writing to strongly object to the to the proposed double yellow lines at 49-53 Green Street (inclusive) and on Woolners Way along the western boundary of 53 Green Street. As you will be aware, the properties along the southern side of Green Street are Victorian semi-detached family homes which do not benefit from off-street parking. We value our current ability to park safely on-street outside, or very close to, our homes (the majority of the time) very highly.</p> <p>The proposals would remove the ability for six standard cars to park in this area and will displace that demand elsewhere along Green Street, Ivel</p>

Response no.	Consultation response content
	<p>Road or Woolners Way.</p> <p>We do not object to your general aims of limiting unsafe, inconsiderate or illegal parking. There are parking-related issues in the area which would benefit from being addressed. We can more easily understand the proposals at the eastern end of Green Street where cars are turning left into the road from a 40mph dual carriageway and A-Road. However, the proposals at the western end of Green Street appear to be a solution in search of a problem.</p> <p>Double yellow lines were previously introduced around the corner of Green Street / Woolners Way and Woolners Way and its eastern spur. These provide appropriate levels of visibility on these corners, safeguard road users, allow two cars to pass safely around the corner whilst also ensuring speeds are controlled to a level appropriate to the environment. These previous measures would have needed to have been justified based upon a competent assessment of the likely dangers.</p> <p>There has been no material change in circumstances since these restrictions were introduced approximately five or six years ago. There have, to our knowledge, been no road traffic accidents in this location over this period.</p> <p>If anything, this proposal is likely to present an increased safety risk. The turn from Green Street into Woolners Way is a relatively tight 90-degree turn. The current arrangements strike an appropriate balance between visibility & safety, the amenity of existing residents and ensuring that vehicles are generally controlled into carrying appropriate speeds into and out of the corner by the environment.</p> <p>The only traffic accident on this corner that we are aware of from living here for over ten years occurred when an uninsured and drunk driver rolled their car after taking the corner too fast.</p> <p>The proposed measures would make a repeat more rather than less likely. Removing parking around this corner will significantly change road-users perception of the turn. The natural 'brake' on speeds that is provided by parked vehicles (when present) will be removed.</p> <p>The supporting study which is used to underpin the proposals utilises a number of general assertions, weak justifications, or transferring of observations from elsewhere in the Old Town ward. There is no hard evidence of an issue in this specific location requiring an intervention:</p> <ul style="list-style-type: none"> ● From Table 1 it can be seen there has been no correspondence from residents of Green Street or Ivel Road raising issues about parking. The correspondence from Woolners Way clearly relates to the bungalows to the south and not that part of the road adjoining 53 Green Street; <p>Page 17 identifies there have only been approximately 20 streets in the Old Town not subject to correspondence. If it ain't broke...</p> <ul style="list-style-type: none"> ● Page 17 appears to confirm that the survey work used to justify the interventions was based upon "a [single] site visit" ● Based upon the guidelines on page 35, the overall score for Green Street (27) would be judged as having only a "slight" to "noticeable" impact. Potential issues are clearly more acute at the eastern end of Green Street... ● ...as identified on page 92 which cites the potential for "vehicles...entering Green Street at speed" as a key justification to support the score of 10 (5 x 2) for dangerous parking. ● The assessment of day / night street capacity on page 93 (85% vs 38% respectively) based upon a single visit does not tally with residents' year-round experience. Overnight and weekend parking is significantly more of an issue. "Suggesting" an issue with commuter parking is just incorrect and we suspect these figures are presented the wrong way

Response no.	Consultation response content
	<p>around in error.</p> <p>In summary, against your three 'tests' / justifications for introducing these measures in your covering letter:</p> <ul style="list-style-type: none"> ● Inconsiderate parking - no evidence ● Unsafe parking - no evidence ● Illegal parking - no evidence <p>Against the four key issues identified in the supporting study (Section 5.1, p.24)</p> <ul style="list-style-type: none"> ● Improve safety - no evidence of a safety issue. Proposals are likely to create an increased safety risk ● Improve traffic flow - not applicable. Green Street is a low-traffic residential street and increased volumes, or speeds shouldn't be encouraged ● Prevent damage to assets - not applicable, no evidence of on pavement parking and no verges ● Improve the appearance of the area - subjective judgement but not considered an issue We therefore consider there is wholly insufficient justification to support the specific measures identified and request that these are removed from the Traffic Regulation Order. <p>The introduction of double yellow lines at 49-53 Green Street (inclusive) and along Woolners Way to the west of 53 Green Street is neither necessary nor expedient under the relevant Act and Regulations.</p> <p>Proposed inclusion in consultation on Resident Parking Scheme</p> <p>Although not being consulted upon at this time, we note the Parking Study concludes that Green Street should be included within a future consultation for a residents parking scheme.</p> <p>Although the justification within the study (non-residents parking in the street during the day) is misplaced, we would cautiously welcome this, subject to it being appropriately scoped and applied.</p> <p>The parking issues that do occur in Woolners Way, Green Street and Ivel Road principally comes from the overspill of parking from the Monument Court development to the south. This arises from a combination of an inadequate quantity of on-site parking combined with residents choosing to park on surrounding streets in preference to utilising these. We understand that the undercroft parking spaces at Monument Court are charged for. This could have been avoided if adequate conditions or legal obligations had been applied by the Borough Council at the point of granting planning permission to ensure on-site spaces were made freely available to residents in perpetuity. This is compounded by the number of large trade vehicles, trailers etc owned by the residents and which each take up considerably more space than a standard car. This situation is likely to be significantly exacerbated with the redevelopment of the Icon Site.</p>
117	<p>Having looked at your plans for parking restrictions in the Old Town, which I support, may I propose an additional set of double yellow lines?</p> <p>They would be located next to the footpath in Pike End opposite houses nos. 6, 7 and 8. Cars parked in the road here can make it very difficult for residents to get into and out of their own driveways.</p> <p>Also, motorists tend to park on the footpath making it practically unusable for pedestrians who then walk in the road. These include parents and children from the primary school.</p>

Response no.	Consultation response content
118	<p>Thank you for your recent letter informing us of the parking restrictions you are proposing which are close by our school.</p> <p>Whilst we are fully in favour of restrictions being put into place due to the large amount of traffic outside of the school at drop off/pick up times, we do not feel that the restrictions you propose will be anywhere near enough. Illegal and inconsiderate parking is a daily occurrence and leads to dangerous driving by local traffic. Parents queue in cars to collect their children at the end of the school day and other drivers wanting to get past will frequently drive on the pavement to overtake them. Local residents and parents often complain about the situation and we direct to them to the local Council parking enforcement officer as well as putting information on our weekly newsletter. We do agree traffic needs to be reduced in this area and one of the considerations we would put forward is to allow parking in the local cemetery which is only a 5 minute walk from school. Please let me know your thoughts on this.</p>
119	<p>As a resident of Pound Avenue for .. years, I would like to share my views. The report correctly identifies the issues of parking to the West of Pound Avenue namely Pound Avenue Garage however there is no acknowledgement of "Dangerous Parking" "Inconsiderate Parking" which has become worse since the closing of Abbeyfields Sheltered Housing. On a daily basis, garage employees park cars across the former entrance to Abbeyfields, narrowing the footpath whereby pedestrians walk on the road. How there has not been a serious accident is nothing more than a miracle!</p> <p>I and other residents have made several complaints regarding Pound Avenue garage and the complete disregard to duty of care by the garage owner and employees to pedestrians and other road users.</p> <p>I am disappointed to read that the proposed parking restrictions make no reference to this on going issue but instead focus is on the East end of Pound Avenue, Hammond Close and Pike end where additional restrictions will only impact what is already limited parking (much of which is used by the Garage parking customers cars) What may appear to whoever completed the traffic surveillance as being a danger (long sections of on street parking), actually acts as a natural way to slow traffic. Already having double yellow lines either side of the road to a large section of Pound Avenue provides a clear opportunity for some motorists to drive at speed, only slowing when the road narrows due to cars parking one side of the road. With regards to "emergency vehicles, refuse and delivery vehicles likely to have difficulties travelling along the street". I can only think it must be a breeze in comparison to many of the streets in the new town area of Stevenage where the roads are so narrow and congested that driving proves to be difficult</p>
120	<p>I have just seen that there is a consultation for TROs for Stevenage old town. I would like to request if I can be included in the consultation.</p> <p>I am an old town resident</p>
121	<p>After reading the proposal for the traffic regulation order for my road , Broadview I find the proposed options a complete unthought out disaster.</p> <p>Currently there is insufficient parking available for the residents of Broadview and the row of houses behind us at Trigg Terrace. With the double yellow lines being added there would be a loss of about 12 parking spaces in this area that are used by residents of these roads, let alone the roads opposite.</p> <p>If you want to remove these parking spaces, then you have to provide other spaces for parking or people will be putting cars onto the grass verges that are available.</p> <p>Unfortunately, with some of the houses in Broadview being turned</p>

Response no.	Consultation response content
	<p>into shared houses it has increased the amount of cars that have appeared in the last few months. Also, some of the houses along the road now have 3 or 4 cars attached to them which is creating major problems as they park with a complete disregard for any other residents. Also, large work vans being parked around this area just stop residents parking near to their houses. Why can't there be complaints system against these vans?</p> <p>I suggest that where you have the small layby between Broadview and Trigg Terrace you should turn the grass area into a parking area for about 15-20 cars. This grass area isn't used by anybody except dog walkers who let their dogs foul there and leave it.</p> <p>Alternatively introduce a permit system that allows the houses to have a limited number of cars parked here.</p>
122	<p>We are writing to strongly object to the to the proposed double yellow lines at 49-53 Green Street (inclusive) and on Woolners Way along the western boundary of 53 Green Street.</p> <p>The houses along the southern side of Green Street do not benefit from off-street parking. We value our ability to park safely on-street outside or close to our home.</p> <p>The proposals would remove the ability for six standard cars to park in this area which is already busy due to parking by workers in the old town, commuters and also those who live or visit Monument Court.</p> <p>We do not object to limiting unsafe, inconsiderate or illegal parking. There are parking-related issues in the area which would benefit from being addressed. We understand the proposal at the eastern end of Green Street where cars are turning left into the road from a 40mph dual carriageway. However, the proposals at the western end of Green Street are unwarranted.</p> <p>Double yellow lines were previously introduced around the corner of Green Street / Woolners Way and Woolners Way and its eastern spur. These provide appropriate levels of visibility on these corners, safeguard road users, allow two cars to pass safely around the corner whilst also ensuring speeds are controlled.</p> <p>Nothing has changed since these restrictions were introduced and we do not believe there have been any road traffic accidents in this location over this period.</p> <p>This proposal will increase safety risk. The turn from Green Street into Woolners Way is a tight 90-degree turn. The current arrangements ensure that vehicles are controlled into carrying appropriate speeds into and out of the corner by the environment.</p> <p>The only traffic accident on this corner that we are aware of from living here for over .. years occurred when an uninsured and drunk driver rolled their car after taking the corner too fast.</p> <p>The proposed measures would make a repeat more rather than less likely. The supporting study which is used to underpin the proposals utilises a number of general assertions, weak justifications, or transferring of observations from elsewhere in the Old Town ward. There is no hard evidence of an issue in this specific location requiring an intervention:</p> <ul style="list-style-type: none"> • From Table 1 it can be seen there has been no correspondence from residents of Green Street or Ivel Road raising issues about parking. The correspondence from Woolners Way clearly relates to the bungalows to the south and not that part of the road adjoining 53 Green Street; • Page 17 identifies there have only been approximately 20 streets in the Old Town not subject to correspondence. If it ain't broke... • Page 17 appears to confirm that the survey work used to

Response no.	Consultation response content
	<p>justify the interventions was based upon “a [single] site visit” Based upon the guidelines on page 35, the overall score for Green Street (27) would be judged as having only a “slight” to “noticeable” impact. Potential issues are clearly more acute at the eastern end of Green Street...</p> <ul style="list-style-type: none"> • ...as identified on page 92 which cites the potential for “vehicles...entering Green Street at speed” as a key justification to support the score of 10 (5 x 2) for dangerous parking. • The assessment of day / night street capacity on page 93 (85% vs 38% respectively) based upon a single visit does not tally with residents’ year-round experience. Overnight and weekend parking is significantly more of an issue. “Suggesting” an issue with commuter parking is just incorrect and we suspect these figures are presented the wrong way around in error. <p>In summary, against your three ‘tests’ / justifications for introducing these measures in your covering letter:</p> <ul style="list-style-type: none"> • Inconsiderate parking - no evidence • Unsafe parking - no evidence • Illegal parking - no evidence <p>Against the four key issues identified in the supporting study (Section 5.1, p.24)</p> <ul style="list-style-type: none"> • Improve safety - no evidence of a safety issue. Proposals are likely to create an increased safety risk • Improve traffic flow - not applicable. Green Street is a low-traffic residential street and increased volumes or speeds shouldn’t be encouraged • Prevent damage to assets - not applicable; no evidence of on pavement parking and no verges • Improve the appearance of the area - subjective judgement but not considered an issue • We therefore consider there is wholly insufficient justification to support the specific measures identified and request that these are removed from the Traffic Regulation Order. The introduction of double yellow lines at 49-53 Green Street (inclusive) and along Woolners Way to the west of 53 Green Street is neither necessary nor expedient under the relevant Act and Regulations. Proposed inclusion in consultation on Resident Parking Scheme <p>Although we have not been consulted upon at this time, we note the Parking Study concludes that Green Street should be included within a future consultation for a residents parking scheme. We would welcome this, subject to it being appropriately scoped and applied.</p> <p>The parking issues that do occur in Woolners Way, Green Street and Ivel Road principally comes from the overspill of parking from the Monument Court development to the south, workers from the Old Town parking as there is no free parking available to them despite ample car parking space and also commuters. This situation is likely to be significantly exacerbated with the redevelopment of the Icon Site.</p>
123	<p>I have reviewed the proposed parking controls for roads in the Old Town in the current consultation. I have the following comments.</p> <p>In general, I support the restriction of parking close to junctions. However, a number of the proposals appear to be excessive, and do not take account of the existing problems with spaces for parking.</p> <ol style="list-style-type: none"> 1. The restriction near the junction of Haycroft and Letchmore road appears unnecessarily long. Visibility across the green is good, so there seems no need to restrict parking more than the normal distance from the junction.

Response no.	Consultation response content
	<p>2. The restriction near the junction of Alleyns Road and Letchmore road similarly appears unnecessarily long. As long as the section next to the green is clear, there is plenty of visibility, and it is not necessary to extend restrictions further.</p> <p>3. The restrictions along the old High Street near the Bowling Green appear completely unnecessary. I am a regular pedestrian and cyclist along this area, and the current parking does not cause any issues. The road is not used by through traffic, and the parking is from the businesses facing the green. I have driven my wife to visit Hamilton Davies and had no problems. The road does not need to be more than single lane for most of its length given there are plenty of places to pass at the entrances. There does not seem to be any clear safety case for restricting this parking. At night, some residents use the space. At weekends, a church uses the space. This seems a good shared use of a resource.</p>
124	<p>I would like to share my thoughts on the proposed parking restrictions of double yellow lines in Orchard Road/Orchard Crescent</p> <p>I have never found the parking in this area a problem. People use their common sense to not double park or park on the bends. People tend to slow down at the corners, which is a good thing.</p> <p>This area is mainly at the sides of people's gardens and doesn't cause a problem, double yellow lines will push the traffic further into Orchard Crescent and Orchard Road creating lack of spaces in front of people's homes .</p> <p>Many of the vehicles parked in the day are coming from the garages that are due to be demolished along with Conamar builders when they are developed into houses. They are still not really a problem.</p> <p>I have taken quite a few photos at different times of the day to show that this affected area is not as congested as maybe the highways department believe it is. Rather than Creating problems I hope you decide to leave things as they are,</p>
125	<p>I'm writing to you regarding the letter sent out about parking on the High Street. I live on the High Street, in the bowling green area.</p> <p>I personally do not agree with the plans to put double yellow lines along our street, as this area serves as on street parking for the majority of the residents here. There is nowhere else nearby to park if we cannot park outside our houses. I would not be happy even if a permit service was implemented, as this is not an additional cost I would like to have to pay to park outside my property.</p> <p>It is disruptive enough for the few days when the fair is in town and park along our street- I ended up paying to park my car behind old Waitrose for 4 days and had to walk 5 minutes home - I, and I assume the other residents, do not want to have to encounter this issue daily.</p> <p>There are also small businesses along this street that will be impacted if customers cannot park. It is already hard to find parking on the high street, I do not think that limiting it further is wise. I also do not understand the benefit of adding double yellow lines to this area, as it is not along the main road so has no impact on congestion or pedestrian safety.</p>
126	<p>In response to the proposed yellow lines in the vicinity of our home I wish to make an objection. In our view it's an over the top restriction together with blue badge holder bays and unnecessary, creating more problems than it solves.</p> <p>At present our experience is that parking in our area generally works well as it is. The yellow lines and whatever else may follow is yet another infringement that will make life more difficult and unpleasant a place in which to live. Surely there</p>

Response no.	Consultation response content
	are better things to spend money on.
127	<p>We write to you with regards to the proposal of placing double yellow lines in Green Street, leading into Woolners Way.</p> <p>As residents of Green Street for over .. years, we agree with the proposal for the yellow lines at the entrance of Green Street coming from Lytton Way. This will create a safer entry into Green street when coming from the Lytton Way.</p> <p>HOWEVER, the proposal for the other side of Green Street, leading around the bend into Woolners Way, we strongly object because at the moment the current road lay out/situation is a good deterrent for speeding around the bend by motorised vehicles. There is no obstruction or restriction for emergency vehicles to enter Green Street from Woolners way or vice versa which would require a change in parking on the corner of Green Street with Woolners way.</p> <p>There's been no accidents because as long as we are residents here, but if you place yellow lines, it will open to doors for drivers to speed around the corner leaving them no time to stop where people will be crossing the road in Green Street or Wooleners way or cars coming at high speed from Woolners way may end up in the gardens of the properties of nr 32,34 or 36 Green Street and we therefore think this side of the new proposal is HIGHLY DANGEROUS.</p>
128	<p>I am emailing regarding your letter ref above I live in Greenfield Road</p> <p>I am trying to find out if you are planning to put double yellow lines on the mouth of our road as this is required as current parking on Haycroft road is making it extremely dangerous for people entering and leaving Greenfield Road Also, you should be aware that Greenfield Road is a small cul-de-sac with a single lane road only. At the middle of the road there is a turning point which used to have KEEP CLEAR markings either side of the turning point but since the road was resurfaced the markings were never replaced. This is causing real problems especially when we now have people parking on the paths or overhanging driveways as well as blocking emergency vehicles access should it be required.</p> <p>Also, with vehicles parking on pathways it makes it difficult for my... who is disabled as he can't use the paths</p>
129	<p>I am emailing in relation to the proposed parking restrictions in the Old Town, particularly in the area around Alleyns Road.</p> <p>There are currently issues caused by inconsiderate parking on the northern bend at the entrance from Letchmore Road (no 1 onwards) of Alleyns Road. This is largely isolated to one or two persistent offenders. No further issues are experienced on what is an admittedly narrow street. Residents are largely considerate of one another. The main issues relate to work vans and oversized vehicles. Double yellow lines will not address this.</p> <p>The proposed length of double yellow lines on the junction of Alleyns Road and Hellards Road seem excessive and will reduce at least four parking spaces available on Hellards Road. That is significant and will further compound problems. I am therefore writing to object to these restrictions.</p> <p>I would like to also ask if a one-way option for Alleyns Road has been considered? This would reduce the need for so many proposed parking restrictions on a street in which parking is already exacerbated. It would also minimise the risk of accidents and improve access for emergency vehicles.</p> <p>Double yellow lines are not the only solution to parking management and can also cause displacement.</p>

Response no.	Consultation response content
	<p>I would like to also know whether enforcement action will be taken against properties on Hellards Road who have not applied for dropped kerbs but have created their own drives in their front gardens therefore restricting available on street parking. These further compounds the problem.</p> <p>I hope these comments are helpful and I hope a comprehensive strategy will be brought forward, looking beyond introducing double yellow lines.</p>
130	<p>Whist I can see the sense of putting yellow lines in areas that cause a safety risk, i.e., on corners and junctions I find it difficult to understand why your world want to stop parking on a road that has no through ways and is used my people some, old who visit either businesses or the war memorial. It is unlikely that these people will be using cycles or other forms of transport but need to be near where they need to go.</p> <p>The Old Town area is mainly drop in area during the day. It's used for shopping business, short stays, it brings people in from villages around the area. We need to help businesses rather than restrict the customer's access. Not all people go for blue badges to gain preference for parking many will persevere using normal parking even if they are immobile, you are putting these people under more stress and could introduce a health and safety issue. Parking control is already in place and has been collecting money from transgressors for many years</p> <p>The desire of the town council seems not to benefit its people but to eliminate vehicles. We continually read and see these plans to reduce vehicles. you must start to consider all the people.</p> <p>I also wonder if the independent assessment was completed by the same group as those that did the one related to the road in front of the railway Lynton Way. The result of which has added to pollution due to the wait to enter the main road from the Tesco store and various car parks. Two sets of lights to assist buses which cause danger to other road users. The whole road shows lack of skill. Hence the bollards now in place trying to relieve the problem.</p> <p>There is an old saying that if something is not broken then don't try to fix it. Could you please supply the number of events and what categories they cover that has caused this action?</p>
131	<p>I am writing in regard to the double yellow line and parking restrictions that are proposed for High Street, Stevenage.</p> <p>I think it is disgraceful in the current financial climate that you will be taking free parking away from the people who work and those who are supporting local businesses and park every day on High Street. Cost of living is affecting everyone, and this serves to only make it worse.</p> <p>The businesses stand to lose customers due to this horrendous decision. Haven't they been through enough already with all the lock downs and restrictions they have endured over the last few years.</p> <p>I hope you see fit not to go through with this.</p>
132	<p>I am discussed that the council wants to put double yellow lines on the high street.</p> <p>I work in the on the high street. I have been working there for .. years and have built up a wonderful client base.</p> <p>Talking to many of my clients they have mentioned how difficult it will be to visit the..... (as the old town park is up to 3 hours many of our hair appointments take up to 4.5 hours) which makes me very concerned about the future for my business. Which affectively results in my income.</p> <p>It will not be easy for me for drive to work either, after doing school runs, then paying for parking every day, every week.</p> <p>To be honest I couldn't afford it. Things are so tight for us and now this proposal will affect me, my clients and my business majorly.</p> <p>I hope you understand and can see how hard this will hit us local business</p>

Response no.	Consultation response content
	and customers.
133	<p>As residents of Green St. for .. years we are supportive of your proposal to put yellow lines at the top of the street where the "blind" corner meets the railway lines there have been near misses here in the past as it is not possible to see around the bend from either direction.</p> <p>However, yellow lines at the other end of the street , outside numbers 23 & 25 would not, in our opinion, make the street safer. We have some experience of trades people parking across the dropped kerb of our & number 27s drive. Also, there are often vans parked opposite, half on the pavement, despite yellow lines already being in place. We do not think these new lines would be the deterrent you are hoping for, rather, we would find ourselves being blocked in on our drive by inconsiderate parking. The corner leading off the Lytton Way has good visibility around it, we are unaware of any near misses at this end of the street. We are pleased you are taking an interest in road safety in the Old Town but do not agree that your proposal would help address the issue.</p>
134	<p>I am writing in response to the planning and regulation letter we received about the parking restriction proposal.</p> <p>I live on Alleyns Road and I am strongly opposed to the new restrictions being suggested. It is really difficult to park along our road, therefore putting double yellow lines will make it even more difficult as we will be losing at least 4-5 spaces. It already feels like a race getting home to find a parking space, which will become even worse. Will there be an alternative?</p> <p>We have people that park along this road and leave their cars parked all day as we are so close to Stevenage old town and the train station. Will permits be put in place so it is for residents only? We also have a lot of vans and commercial vehicles along our road that takes up a bit of space. Can there be a rule put in place for that?</p> <p>I hope you will reconsider the proposal of yellow lines being put in place and instead consider the implementation of parking permits for residents only.</p>
135	<p>I write in response to your letter dated 26 January 2023 concerning new parking restrictions in Pound Avenue Stevenage.</p> <p>Upon studying the plans, of the proposed extension of double yellow lines, we can see what you are trying to achieve. Making the junctions free of parking to allow the school children to enter/ exit more safely.</p> <p>However, the problem with parking is down to Pound Avenue Garage, his cars are left opposite number ,45,43,41. & 39 often for days or weeks at a time, occasionally needing to be towed away as they have no road tax thus taking up all the space & not leaving any for the only 3 houses in the street with no off- road parking.</p> <p>Surely as a business Pound Avenue Garage should have the space to store the cars on their premises but obviously do not so park them in the surrounding roads, including Hammond close & Pike End causing disruption & difficulties for us in Pound Avenue to park outside our house.</p> <p>Their inconsiderate parking outside their premises is putting children & adults at risk as often they are forced to walk into the road, as they are not leaving a minimum of 1.2-meter space for wheelchairs & pushchairs making it very hazardous as there is a tight corner at the end of the road & the pedestrians view is usually obstructed potentially putting their lives in danger.</p> <p>Their cars are constantly reversed off of the work bay onto the road & the drivers are unable to see either way as they are doing so because the cars are parked on the pathways either side of the work bay & also a cross the road where the disused care home is, thus blocking pathways both side of the road. Our concern is the safety of our road & the fact the</p>

Response no.	Consultation response content
	<p>garage is using our road to store his vehicles, but by reducing parking spaces, the 3 houses with no off-road parking will be left with nowhere to park as the garage will have them all, which is often the case now, but will be made so much worse for us.</p> <p>I hope you will take these points into consideration. Please find attached some photos of the parking problem here in Pound Avenue.</p>
136	<p>As a resident of the area, I have significant concerns around the impact this will have. The practicalities of this will force more cars onto Walkern Road, a road that is already hugely contested and extremely difficult to park on. There isn't enough adequate parking in the area to implement these changes. I also feel this would unfairly impact the value of our property, with no adequate parking being available outside - despite having parking permits for the area.</p> <p>We've explored the possibility of creating our own driveway, and we were advised this wasn't possible. Would the council and Hertfordshire county council / highways authority be supportive of residents creating driveways at the front of their homes? The current regulations seem restrict this from happening.</p> <p>The introduction of parking permits and restrictions has helped to ease the situation, however with the inability to do anything ourselves to help further, parking in this area is still nothing short of a daily nightmare. These suggested changes are hugely concerning and ill-advised.</p>
137	<p>I am writing with regards to your letter dates 26th Jan 2023 and the new parking restriction being proposed outside my home.</p> <p>While I understand the proposal to increase the current double yellow lines to bring them further into the cul-de-sac, I am not sure this will resolve the issue. The problem only exists during school drop off and pick up times. The parents currently park on the existing yellow lines, on the corner of junctions and on the pavements. They also on occasions park across my driveway.</p> <p>I feel you could put double yellow lines all around Trafford Close however these will be ignored unless they are enforced.</p>
138	<p>Thank you for your letter of 26 January 2023 and drawing number TPE/03/22- 8/07.</p> <p>The drawing shows double yellow lines being added on Letchmore Road opposite Pryor Court and onto Walkern Road.</p> <p>Having studied the "2020 Stevenage Old Town Ward Parking Study – June 2022" these areas are not shown in the Recommendations for either Walkern Road or Letchmore Road.</p> <p>How has this decision been made to introduce the double yellow lines when it is not in the Study, so therefore should not be considered.</p> <p><u>OBJECTION</u></p> <p>Letchmore Road/Pryor Court double yellow lines. Fresson Road/Walkern Road double yellow lines.</p> <p>These sections of road rarely have any vehicles parking on them – otherwise this would have been highlighted in the Study.</p> <p>They do, however, serve as important temporary overflow parking sections for visitors.</p> <p>There is no spare parking available for visitors, so this will require visitors to park where there are no double yellow lines, which may be on a more dangerous section of road.</p> <p>Please consider these points, as we believe the June parking Study has clearly been carefully carried out and does not Recommend these areas for double yellow lines.</p>

Response no.	Consultation response content
139	<p>I would like to strongly object to the proposed parking restrictions at the top of Letchmore Road.</p> <p>Most of the households here will literally have nowhere to park. This will result in further competition for spaces further down the road, which is already packed with cars.</p> <p>Although I have a driveway with one space there will be no space left on the road for visitors or delivery drivers.</p> <p>Please can you rethink this proposal which I don't think will be of any benefit to the residents.</p>
139	<p>I am not happy with this proposal as parking is already tricky with the roads as they are. Not every household has the luxury of a driveway and most are a two- car household. If you were to lessen the places to park, then we are going to have an issue with parking on both sides of the road; pavements probably being inaccessible because cars are parked on the left-hand side of the road and this will result in larger vehicles, such as the bus or lorries, being unable to pass through safely.</p> <p>I don't see why there is an issue on Pryor Court as there are usually only a couple of cars parked there on a daily basis, if that. Surely this cannot be a problem, even to the residents of that street, whose houses are nowhere near the place where cars are usually parked?</p> <p>I hope you take my views into consideration and abandon this parking proposal, for the good of the residents of Letchmore Road.</p>
140	<p>I am writing to feedback on your current proposals of new parking enforcement (double yellow lines) for Primrose Hill Road. I would like to share with you that I have raised with the Fairlands school in regard to parking frustrations at peak times where drives are blocked preventing access to or getting off my (and similar problems seen at neighbours) drives due to inconsiderate parking, I was advised to follow up with HCC but was little I could do. Hence this parking review is welcome where I can formally provide feedback. In regard to the above inconsiderate parking at these peak times, can I ask if the yellow lines could be extended on this road and in front of driveways to assist with enforcement measures? In addition drivers ignore the school zig zag no parking signs and park in these areas to be close as possible to the school gates, and hence makes the sharp corner dangerous and difficult to pass and again question if there is further opportunity to make this signage stronger / add more deterrence? Below is a snapshot of your scoring for Primrose Hill Road and where I do not agree to the "1" score for inconsiderate parking. This score is dependent when the survey took place and question if full consideration has been taken at the school pick up / drop off times, making Primrose Hill Rd and Pound Avenue quite dangerous and challenging. Hence I wonder if these currently proposed changes with the planned additional yellow lines being added at Haycroft / Primrose Hill junction will address all concerns. However, I do agree with your plans to add measures at this junction as have seen problems with parked cars on the corners, normally again at peak school times.</p>
141	<p>I wish to object to the proposed At Any Time waiting restrictions in High Street (Bowling Green). The section south of the Bowling Green down to its southern extremity is only wide enough for one car to drive down it when cars are parked outside the properties on the western side of the High Street. There is therefore no reason to put waiting restrictions on the eastern side of the High Street because nobody is able to park there without completely blocking the road.</p> <p>Similarly, there is no need to waiting restrictions at the southern extremity of the road since it is a dead end and vehicles parking here do not obstruct the flow of traffic. Vehicles regularly park in this cul de sac area in the evenings so that their drivers can pick up their orders from Papa</p>

Response no.	Consultation response content
	<p>Johns. Preventing parking here will affect this business as the High Street is always parked heavily on the eastern side in the evening when Springfield House. Later in the evenings, or when Springfield House is not in use, parking is much less reduced. Whilst vehicles do park in the turning head halfway down the High Street on the eastern side, this is sufficiently deep to permit vehicle to still use it as a reversing area. However, most vehicles parking at the southern end near Springfield House do not reverse back to use, but instead they drive through the car park at the back of Springfield House and exit onto the one-way ring road.</p> <p>To summarise, my objections to this traffic order are:</p> <ol style="list-style-type: none"> 1. The existing restricted width of this part of the High Street already prevents motorists from parking on the eastern side of the road and therefore At Any Time restrictions are not necessary and a waste of money. 2. The restrictions proposed at the southern cul de sac end of the High Street is unnecessary and will impact the customers of Papa Johns and users of Springfield House and other businesses in the High Street which already suffer from very restricted available parking. <p>The proposed restrictions in the turning head will also reduce parking, particularly in the evenings when it is needed for users of Springfield House.</p>
142	<p>With regards to the letter and plan for the proposed double yellow lines, I agree with most of it, and after discussions with my neighbours here in Titmus close, we feel that the lines extending into Broxdell and past the parking bay into Broadveiw extend to far and our main concerns are that it will push the problem into Titmus close which we strongly object to.</p> <p>I hope you will give this your utmost consideration.</p>
143	<p>With reference to your letter dated 28th January with regards to changes to parking due to extension of yellow lines I am writing to object against this proposal.</p> <p>Due to the school and the garage at the end of pound avenue parking is limited and on a number of occasions I find it difficult to park near or outside my home. I therefore think that parking needs to be reviewed in this street. The garage at the end of pound avenue should not be using the parking in the street for business use this is not what street parking should be utilised for.</p> <p>There is a green outside of houses 39 -45 which could be used for parking as has been done in other areas of Stevenage where surface has been put down for parking but still allows the grass to grow through therefore not reducing the green space.</p> <p>The parking in pound Avenue is an issue also due to the school and although I appreciate that living opposite the school there is an expectation that there will be increased traffic at certain times of the day however the parents do not use the car park as a first choice for parking and I feel this needs to be addressed with the school.</p> <p>I would appreciate if you contact me to discuss the options regarding increasing the parking for residents in pound Avenue</p>
144	<p>As a resident of Primrose Hill Road, I fully support the council's new proposals against unsafe parking. It is unfortunate but the parents who should have the children's greatest interests at heart are the ones endangering them. However, your restrictions will prove useless without strict enforcement. You can have as many laws and restrictions as you like but if they are not enforced the inconsiderate and dangerous behaviour will continue. I say this because I see parents parking on the school yellow zigzags and even leaving their cars there with very little intervention from your officers. However, the same traffic enforcement</p>

Response no.	Consultation response content
	<p>officers can regularly be seen just down the road at the Pound Avenue Garage enforcing the yellow lines there. You may possibly argue that they cannot be two places at once. I would argue that they go for the easier target where there will be less aggression. This is understandable - Who likes confrontation?</p> <p>So yes, I would like you to go ahead with your plan if it will be enforced by proactive enforcement officers and liaison with Fairland's School to foster good behaviour amongst parents. If you do not enforce it, you will just be wasting my money to paint more lines that are taken no notice of!</p>
145	<p>I am writing to provide my opinion on the traffic proposals concerning the Old Town in Stevenage.</p> <p>I agree with the proposed disabled parking bay. I disagree with the proposed double yellow lines as I feel they will increase pressure on parking in some areas and lead to more competition for spaces, meaning people may park more aggressively and thus poorly - this merely shunts the problem to different areas of the street. In particular this applies to the junction of Alleyns road and Letchmore road where the proposed double yellows extend a long way up the street, and the junctions of Haycroft road with Ingelheim Court, Primrose Hill Road, and Hellards Road, where the proposed double yellows add up to a significant area of the street affected. It is already illegal to park within 10 metres of a junction; double yellows are not needed to enforce this law.</p> <p>My main concern with parking is non-residents parking particularly around school times and around Friday/Saturday nights (people park in residential unpermitted areas, go drinking on the Old Town high street, and retrieve their car in the morning. Admirable not to drink and drive, but taxis exist). There is simply not enough space on the street for this, and this is when I personally notice people unable to find a space parking in more dangerous locations. I feel that changing the proposed double yellows to single yellows, with restrictions during daytime hours, would significantly reduce the problem at school run times, and a permit system could help deter the use of residential areas as a free car park.</p>
146	<p>Further to your letter of notification referring to the new proposed parking restrictions in Letchmore Road / Pryor Court / Walkern Road.</p> <p>I have looked at your map and have some concerns over the proposed yellow lines at the North end of Letchmore Road and Walkern Road.</p> <p>My concerns are regarding the yellow lines to be placed outside the house numbers 140 -150 Letchmore Road. This would leave the residents of these homes with nowhere to park and would only move these cars to the nearest unrestricted parking area further down Letchmore Road.</p> <p>I live on Letchmore Road where we already experience parking congestion. By adding the additional 5/7 cars from the residents of 140 -150 this will only add to these issues, making it extremely difficult for residents to park.</p> <p>I would suggest that residents parking bays or parking concessions be made for the area outside of the homes 140 -150 Letchmore Road for their use.</p> <p>I hope that this letter is taken into consideration within this proposed consultation.</p>
147	<p>Introduction of increased double yellow lines on Alleyns Road, SG1 3PP at its junction to Letchworth Road and its impact on residents' parking.</p> <p>Thank you for sending the proposed changes to parking restrictions in the Stevenage Old Town Area. I am writing to you to provide my opinion. I live on Alleyns Road, close to the junction with Letchworth Road, and due to the nature of my shift patterns am required to commute by car.</p> <p>I agree that there is a problem with dangerous and inconsiderate parking along this road. However, I only see this during school pick up and drop off times (where parents with small children abandon their cars across</p>

Response no.	Consultation response content
	<p>dropped kerbs/pavements) or by people who park just before 9 and leave their cars there for the majority of the work day, presumably because they work in the old town and park on Alleyns Road as it is one of the first roads which is not subject to the residents only permit scheme.</p> <p>After consideration, I think the proposal to introduce double yellow lines on Alleyns Road opposite numbers 4, 6, 8 and 10 will only make residents' parking scarcer and difficult, and will not address the issue of dangerous and inconsiderate parking.</p> <p>I already often struggle to park close to home following a night shift, and I believe removing the option to park safely and legally opposite my house overnight will just mean I am forced to park far away from home late at night and walk back alone more often than I already do. I am very concerned about the implications for my personal safety, and that of any other residents in a similar position.</p> <p>I think that a more appropriate solution to this problem would be to bring Alleyns Road inside the residents only permit scheme, as this would increase the deterrent for dangerous parking during the work and school day, while still enabling residents to park close to their homes.</p>
148	<p>I write with reference to the planned changes to Walkern Road/Almonds Lane. We have been asking for double yellow lines at the top of Walkern Road for over 2 years. I do think they need to be in place on the junction of Walkern Road and Almonds Lane. It has been increasingly difficult to exit the shared drive of 132-126 safely. Mainly due to the constant parking of vans and cars making it almost impossible to have a clear view to the right of the driveway.</p> <p>All of that said, I'm not sure that having all of the right side being made illegal to park on is a solution. This would be getting rid of at least 8 spaces. We have the allotments to consider and visitors to the road as well. I think it could potentially make people park on the opposite side of the road. And this would make it extremely difficult to exit the driveway. Maybe double yellow lines from the corner to just past the entrance to the allotments could be possible?</p>
149	<p>Further to your letter of notification of proposed new parking restrictions in Letchmore Road.</p> <p>I live at Letchmore and have been sent drg ref TPE/03/22-8/06 and I have no issues with the proposed double yellow line positions on that drawing. However I understand from other residents that there are proposed double yellow lines outside house number 140-150 Letchmore Road, this would leave residents at those addresses with no parking and would push parking further down into Letchmore Road which already has parking both sides, this coupled with the enforcement of the bays being kept free at the bus stop (I have only ever seen one person get on the bus at this point) is going to cause unnecessary parking issues. Currently residents generally do follow a polite code of parking and try to be unobtrusive to each other, pushing further cars down will undoubtedly upset this balance. My fears for the future are that we will all have to start paying for parking along our street if these current proposals are enforced.</p> <p>If bays could be provided for those residents or no lines were introduced outside those properties and the status quo remains that will alleviate a future problem that does not need to exist. What I would like to see is heavily enforced speed restrictions, unfortunately the parking issues and often the speeding happens around school pick up and drop off times, parents speeding with children in their cars is something that totally bemuses me, they are taking their children in cars because they deem it safer but happily speed at a time when there are increased amounts of</p>

Response no.	Consultation response content
	pedestrians , mainly children.
150	<p>With regard to the above, if these proposals are to go ahead I would also like to see double yellow lines on the Bowling Green.</p> <p>As a resident of the Bowling Green, I witness on a daily basis many unsafe dropping off, deliveries and parking. Parents like to both drop off their kids and pick them up from this small road, some are parked for 20 minutes or more, making it extremely difficult when cars are pulling out or turning in as someone needs to give way when cars are parked there. The kids also run out in front of the main high street traffic before and after their lifts.</p> <p>I really do believe if the double yellow lines go ahead, they really must include the Bowling Green.</p>
151	<p>I am writing in response to your communication regarding the Proposed Traffic Order for Old Town Ward, specifically in relation to proposed changes to Walkern Road.</p> <p>I am placing my objections on record to two of the proposed changes, they are as follow: -</p> <ol style="list-style-type: none"> 1. Objection to proposed yellow lines on the junction of Almonds Lane and Walkern Road - If yellow lines are placed on the who stretch of this junction as proposed, it will create a really difficult parking situation for many residents in the area including myself. I am a resident of Walkern Road and I frequently park on the green stretch of road, as highlighted on the map below. By placing double yellow lines on the green stretch of the junction is not necessary and will take away valuable parking for approx. 3 cars. The loss of these spaces is already in addition to the loss of 3 spaces to advisory disabled parking spaces which are all slightly further down Walkern Road. <p>I have had my..... reconfigured to enormous expense recently to free up off-street parking at my property and by putting double yellow lines in on the whole stretch of the junction will have a hugely negative impact both in terms of resident's ability to park near their own homes, but also to the value of their properties given ease of parking is a hugely influential factor on the house prices. We are a young family and having on street parking as well as the personal off- street parking (I have paid a lot of money for) are massively important to me.</p> <p>The green line shown on the map does not interfere with the safety of the junction, the main problem being the stretch of road after the allotment gate and round the bend onto Almond Lane (from Walkern Road). Additional parking demand and safety concerns are placed upon this junction by allotment users, who sometimes park very unsafely on Almonds Lane and take up parking along the stretch of road, again highlighted green. A solution, for allotment parking which is under the council's control would be to convert vacant allotment plots into parking to ease parking demand on this junction. I feel very strongly that the green section of road highlighted should not be yellow lines.</p> <p>Other safety measures on Walkern Road should include speed cameras and better signage to enforce the 20mph school safety zone.</p> <ol style="list-style-type: none"> 2. Objection to the proposed enforceable disabled parking zone - I have been a resident on Walkern Road since and since then, over the last 5 years we have already lost 3 parking bays to

Response no.	Consultation response content
	<p>advisory disabled parking bays on Walkern Road. This has already created significant pressure on the needs parking in the area.</p> <p>I am not against allocated disabled parking as I fully appreciate, they have specific needs, but do feel my neighbours, some who I know personally are abusing these spaces where there is not a genuine need, or needs have changed since the original request for a disabled bay to be installed. Also, we have had conflict with neighbours who have challenged our disabled visitors who park in the disabled bays when clearly displaying their blue badge.</p> <p>There has been another instance when I have parked in an advisory disabled bay when first installed and vacant and no other parking was available on street, which then led to a neighbour asking me to move my car so they can park. I obliged and moved my car but being an advisory bay does not mean I had to and knowing that the users of these bays do not have a genuine need makes it very frustrating.</p>
152	<p>I have looked at this proposal and consider it a waste of money. We have lived on the High Street for nearly .. years and have never seen cars park on the side of the road where you propose yellow lines. The exception being business employees who park at the dead end and opposite no.18.The introduction of yellow lines is more likely to create problems especially outside nos. 6 and 4 where there is a driveway. Cars that "squeeze" into the space often make it difficult to enter or exit the driveway. Reducing the available space for parking is more likely to impinge on the residents (and visitors) that live in this area and have no specific parking space off road. This would also affect trade to the florist on the green who would have nowhere to park. If, as you state, this is a consultation, why have planning notices already been posted? This implies that a decision has already been made! I would urge you to reconsider or at least discuss with the residents.</p>
153	<p>I did telephone on 9th February and leave a message for someone to contact me to explain if the road markings i.e. yellow lines are additional, but no one rang me back. So in absence of this vital information, I would like to leave the following comments:</p> <ul style="list-style-type: none"> ➤ If the proposed markings on the diagram are additional markings then I fully approve because the current lack of your proposed restrictions have meant that at times: <ul style="list-style-type: none"> ▪ The corner leading into Woolmer's way is in my view dangerous as 90% of the time, lorries, large vans which are often utility vans with trailers are parked meaning a blind spot is created on the corner ▪ For any car driving down towards the dual carriageway often means they are faced with cars coming off of it which forces them to have to fully mount the pavement <p>I did raise this when I first moved to Green street but nothing was done so I would be pleased to see these improvements in place. Also please note that the disabled parking markings outside no .. are redundant and the street would benefit from these being moved as it is misleading that they remain many years after</p>
154	<p>I understand that the consultation regarding Old Town parking closes today, 17 February 2023, and I wish to share my views.</p> <p>You have written to me and provided a drawing of how double yellow lines are proposed at the junction with Hammond Close and Pound Avenue.</p>

Response no.	Consultation response content
	<p>For which I have no objection.</p> <p>My views are more general about the difficulties of parking and how restrictions elsewhere are affecting our Close. As more areas have become restricted or permit holding, Hammond Close (being unrestricted) seems to be providing more and more parking for non-residents. In particular, the Pound Avenue Garage uses our Close, Pike End and the parking spaces outside Fairlands School to park vehicles that they are working on. Whilst this is preferable to parking outside the garage and the Pound Avenue junction and Astonia Lodge, restrictions at the garage are causing parking difficulties throughout the surrounding area, including Hammond Close.</p> <p>Old Town High Street</p> <p>I should also like to comment upon the Old Town High Street parking too. This is again exacerbated by restrictions and the lack of free parking in the surrounding streets. I am sure that problems are now arising because free parking has been withdrawn from the Primett Road Car Park (formerly Waitrose). It is evident that people are not prepared to pay even a small parking fee. This reluctance is, in my view, because drivers only wish to pull into a High Street parking space momentarily to collect prescriptions, pick up a loaf of bread, pint of milk, a bag of chips, a newspaper and so forth. It makes no sense to charge £1.30 so that people can collect a 90p newspaper. Moreover, no other neighbourhood centre charges for parking, imagine the uproar if charges were suggested at the Glebe or the Oval. The need to pullover briefly in order to post a letter, collect a takeaway Chinese, or a pizza, or to use an ATM means that, I think, High Street parking should be limited to 30 minutes. If longer is needed - for the hairdressers, opticians or solicitors, or to visit a restaurant then these are the cars who need to pay and to use the rear car parks.</p> <p>Regarding proposed traffic restrictions in the High Street and the diversion of traffic, I think this is costly and unnecessary. My understanding is that in the last five years there have been fewer than one pedestrian a year involved in a High Street traffic accident. Problems with traffic flow could be solved instantly through diverting buses to drop off points in Primett Road or Church Lane, rather than diverting cars, together with shop delivery vehicles using rear entrances instead of High Street fronts. Greater enforcement is needed for vehicles blocking High Street parking spaces too, these are often food delivery services, and these would be better to use rear entrances instead. All of which points to the High Street needing to provide businesses with a free-flowing passing trade, where people can just get out of their cars to pick something up and go on their way again. I would be very unhappy if the High Street is changed in any way, although I recognise, of course, that it sometimes becomes quite congested whilst cars are looking to park. I think this could be alleviated as described and also by returning pavement trading back to parking spaces once more.</p> <p>Stevenage Town Centre</p> <p>Finally, I am aware of parking difficulties throughout Stevenage, not just the High Street, including Stevenage Town Centre. I know that people living there scour the area around the Town Centre Gardens, Cuttys Lane and the rest of Bedwell to be able to park. This is despite plenty of car parks in the town centre itself remaining largely empty. I understand that it costs £90 for a monthly season ticket. Over a thousand pounds a year is</p>

Response no.	Consultation response content
	<p>clearly too much for young people in a small-town centre flat to pay. I feel that these residents should be given parking discounts to use the carparks and I am sure it would be popular with Bedwell residents too, freeing-up roads and providing more car parking income for the Council.</p> <p>I am most concerned about the difficulties of parking which seems wholly inadequate and is likely to get worse. As more and more flats are developed in the town centre, and where the Eagle building is being demolished, it is likely to become an even bigger problem in the future as there are going to be fewer parking spaces than dwellings. I hope there is a plan for this, for deliveries and for visitor parking and those with disabilities, as well as for the residents themselves. Despite aspirations to promote walking and cycling, it cannot be assumed that everybody living near to the railway will be a commuter without a car and have no visitors.</p> <p>I am happy for you to make use of the above comments, however, I would be pleased if you would respect confidentiality and anonymise any used, so that I cannot be identified by name or address.</p>
155	<p>Having moved to live in Stevenage over .. years ago, my family has very much appreciated the time-restricted free parking bays in Stevenage Old Town</p> <p>This is an encouragement to everyone to visit the old town & utilize the restaurants, the shops & facilities available</p> <p>It is also important for those who require access to Stanmore Road Surgery where there is very limited free parking available for patients</p> <p>It would be so very disappointing to lose the free parking in the Old Town and I would request that you bear this in mind both for the businesses & the general public</p>
156	<p>Apologies for my delay in responding to your letter, dated 28th January 2023, I have been away. I am aware I am 3 days late in responding but I hope you will review my letter as this proposal will detrimentally affect my parents.</p> <p>I live on, Old Town, Stevenage, where my parents live, and the proposed double yellow lines will be added.</p> <p>They currently park their car in one of the spaces where it is proposed that these double yellow lines will be positioned. Behind them parks one of their neighbours. All the neighbours along this stretch of road have worked together to ensure they all have space and can easily park.</p> <p>If your proposed lines are imposed, there will be the following impact:</p> <ul style="list-style-type: none"> - My father will have to park further away from his house, which will mean he struggles more to shop for him and my mother (she is unable to go outside on her own). - My father will have to park in the limited spaces outside of his neighbour's properties. There is insufficient space for this. Removing 2 spaces (as your proposal will do) will detrimentally impact our neighbours too. - in the first space, to the left, behind my parents, will not have anywhere to park. - Both my parents and their neighbour have parking permits. My parents only just renewing in the last month. <p>I respectfully implore you to not approve this proposal as it will mean my father will be unable to support my mother's shopping and needs.</p> <p>If you need any further evidence of my parent's situation or anything else, please do not hesitate to contact me.</p>

Response no.	Consultation response content
157	<p>With reference to your letter dated 26th January 2023</p> <p>It is a major concern for the Community Centre with the proposed Double Yellow Lines in the road along and outside the Community Centre.</p> <p>Very restricted and limited on parking and have been for many years, due to free parking which seems to be used for others than the Businesses and Houses/Apartments in the street.</p> <p>A white dropped kerb line and was installed approximately. years ago, I had it agreed for a Disabled parking bay to be located outside the Centre, unfortunately this is now used by many others than visiting the Centre. which we have no control over.</p> <p>On many occasions I have approached the drivers that have not shown Disabled Badges and have had abuse, so now I no longer wish to take abuse from anyone, and drivers are left to park and take the space.</p> <p>As a Community Centre we have many visitors and bookings for our facilities, over the years we have suffered for day bookings as there are no parking spaces available and we advise parking is in Primett Road Car Park which always seems to be a problem - after 5pm and weekends we don't have a problem as all cars vacate the area.</p> <p>A small Car Park at the side of our Building is again free parking, after 9am all spaces are taken so on many occasions I have to park against our side gate doors or not at all!</p> <p>We have Regular Hirers that also have parking issues during the day, it was discussed in 2018/19 with SBC that Springfield House would be issued with 6 Parking Permits which unfortunately has never materialised.</p>
158	<p>I live on Alleyns Road and I am happy with the proposal of double yellow lines, this is something I have been asking for over the last few years, the parking is horrendous and for waste removal trucks, ambulances and Fire trucks its non- accessible. I have also warmed towards permits for this area, as the daytime is again overloaded with traffic from the areas closer to the Old town. Can this be implemented and what would the procedure be?</p>
159	<p>With reference to the above proposals</p> <p>These proposals are ridiculous and totally unnecessary in this area. There have never been any unsafe parking issues in this area.</p> <p>Loosing over half of the already limited parking spaces will only serve to cause more problems.</p> <p>The spaces that are currently available are all necessary to serve the businesses, community centre and residents. Do you want to put several businesses out of business and make a valuable community centre inaccessible to many people with mobility issues? This proposal is totally unacceptable and shows a complete lack of understanding of the area.</p> <p>There are no other public parking areas in close proximity so how can people who are unable to walk or cycle supposed to get to this area.</p>
160	<p>I have only just picked this letter up but as a homeowner I am against the restrictions.</p> <p>Homeowners in this area have very little parking. There are also people wanting to access Springfield House which doesn't have any parking. The present parking, we have in place seems to work. Putting double yellow lines, especially round the back of the houses in the Bowling Green serves no purpose except to make it more difficult for those living there.</p> <p>I urge you, please do not action this.</p>

Response no.	Consultation response content
161	<p>Many thanks for the opportunity to submit a late response in regard to proposals for The Bowling Green.</p> <p>You may be aware that parking in the High Street is very contentious, this is because business relies on easy parking for much of its trade and taking parking away will take away trade.</p> <p>We would like to remind SBC of the substantial revenue generated by the High Street businesses from rates and taxes. Also, of the convenience and benefit many businesses provide to local residents. The demise of High Street businesses would be a serious loss of revenue to the Council and local services to the community and every effort should be made to help them flourish.</p> <p>Issues relating to parking and parking restrictions can be viewed from many aspects and there can be none that have better knowledge of problems and difficulties than those on the spot who live and work in the adjacency.</p> <p>Many of the proposals address dangerous parking in places other than Bowling Green and will be excellent improvements, however they may count for little unless they are policed. In this respect, parking to obstruct a junction is against the Highway Code but little action is taken - so how will yellow lines help?</p> <p>Turning to The Bowling Green, those that operate businesses and live on the Green see no value in the proposed yellow lines except making their life more difficult and request that this part of the proposal be deleted from the plan.</p> <p>We have received representation from the following businesses on the Green:</p> <ul style="list-style-type: none"> Domino Pizza Florist on the Green Braceys Accountant Springfield House Hamilton Davies The Bowling Green Dentist Parlour 14 <p>All the above require short term parking to support their businesses and accommodate the needs of their customers and clients, and consider the proposal for The Bowling Green will seriously impact upon their business.</p> <p>In their response, none of the above are aware of any unsafe parking issues or changes that are needed to regulate parking. This includes (.....High Street), who have made their own representation supporting cancellation of this item from the proposal.</p> <p>We trust that SBC will have due regard for the strength of this representation, respect the businesses, have regard for the essential need to retain businesses in the High Street and remove the proposals for Bowling Green from the schedule.</p>