

Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: 22-06-2023

Consideration of consultation responses (Formally proposed parking controls in Various Roads, Old Town Ward)

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1. PURPOSE

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

2. RECOMMENDATIONS

- 2.1. That proposed restrictions are implemented as proposed except for the changes specified in paragraphs 2.2 - 2.10 below.
- 2.2. That proposed double yellow lines at Sish Lane's junctions with Barclay Crescent and Broxdell, and at Barclay Crescent junction with garage compound entrance adjacent to property 12 Barclay Crescent are implemented with a reduced length as shown in revised plan TPE/03/22-8/01Rev1.
- 2.3. That proposed double yellow lines in the eastern end of Pound Avenue are implemented with a reduced length as shown on plan TPE/03/22-8/04Rev1.
- 2.4. That proposed double yellow lines at Alleyns Road junctions with Hellards Road and Letchmore Road are implemented with a reduced length as shown in revised plan TPE/03/22-8/05Rev1.
- 2.5. That proposed double yellow lines in Hellards Road adjacent to properties 52-54 Hellards Road are not implemented and proposed double yellow lines in Whitesmead Road near its junction with Alleyns Road are implemented with a reduced length as shown in revised plan TPE/03/22-8/06Rev1.

- 2.6. That proposed double yellow lines at Walkern Road junctions with Fresson Road and Letchmore Road are implemented with a reduced length as shown in revised plan TPE/03/22-8/7Rev1.
- 2.7. That proposed double yellow lines at Walkern Road junction with Almonds Lane are implemented with a reduced length as shown in revised plan TPE/03/22-8/8Rev1.
- 2.8. That the proposed double yellow lines in Church Lane shown on plan TPE/03/22-8/10 are not implemented.
- 2.9. That proposed double yellow lines in the northern section of the High Street are implemented with a reduced length as shown on plan TPE/03/22-8/11Rev2.
- 2.10. That proposed double yellow lines in Green Street and Woolners Way adjacent to properties 51 and 53 Green Street are not implemented.

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4. BACKGROUND

- 4.1. Under an Agency Agreement with Hertfordshire County Council (the Traffic Authority for the area) Stevenage Borough Council is empowered to make Orders under the Road Traffic Regulation Act 1984 for the control and restriction of parking, and enforce those restrictions through Civil Parking Enforcement under the Traffic Management Act 2004.
- 4.2. In January 2022 Stevenage Borough Council commissioned a consultant to undertake a parking study of the Old Town area of Stevenage, to provide an independent assessment of any existing parking issues and make recommendations about how the Council should deal with them. One of the most important intervention recommended by the report is for the Council to act against unsafe parking such as vehicles parked in proximity of junctions.
- 4.3. In addition to their report, the consultant presented evidence and data gathered following several site visits carried out in Old Town area at various times including weekends and night.
- 4.4. After taking into consideration residents' feedback and the consultant's recommendations, two TROs were prepared. One TRO proposed to formalise three existing advisory disabled parking bays in Ingelheim Court, High Street and Walkern Road. The other TRO proposed to introduce 'no waiting at any time' restrictions at various locations in Old Town as specified in Schedule 1 of The Borough of Stevenage (Various roads in Old Town Ward, Stevenage) (Restrictions of Waiting) Order 2023.
- 4.5. After consultation with the Police and Hertfordshire County Council (the local Highway Authority), neither of which raised any concerns, authorisation was given by Tom Pike, Strategic Director (Environment) for the advertising of The Borough of Stevenage (Various Roads in Old Town Ward, Stevenage) (Restrictions of Waiting) Order 2023 and The Borough of Stevenage (Ingelheim Court, High Street and Walkern Road, Stevenage) (Disabled Person's Vehicles Parking Places) Order 2023 for public consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.6. The effect of The Borough of Stevenage (Various Roads in Old Town Ward, Stevenage) (Restrictions of Waiting) Order 2023 would be to introduce "no waiting at any time" parking restrictions in parts of Alleyns Road, Almonds Lane, Barclay Crescent, Broadview, Broxdell, Church Lane, Ellis Avenue, Essex Road, Fresson Road, Gates Way, Green Street, Greydells Road, Hammonds Close, Haycroft Road, Headingley Close, Hellards Road, High Street, Ingelheim Court, Langthorne Avenue, Letchmore Road, Longcroft Road, Miller Way, Orchard Crescent, Orchard Road, Pike End, Pound Avenue, Primrose Hill Road, Pryor Court, Ryecroft, Sish

Lane, Trafford Close, Walkern Road, Weston Road, Whitesmead Road and Woolners Way, Stevenage, where it currently causes a hazard or obstruction, and in other parts of these streets where it may be liable to do so if it occurs in future.

- 4.7. The effect of The Borough of Stevenage (Ingelheim Court, High Street and Walkern Road, Stevenage) (Disabled Person's Vehicles Parking Places) Order 2023 would be to introduce enforceable Disabled Person's Vehicles Parking Places at locations in Ingelheim Court, High Street and Walkern Road as specified in Schedule of this Order.
- 4.8. These formal proposals for statutory public consultation were advertised through a Notice of Proposals that was published in the Stevenage edition of The Comet on 26 January 2023. Copies of this notice were also erected on local street furniture, and notification letters were sent to addresses in the immediate vicinity of the proposals and to statutory consultees. The consultation continued until 17 February 2023.
- 4.9. Deposited documents including the Notice of Proposals and a Statement of Reasons for proposing to make these Orders, together with copies of the draft Orders and maps showing the locations and effects of the Orders, were made available for the public to inspect at the Council's offices in Daneshill House and via its website.
- 4.10. The consultation having been completed, it is now necessary for a decision to be made on if and how the Council should proceed with the introduction of and changes to parking restrictions that have been proposed.

5. REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

5.1. Consultation responses

- 5.1.1. One hundred and forty-eight written responses were received about the proposed parking restrictions during the formal public consultation stage. Copies of all responses are included in full in Appendix 1 but contain personal data so cannot be publicly released. A redacted version with all personal data removed, Appendix 1(i), will be released to the public alongside this report.
- 5.1.2. Most comments received from residents referred to a specific part of the proposals nearest to their property. A summary of consultation responses for each location is presented in Tables 1-14 below.
- 5.1.3. Multiple objections received from the same household were logged as a single objection in this report. The objections received throughout the consultation mainly referred to the limited parking available in some of the locations affected by these proposals and how the proposed restrictions will cause the residents to park their vehicles further away from their homes.

However, the high demand for on-street parking cannot justify unsafe parking considering that it can lead to people being seriously injured or killed.

5.1.4. Several objectors also mentioned that proposed yellow lines are not needed in their area as they have never seen an accident in their street. Parked vehicles can sometimes act as a traffic calming measure but when parked near junctions can obscure drivers' sightlines decreasing the time available to them to react. Whilst in the five years prior to September 2022 most accidents that occurred in Old Town area were classed as slight and only few were classed as serious accident, the Department for Transport data shows that in 2021 approximately 65% of accidents in Hertfordshire that resulted in persons being seriously injured or killed happened on streets with a speed limit under 40mph and a significant number of these accidents took place near T-junctions, mini-roundabouts, or other type of junctions. Lower vehicle speeds on unclassified urban roads can sometimes provide a false impression of road safety when in fact a pedestrian can also be killed following an impact with a vehicle travelling at 30mph. Therefore, it is extremely important for motorists' sightlines to not be obscured when approaching junctions even on these residential streets. Evidence shows that some motorists do not follow the Highway Code rule 243 specifying that vehicles should not be parked near junctions and in such cases the Council has a statutory requirement to act by formally prohibiting and enforcing this type of unsafe parking.

5.1.5. Several residents suggested that instead of introducing parking controls the Council should create additional parking bays. Although the Council has no statutory requirement to provide parking, Stevenage Borough Council invested in the past years significant amounts of money in creating additional parking in many residential streets throughout town including several roads in Old Town area. In most streets there is little or no suitable land where additional parking spaces can be created unless trees or the green areas are removed. Unfortunately, this will not be possible as it would be contradictory to recently adopted national and local transport policies such as the declaration of climate emergency and The Hertfordshire's Local Transport Plan. Furthermore, capital funding for creating additional on-street parking in residential areas is no longer available due to the significant pressure on the Council's budget following government grant cuts, lower revenue, and increased expenditure in the last few years.

5.1.6. A few consultation responses highlighted parking issues in streets around schools. The Council's parking team contacted these schools in Old Town area to discuss the existing road safety concerns in their area at school peak hours. In addition to an increased presence of Civil Enforcement Officers in school areas, the Council have provided several schools with specific school parking signage that cannot be legally enforced but have been found to be effective in raising awareness amongst parents or other motorists driving/parking in school areas leading to lower vehicle speed and more considerate parking.

5.1.7. Although most of these formally proposed parking controls were proposed following recommendations put forward by an independent assessment of all on-street parking issues identified in the Old Town area in early 2022, after taking in consideration the consultation responses received and following site observations carried out by the Council's Parking Officers it is recommended to implement the formally proposed parking controls as specified at paragraphs 2.1-2.9 above.

5.2. Plan TPE/03/22-8/01 – proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent.



- 5.2.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to properties located in the vicinity of the areas affected by proposed parking controls. Ten responses were received during the public consultation relating to these proposals and a summary can be seen in Table 1 below.
- 5.2.3. Whilst five consultation responses were in favour, two objected and three submitted a mixed view. The main concerns raised were related to the high-demand for on-street parking in this area of Sish Lane near its junctions with Broxdell, Broadview and Barclay Crescent where there are several properties without off-street parking facilities.
- 5.2.4. Alternative solutions were suggested such as prohibiting commercial vehicles/vans from parking in residential areas, creating additional parking spaces or introducing an on-street residential parking permit scheme. These suggestions are listed and discussed in Table 1 below but do not provide any guarantees that vehicles will not continue to park at locations where double yellow lines are proposed. Therefore, formal parking controls are needed to prevent unsafe parking such as vehicles parked near junctions.
- 5.2.5. A previous parking study of Old Town area determined that the on-street parking demand in Barclay Crescent and Sish Lane was between 70-84%. Whilst on-street parking spaces were found to be always available at some locations in these streets or adjacent streets, recent site surveys highlighted that in certain locations where properties do not have off-street parking facilities the availability of kerbside parking spaces is low especially at night when most residents were likely to be home. Therefore, the initial proposed yellow lines were reviewed to ensure on-street parking is maintained where it is believed that parked vehicles are not liable to cause an obstruction.
- 5.2.6. Although the Council has no statutory requirement to provide parking, Stevenage Borough Council invested in the past years significant amounts of money in creating additional parking in many residential streets throughout town including several roads in Old Town area. In most streets there is little or no suitable land where additional parking spaces can be created unless trees or the green areas are removed. Unfortunately, this will not be possible as it would be contradictory to recently adopted national and local transport policies such as the declaration of climate emergency and The Hertfordshire's Local Transport Plan. Furthermore, capital funding for creating additional on-street parking in residential areas is no longer available due to the significant pressure on the Council's budget following government grant cuts, lower revenue, and increased expenditure in the last few years.
- 5.2.7. Nevertheless, Stevenage Borough Council will continue to help with the on-street parking congestion by improving and maintaining its off-street parking facilities such as Garage Compounds. There are several Council garages currently available, and more are released every week; residents interested should contact the Council's Garage Services department.

5.2.8. Whilst site observations confirmed that the restrictions are needed to prevent obstructive parking or prevent this from occurring at new locations due to vehicle displacement, after taking in consideration the residents' concerns about the high-demand for on-street parking in locations such as Sish Lane area adjacent to its junctions with Barclay Crescent and Broadview, and to lower the impact of the anticipated vehicle displacement, it is recommended to implement the proposed double yellow lines with a reduced length as shown below on plan TPE/03/22-8/01Rev1.

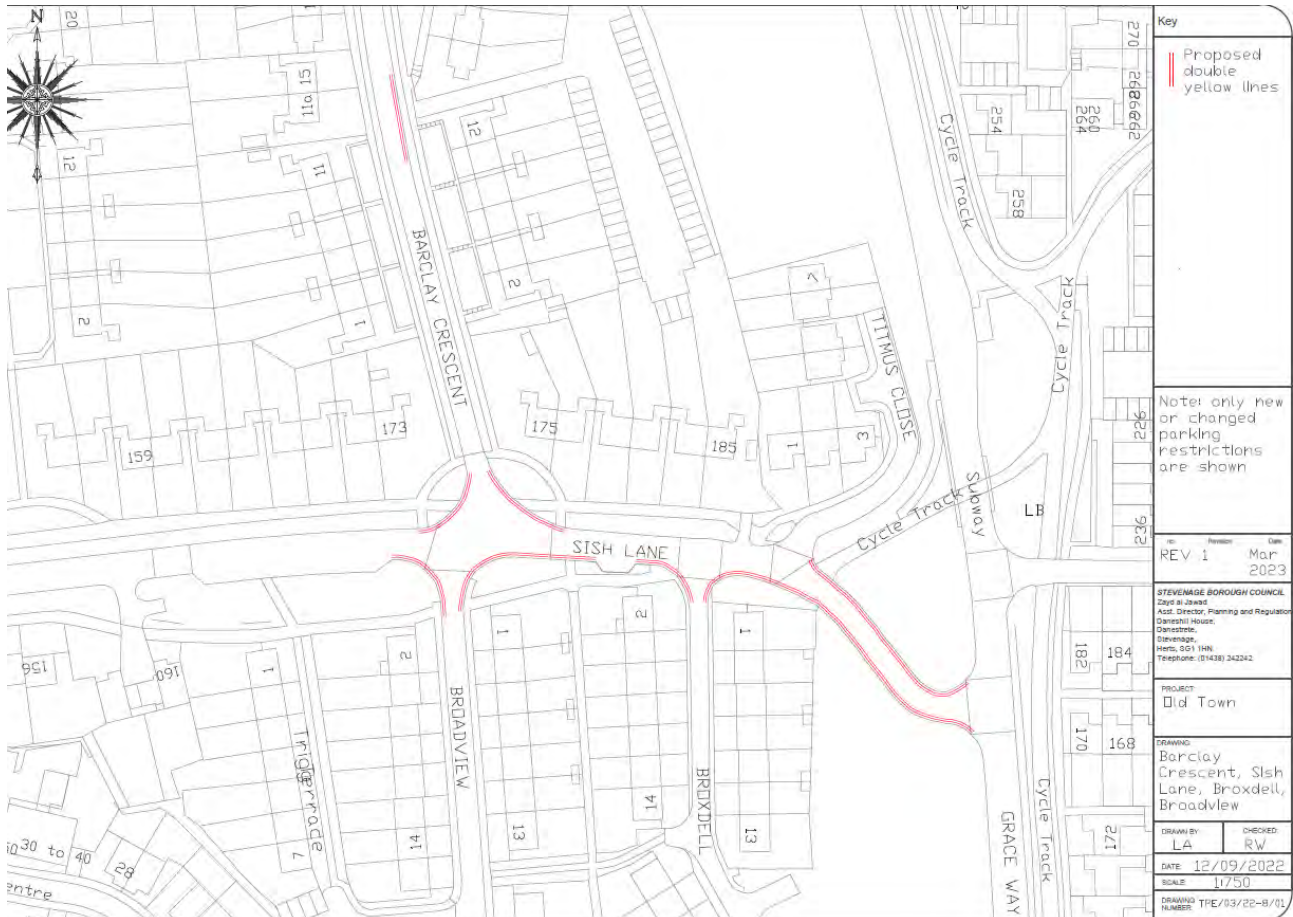


Table 1: Summary of responses for proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent (plan no. TPE/03/22-8/01)

Response reference number	Response summary	Comments on response
6	<p>i. This new proposal is going to cause a hell of a lot of inconvenience for my family. Especially in the winter when evening are darker, This top end of Sish Lane isn't exactly the safest, god knows how far away they'll have to end up parking.</p> <p>ii. 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.</p>	<p>i. Whilst it is acknowledged that several properties in Sish Lane adjacent to its junctions with Broxdell, Broadview and Barclay Crescent do not benefit from off-street parking facilities and some of these households rely on existing kerb-side space for parking their vehicles, the high demand for on-street parking in this area does not make the Council any less responsible from acting against unsafe parking. However, after taking in consideration this and other similar comments it is recommended to implement the proposed double yellow lines with a reduced length as shown on plan TPE/03/22-8/01Rev1.</p> <p>ii. Although the Council has no statutory requirement to provide parking, Stevenage Borough Council has invested in the past years significant amounts of money in creating additional parking in many residential streets throughout town including several roads in this area of Old Town. In most streets there is little or no suitable land where additional parking spaces can be created unless</p>

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	<p>iii. At bare minimum you should at least be helping us get driveways in if we can't have parking bays.</p>	<p>trees or the green areas are removed. Unfortunately, this will not be possible as would be contradictory to recently adopted national and local transport policies following the declaration of climate emergency. Furthermore, capital funding for creating additional on-street parking in residential areas is no longer available due to the significant pressure on the Council's budget following government grant cuts, lower revenue, and increased expenditure in the last few years.</p> <p>iii. Residential dropped kerb applications are managed by Hertfordshire County Council who is the local Highway Authority in Stevenage. Further information is available on the below webpage https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx . The Borough Council has no authority to interfere with their application criteria. However, the Council manages several garage compounds throughout town, and some are in areas affected by the proposed parking controls. Residents interested in applying for a Council garage should visit the below webpage</p>
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		https://www.stevenage.gov.uk/garages/apply-for-a-garage
20	<p>i. I am in favour of the yellow lines proposal. I've lived here for 10 years and the parking is getting worse every year.</p> <p>ii. I do not allow my children to even play outside on the grass from fear of an accident happening one day. 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>i. The support is noted.</p> <p>ii. The suggestion has been shared with Hertfordshire County Council who is the local highway authority in Stevenage and responsible for traffic calming measures.</p>
35	<p>i. 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 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. The support for proposal and concerns related to potential vehicle displacement are noted. Whilst a vehicle displacement can be expected if the proposed restrictions are implemented, this does not make the Council less responsible in dealing with unsafe parking. Existing unrestricted kerbside road space in Barclay Crescent can be used by any motorists to park their vehicle legally regardless if they are residents of this street or not.</p>
74	<p>i. I'm writing to you in response to your recent letter regarding the proposed parking restrictions in my road. I can honestly tell you</p>	<p>i. Limited on-street parking cannot justify parking a vehicle in a hazardous or obstructive manner and the Council has a responsibility to act against such</p>

Table 1: Summary of responses for proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent (plan no. TPE/03/22-8/01)

	<p>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.</p> <p>ii. 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>iii. We have a tree 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>	<p>type of parking in its capacity as the local parking enforcement authority.</p> <p>ii. Existing unrestricted kerbside parking space on public roads can be used on first arrived first parked basis by any motorists regardless if they are residents of adjacent properties or not.</p> <p>iii. The verge and trees in that location are under the management of the local highway authority (Hertfordshire County Council) who is also managing residential dropped kerb applications. The Borough Council does not have the authority to remove that tree nor to approve residential dropped kerb applications.</p>
85	<p>i. 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</p> <p>ii. I feel you have made a fatal error not to include yellow lines on Sish Lane directly opposite the entrance to Broxdell. When</p>	<p>i. The support is noted.</p> <p>ii. If implemented the proposed double yellow lines will prohibit vehicles parking adjacent to Sish Lane junction with Broxdell, therefore improving drivers'</p>

Table 1: Summary of responses for proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent (plan no. TPE/03/22-8/01)

	<p>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>sightlines when approaching this junction. However, the area will continue to be monitored post-implementation and additional restrictions can be proposed if required. Proposing additional restrictions at this stage will cause significant delays to this project and it is not recommended.</p>
96	<p>i. I am in total agreement with your plan, long overdue. Cars and vans parked anywhere even on corners.</p> <p>ii. There is a problem of course, local roads are very narrow with safe parking areas and companies leaving their employees to park company vehicles.</p>	<p>i. The support is noted.</p> <p>ii. Although some residents park their work vehicles on-street near their homes and this may lead to additional pressure on existing parking capacity, if the vehicles are parked legally then the Council has no legal power or reason to take enforcement action against those motorists. Existing on-street parking area can be used on first arrived first parked by any motorists to legally park their vehicle.</p>

Table 1: Summary of responses for proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent (plan no. TPE/03/22-8/01)

98	<p>i. The double yellow lines on the above junctions will add to the severe lack of parking available for residents of these roads. More people will start parking on the grass areas ruining the area.</p> <p>ii. There are disused garages Broadview/Trigg Terrace. Could these not be converted to parking spaces?</p>	<p>i. Whilst some vehicle displacement can be expected if proposed double yellow lines are implemented, verge and footway parking is already formally prohibited in most streets in that area such as Sish Lane or Broadview. Therefore, vehicles parked on grass areas will be issued with penalty charge notices.</p> <p>ii. This suggestion was shared with the Council's Garage Services department. However, the data available shows that only a small number of Council owned garages in these streets require major works before can be let or sold and most garages are either rented or under private ownership. Therefore, it is unlikely for these garages to be demolished to create communal parking area.</p>
114	<p>i. I have read the proposal for restrictions on parking at the junction mentioned. We agree with this but have just one concern;</p> <p>ii. 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 the corner on both sides.</p>	<p>i. The support is noted.</p> <p>ii. If proposed double yellow lines will be implemented, then it is expected that a small number of vehicles currently parking regularly near the junctions affected by the proposal will be displaced elsewhere but it is unlikely for the location mention to be affected by this displacement.</p>

Table 1: Summary of responses for proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent (plan no. TPE/03/22-8/01)

		Nevertheless, the area will continue to be monitored post-implementation and additional restrictions can be proposed if required.
121	<p>i. I find the proposed options a complete unthought out disaster. 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>ii. 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>i. Although additional parking spaces have been created by the Council in this area in the past, it is believed that the demand for on-street parking remains high in the area. However, this does not make the Council less responsible in dealing with hazardous or obstructive parking. The proposed parking restrictions for this area are mainly in form of yellow lines at junctions/bends. The Highway Code already specifies that vehicles should not be parked in these locations, so these restrictions are not removing any dedicated parking spaces.</p> <p>ii. The Council has not statutory requirement to provide parking and limited on-street parking availability cannot be an excuse for parking a vehicle illegally. Every motorist is responsible for parking their vehicle legally and considerately. Experience shows that the majority drivers respect formal parking restrictions introduced by the Council. Any illegal parking such as verge parking can be enforced against by Civil Enforcement Officers or by Police in some cases.</p>

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	<p>iii. 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.</p> <p>iv. 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>v. I suggest that where you have the small layby between Broadview and Trigg Terrace you should turn the grass area into a parking area</p>	<p>iii. Individuals are legally entitled to own as many vehicles as they wish and although it may be considered as unfair or inconvenient by those who own only one vehicle or none, the Council's legal powers are limited to introducing and enforcing formal parking restrictions.</p> <p>iv. Commercial vehicles with a revenue weight of 5 Tonnes or more are already prohibited from parking in residential streets throughout Stevenage. Site surveys show that several light commercial vehicles (mainly vans with revenue weight under 3.5 Tonnes) were legally parked in this area. Such vehicles are likely to be work vehicles taken home by residents of this area or vehicles owned by residents who are self-employed such as plumbers, electricians, and others. Prohibiting them from parking these vehicles near their home can have a devastating impact on their livelihoods, therefore, it is not currently recommended.</p> <p>v. See comment 6.ii. above.</p>
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Table 1: Summary of responses for proposed double yellow lines at Sish Lane junctions with Barclay Crescent, Broadview, Broxdell and Grace Way, and in Barclay Crescent around garage compound entrance adjacent to property 12 Barclay Crescent (plan no. TPE/03/22-8/01)

	<p>for about 15-20 cars. This grass area isn't used by any body except dog walkers who let there dogs foul there and leave it.</p> <p>vi. Alternatively introduce a permit system that allows the houses to have a limited number of cars parked here.</p>	<p>vi. Most parked vehicles in this street belong to residents of this area which means that for a permit scheme to work would require enforcement out of hours. This would result in very costly permits that are unlikely to be accepted by majority residents. Furthermore, prohibiting certain vehicles from parking in this area does not provide any guarantee that hazardous or obstructive will not continue to occur in the locations where these double yellow lines are proposed.</p>
142	<p>i. With regards to the letter and plan for the proposed double yellow lines, I agree with most of it, And after discussions with my neighbors 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. I hope you will give this your upmost consideration.</p>	<p>i. Following this and other similar concerns related to the high demand for on-street parking in this area and possible vehicle displacement, it is recommended that the proposed double yellow lines are implemented with a reduced length as shown on plan TPE/03/22-8/01Rev1.</p>

5.3. Plan TPE/03/22-8/02 – proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue.



5.3.1. These proposals consist of double yellow lines at several junctions in Haycroft Road, Barclay Crescent and Greydells Road as shown below on plan TPE/03/22-8/02.



5.3.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 246 properties in proximity of the locations affected by these proposals.

5.3.3. Ten responses were received during the public consultation relating to these proposals. Seven responses were in favour of proposed restrictions and three were mixed view responses that raise concerns about the existing high demand for on street parking in the area and suggested that additional parking spaces are created. These responses are summarised in Table 2 below.

5.3.4. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking and the alternative solutions suggested in this consultation do not provide any guarantees that vehicles will not continue to park in an obstructive manner, while most residents of this area who responded are generally content with the proposals; therefore, it is recommended that proposed double yellow lines are implemented as proposed.

Table 2: Summary of responses for proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue. (plan no. TPE/03/22-8/02)

Response reference number	Response summary	Comments on response
11	<ul style="list-style-type: none"> <li data-bbox="454 579 1240 703">i. As Stevenage Old Town residents we would like to express our support of the proposals to reduce unsafe parking in the area. <li data-bbox="454 727 1240 1118">ii. 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. 	<ul style="list-style-type: none"> <li data-bbox="1252 579 2063 703">i. The support is noted. <li data-bbox="1252 727 2063 1118">ii. Introducing double yellow lines at the suggested location would require a new Traffic Regulation Order be prepared and the statutory process repeated. Existing resources do not allow us to carry out this additional work now, but the suggestion has been recorded and it will be taken into consideration when future projects are prioritised.
21	<ul style="list-style-type: none"> <li data-bbox="454 1126 1240 1278">i. I have received today the letter explaining what could be done to fix some parking issues. I completely agree with putting double yellow lines in the places mark. <li data-bbox="454 1318 1240 1422">ii. 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 	<ul style="list-style-type: none"> <li data-bbox="1252 1126 2063 1278">i. The support is noted. <li data-bbox="1252 1302 2063 1422">ii. The verges in Haycroft Road an Greydells Road which are mentioned in this consultation response are part of the Public Highway and changes such

Table 2: Summary of responses for proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue. (plan no. TPE/03/22-8/02)

	<p>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. The same road extension should be done on Greydells Road.</p>	<p>as this are a matter for the County Council: the Borough Council's responsibility is limited to introducing and enforcing parking restrictions. This suggestion to increase road width has been shared with the Local Highway Authority, however it is unlikely that it will be possible for them to progress it given the costs involved and prioritisation of non-car modes in the Local Transport Plan.</p>
43	<p>i. The proposed double yellow parking lines would improve movement through the area. This would speed up the traffic flow. 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 10 years. The people who drive in the area are aware of the problems and adjust their speed accordingly.</p>	<p>i. Whilst accident data show that no accidents took place in Langthorne Avenue in the last five years to September 2022, several accidents occurred in nearby streets of Old Town area including Greydells Road. Moreover, Department for Transport data shows that in 2021 approximately 65% of accidents in Hertfordshire that resulted in persons being seriously injured or killed happened on streets with a speed limit under 40mph and a significant number of these accidents took place near T-junctions, mini-roundabouts, or other type of junctions. Lower vehicle speeds on unclassified urban roads can sometimes provide a false impression of road safety when in fact a pedestrian can also be killed following an impact with a vehicle travelling at 30mph. Therefore, it is</p>

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	<p>ii. 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>iii. 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.</p>	<p>extremely important for motorists' sightlines to not be obscured at junctions by parked vehicles even on these residential streets. Evidence shows that some motorists do not follow the Highway Code rule 243 specifying that vehicles should not be parked near junctions and in such cases the Council has a statutory requirement to intervene by formally prohibiting and enforcing this type of unsafe parking.</p> <p>ii. See comments in article 5.1.5 of this report.</p> <p>iii. Motorists have an individual responsibility to park their vehicles legally and considerately when using public roads. If the proposed restrictions are implemented the area will continue to be monitored and if required additional restrictions such as verge parking prohibition can be introduced where not already banned.</p>
48	<p>i. I have read the parking survey and proposed changes. I made this suggestion before about creating parking bays similar to the ones in</p>	<p>i. See comments in article 5.1.5 of this report.</p>

Table 2: Summary of responses for proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue. (plan no. TPE/03/22-8/02)

	greydells road by cutting into the grass hill verge between 16-20 Barclay crescent.	
52	<p>i. I fully support the parking proposals for my road they are long overdue</p> <p>ii. 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>i. The support is noted.</p> <p>ii. See comment 43.iii. above.</p>
87	<p>i. One set of lines appears to be on the wrong side of the road. 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>i. Site observations confirmed that parked vehicles in Greydells Road spur can cause an obstruction mainly when vehicles are double parked, a case of illegal parking (vehicles parked more than 50cm from kerb) that can be enforced against without the requirement of further yellow lines. Therefore, Civil Enforcement Officers have been briefed to inspect the location mentioned going forward.</p>
109	<p>i. I see illegal and inconsiderate parking all the time especially cars parked on grass verges making them look awful. A van got stuck on the grass and had to be towed off making two big ruts in the grassed area.</p>	<p>i. The Old Town parking study has identified several streets in Old Town area where the green area has been damaged by vehicles parking on the grass and recommended that the Council formally prohibits this type of parking. However, the report acknowledged that the Council's resources are</p>

Table 2: Summary of responses for proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue. (plan no. TPE/03/22-8/02)

	<p>ii. The next problem is vehicles driven over pavement on the grass verge and parked outside residential properties.</p> <p>iii. Its difficult to see when coming out of the horseshoe into Greydells Road and it need double yellow lines as well.</p> <p>iv. As well as double yellow lines, the top & bottom of Greydells could we have some traffic calming humps as there is an active school entrance in Greydells. At Barclay & Alleyns a 20mph speed limit would also be good.</p> <p>v. Next area with issues is Sish Lane the junction with Greydells needs double yellow lines opposite the junction.</p>	<p>limited and acting against unsafe/junction parking was a higher priority.</p> <p>ii. This is considered a case of illegal vehicle crossover and the Borough Council does not have the legal power to act against it. However, these cases will be reported to Hertfordshire County Council who can deal with these matters in their capacity as the local Highway Authority in Stevenage.</p> <p>iii. See comment 87.i. above.</p> <p>iv. The suggestion will be shared with Hertfordshire County Council who can deal with these matters in their capacity as the local Highway Authority in Stevenage.</p> <p>v. Vehicles were not found to be parked in that location in any of the site observations carried out by the Council parking Officers or by the consultants appointed to undertake the Old Town parking study. Nevertheless, if the proposed restrictions are implemented then the location will</p>
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Table 2: Summary of responses for proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue. (plan no. TPE/03/22-8/02)

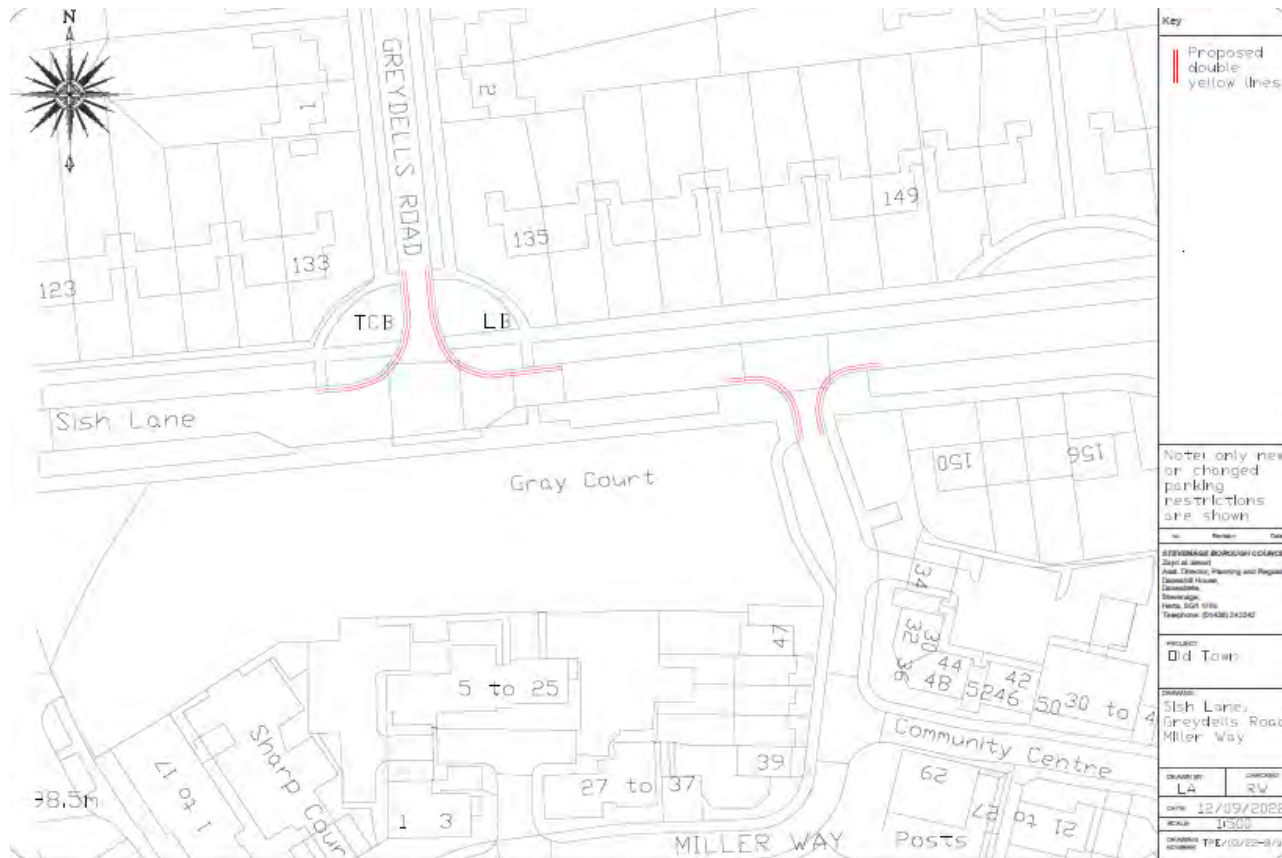
		continue to be monitored and additional restrictions can be formally proposed if required.
112	<p>i. Whilst I understand that keeping corners clear for access and visibility is key to the flow of traffic and safety on the road, I do not understand the need to place double yellow lines along Barclay Crescent opposite the junction of Langthorne Avenue. The reason people are parking on corners is because parking is simply not adequate.</p> <p>ii. 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>i. Limited on-street parking availability cannot justify parking a vehicle unsafely breaching the Highway Code. The carriageway in these streets is not very wide and due to vehicles parked opposite this junction, some motorists are forced to drive their vehicles over the verge and pavement; existing damages show that this happens regularly. This can be dangerous for pedestrians and/or lead to significant amount of taxpayer money being used to repair the damage verge and pavements.</p> <p>ii. See comments in article 5.1.5 of this report.</p>
113	<p>i. 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</p>	<p>i. See comments 43.iii. above.</p>

Table 2: Summary of responses for proposed double yellow lines in Barclay Crescent, Langthorne Avenue, Greydells Road, Ryecroft, Haycroft Road, Longcroft Road and Lawrence Avenue. (plan no. TPE/03/22-8/02)

	various paths, together with sight of traffic as they look to cross the road.	
128	<p>i. I am trying to find out if you are planning to put double yellow lines on the mouth of Greenfield Road as this is required as current parking on Haycroft road is making it extremely dangerous for people entering and leaving Greenfield Road</p> <p>ii. 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.</p>	<p>i. Parking controls have not been proposed at this location but it has now been added to our records to be monitored and prioritised accordingly.</p> <p>ii. These advisory road markings have been added to our road lining maintenance and will be remarked in due course.</p>

5.4. Plan TPE/03/22-8/03 – proposed double yellow lines at Sish Lane junctions with Greydells Road and Miller Way

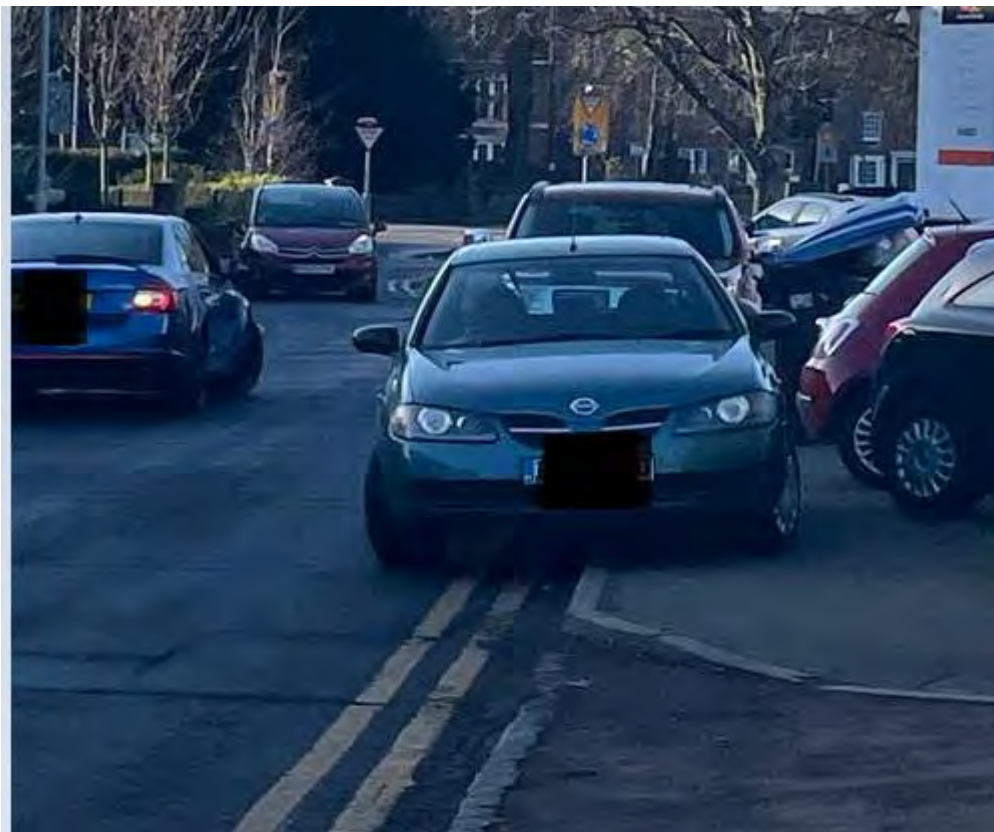
5.4.1. These proposals consist of double yellow lines at Sish Lane junctions with Greydells Road and Miller Way as shown below on plan TPE/03/22-8/03.



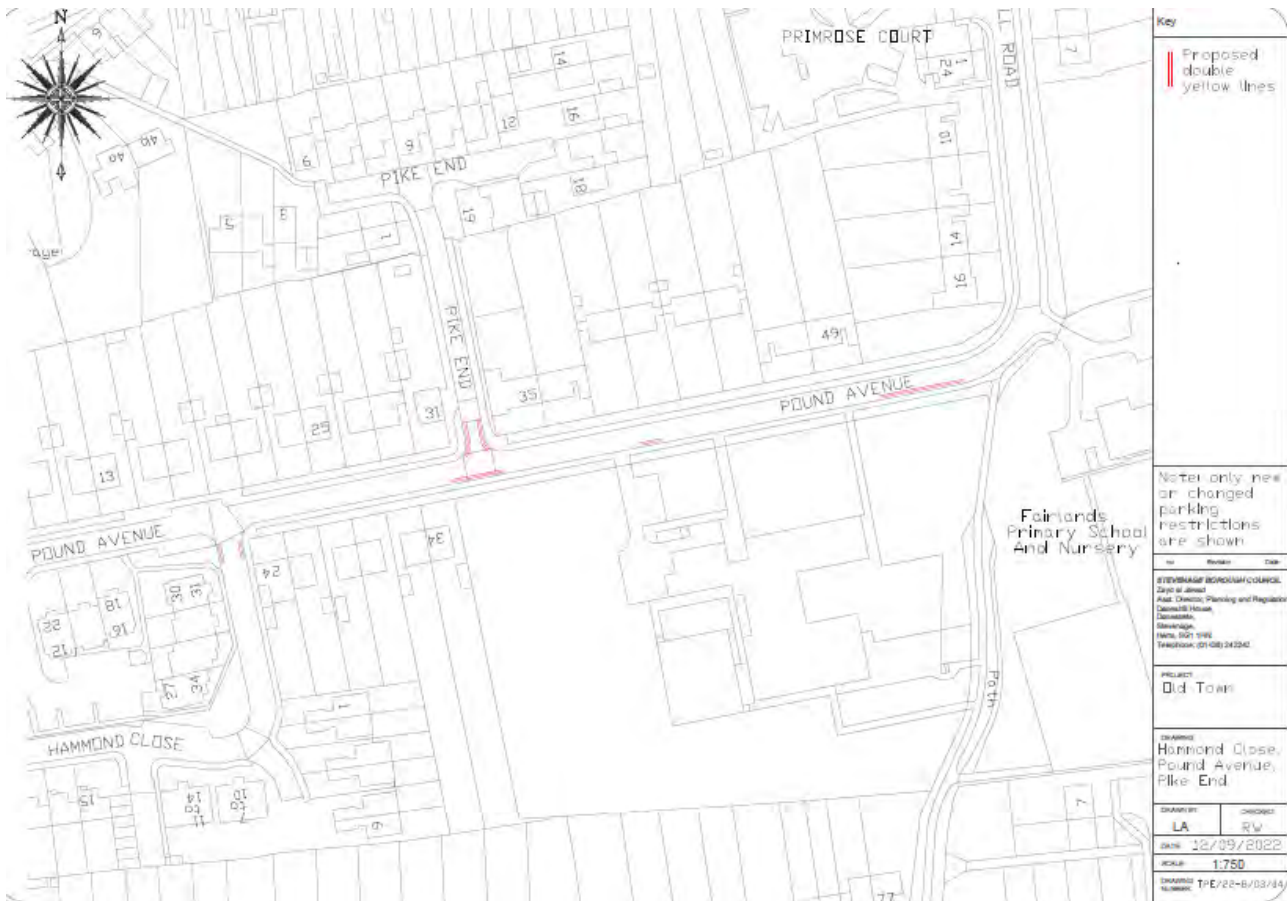
- 5.4.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to properties likely to be affected by these proposals.
- 5.4.3. Only one response was received during the public consultation relating to this proposal. As shown in Table 3 below, it had been suggested that additional double yellow lines should be introduced in Sish Lane opposite its junction with Greydells Road. Introducing double yellow lines at the suggested location would require a new Traffic Regulation Order be prepared and the statutory process repeated. Existing resources do not allow us to carry out this additional work now, but the suggestion has been recorded and it will be taken into consideration when future projects are prioritised.
- 5.4.4. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking, and no objections were received which suggests that the residents do not disagree with these proposals; therefore, it is recommended that proposed double yellow lines are implemented as proposed.

Table 3: Summary of responses for proposed double yellow lines at Sish Lane junctions with Greydells Road and Miller Way (plan no. TPE/03/22-8/03)		
Response reference number	Response summary	Comments on response
69	i. 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.	i. See comments in article 5.4.3 above.

5.5. Plan TPE/03/22-8/04 – proposed double yellow lines in Pound Avenue, Pike End and Hammond Close



5.5.1. These proposals consist of double yellow lines in Pound Avenue adjacent to Fairlands Primary School entrances and near Pound Avenue junctions with Pike End and Hammond Close as shown below on plan TPE/03/22-8/04.



5.5.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 77 properties in proximity of the location affected by these proposals. Eleven responses were received during the public consultation relating to these proposals and a summary of these responses can be seen in Table 4 below.

5.5.3. Six responses expressed support for the proposed double yellow lines, two objected and four were mixed responses. Most responses highlighted that parking issues are mainly caused by motorists visiting the car repair/sale business or the local school and suggested that stricter parking enforcement is carried out in Pound Avenue area.

5.5.4. Whilst the findings of the Old Town Parking Study confirmed that proposed restrictions are needed to prevent obstructive parking, after additional site inspections it has been determined that a shorter length of double yellow lines on the eastern side of Pound Avenue adjacent to school keep clear markings will be sufficient to improve drivers' sightlines when approaching Pound Avenue junction with Primrose Hill Road and prevent parking congestion at school hours. Therefore, it is recommended that proposed double yellow lines are implemented with an amended as shown on plan TPE/03/22-8/04REV1. Furthermore, additional parking enforcement patrols were scheduled for Pound Avenue area to act as a deterrent to illegal parking and the Council's parking team engaged in conversations with other local authorities and departments to

find ways to deal with the road safety concerns raised throughout the formal parking consultation.

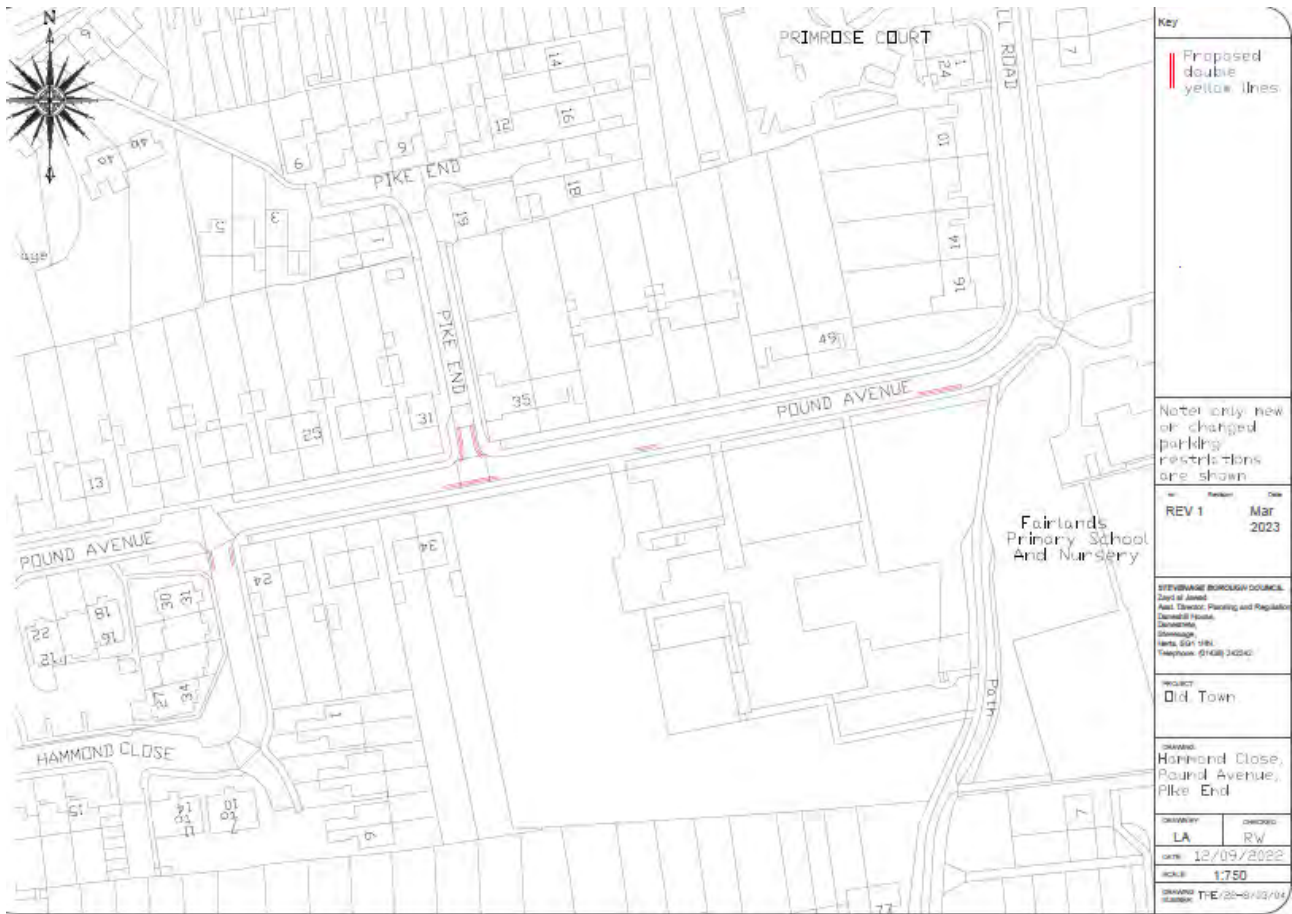


Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

Response reference number	Response summary	Comments on response
47	<ul style="list-style-type: none"> <li data-bbox="515 579 1261 938">i. 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 buggy's. <li data-bbox="515 970 1261 1249">ii. 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. My main concern is, that if a fire engine was required, there would not be sufficient room, for it to pass. 	<ul style="list-style-type: none"> <li data-bbox="1283 579 2069 866">i. In response to this and other similar concerns related to road safety in Pound Avenue, additional/stricter parking enforcement patrols have been scheduled in this area. The Council's parking team requested assistance from other departments within the Council and from other local authorities such as the Herts Police Traffic Management Unit and the local Highway Authority. <li data-bbox="1283 1010 2069 1217">ii. Parking in the location mentioned can be enforced without the need to introduce additional parking controls. Civil Enforcement Officers have been briefed to monitor parking at the location mentioned and appropriate enforcement action will be taken if/when required.
67	<ul style="list-style-type: none"> <li data-bbox="515 1289 1261 1356">i. I wholeheartedly disagree with your proposals for additional double yellow lines to 	<ul style="list-style-type: none"> <li data-bbox="1283 1289 2069 1321">i. The objection is noted.

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>be installed in the areas marked on you drawing TPE/22-8/03/04</p> <p>ii. As a resident 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. 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. My suggestion is to enforce the current restrictions during these times further.</p>	<p>ii. Whilst the Old Town Parking Study report recommends that proposed parking restrictions in this area are needed to prevent obstructive parking at various times of the day and night, after taking in consideration this and other similar concerns and following additional site observations carried out at night when most residents are considered to be at home, it is recommended that the proposed double yellow lines on the eastern side of Pound Avenue to be implemented with a shorter length reducing the impact on existing on-street parking taking place in this area.</p>
73	<p>i. 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.</p> <p>ii. 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</p>	<p>i. If the proposed restrictions are implemented, then the area will be regularly inspected by Civil Enforcement Officers and vehicles found to be parked illegally will be issued with a penalty charge notice.</p> <p>ii. Introducing double yellow lines at the suggested location would require a new Traffic Regulation Order be prepared and the statutory process repeated. Existing resources do not allow us to carry out this additional work now, but if the</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>the other way end up stopping on the bend and making it difficult to drive round to access Haycroft Road.</p>	<p>proposed parking controls are implemented then the area will continue to be monitored and additional restrictions can be proposed at the suggested location or elsewhere if required.</p>
78	<p>i. 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.</p> <p>ii. Pound Avenue garage parks cars on Pound Avenue, Pike End and Hammond Close making it very difficult for us to park.</p>	<p>i. Residents' concerns related to on-street parking capacity have been considered. See comment 67.ii. above.</p> <p>ii. After taking this and other similar concerns raised by residents about non-residents parking in Pound Avenue, this street has been added to the other locations listed in the Old Town Parking Study report as roads affected by non-residential parking. The report recommends that residents are surveyed specifically about commuters/non-residential parking and find out if/what type of residents-only parking scheme they would prefer.</p>
79	<p>i. I cannot see how these restrictions will ease the parking problems or make the junctions safer when parking enforcement officers do</p>	<p>i. See comments 47.i. above.</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>not currently ticket illegally parked vehicles in the area. In particular, the end of Pound Avenue at the junction with Letchmore Road. 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. 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.</p> <p>ii. I have no objection to the council trying to make the road safer and also make</p>	<p>ii. Motorists have an individual responsibility to park their vehicles legally and considerately</p>
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Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>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>when using public roads. As mentioned above, additional/stricter parking enforcement patrols have been scheduled in this area and several penalty charge notices have already been issued to vehicles found to be parked illegally.</p>
117	<p>i. 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>ii. 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. Also, motorists tend to park on the footpath making it practically unusable for pedestrians who then walk in the road.</p>	<p>i. The support is noted.</p> <p>ii. Introducing double yellow lines at the suggested location would require a new Traffic Regulation Order be prepared and the statutory process repeated. Existing resources do not allow us to carry out this additional work now, but the suggestion has been recorded and it will be taken into consideration when future projects are prioritised.</p>
119	<p>i. 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</p>	<p>i. See comments 47.i. above.</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>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>ii. 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.</p>	<p>ii. After additional site observations carried out recently by the Council’s parking team, it is recommended that the proposed double yellow lines on the eastern side of Pound Avenue to be implemented with a reduced length so that the impact on existing on-street parking capacity is reduced. However, it is recommended that proposed yellow lines near Pound Avenue junctions with Pike End and Hammond Close are implemented to prevent vehicles from parking at these locations thereby improving road safety. Also, additional daily parking enforcement patrols have been scheduled for this area to act as a deterrent to illegal parking taking place.</p>
135	<p>i. 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>i. Improving road safety (including at school peak hours) is the main aim of the proposed parking controls.</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>ii. 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>iii. 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>ii. See comments 78.ii. above.</p> <p>iii. These concerns have been confirmed by the findings of our site observations. Additional/stricter parking enforcement patrols have been scheduled in this area and several penalty charge notices have been issued already. The Council's parking team informed the Police Traffic Management Unit and the Highway Authority about these road safety issues and additional actions may be taken in due course if the situation will not improve.</p>
140	<p>i. In regards 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</p>	<p>i. Motorists parking their vehicles across residential dropped kerbs without residents' consent is considered illegal parking and can be enforced without the need to introduce double yellow lines. Additional parking enforcement patrols have been scheduled for Pound Avenue area and will continue going forward including at school peak hours.</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>again question if there is further opportunity to make this signage stronger / add more deterrence?</p> <p>ii. 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.</p> <p>iii. 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</p>	<p>ii. Site survey were undertaken at various times of the day and night. It is acknowledged that cases of inconsiderate parking and the general parking congestion is higher at school peak hours. Therefore, additional parking enforcement patrols have been organised in this street. Also, the Council’s parking team contacted several schools in Old Town area to discuss the existing road safety concerns at school peak hours. In addition to an increased presence of Civil Enforcement Officers in school areas, the Council have provided several schools with specific school parking signage that cannot be legally enforcement but have been found to be effective in raising awareness amongst parents or other motorists driving/parking in school areas leading to lower vehicle speed and more considerate parking.</p> <p>iii. The proposed ‘no waiting at any time’ restrictions at this junction is in line with the Highway Code which specifies that vehicles should not be parked at such locations. In</p>
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Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	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.	addition to prohibiting vehicles from parking here at school peak hours, the restrictions will prevent parking here at other times that may happen due to a likely vehicles displacement following implementation of similar restrictions elsewhere in that area.
143	<p>i. 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>ii. 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>i. The objection is noted.</p> <p>ii. After taking this and other similar concerns in consideration, additional site observations carried out recently by the Council's parking team and it is recommended that the proposed double yellow lines on the eastern side of Pound Avenue to be implemented with a reduced length so that the impact on existing on-street parking capacity is reduced. The existing unrestricted on-street parking can be used by any motorist to park their vehicles on a first arrived first parked basis. The Council's parking team can only prevent non-resident parking if a residential parking permit scheme is introduced. This street has been added to the other locations listed in the Old Town Parking Study report as roads affected by non-residential</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>iii. 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>iv. The parking in pound Avenue is an issue also due to the school and although I appreciate that living near a 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>parking. The report recommends that residents are surveyed specifically about commuters/non-residential parking to find out if/what type of residents-only parking scheme they would prefer.</p> <p>iii. The location has been investigated previously by the Council's Engineers following other similar suggestion. Due to the need to relocate underground services such project has proven to be too costly and to allow sufficient space for manoeuvrability, some mature trees must be removed which would be against the Council adopted policies.</p> <p>iv. The concern has been shared with the school management team.</p>
144	<p>i. I fully support the council's new proposals against unsafe parking.</p> <p>ii. However, your restrictions will prove useless without strict enforcement. You can have as</p>	<p>i. The support is noted.</p> <p>ii. Additional/stricter parking enforcement has already been scheduled for existing parking</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>many laws and restrictions as you like but if they are not enforced the inconsiderate and dangerous behaviour will continue.</p>	<p>control in Pound Avenue. If the proposed restrictions are implemented these will be regularly inspected and penalty charge notices issued if/when required.</p>
154	<p>i. 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. For which I have no objection.</p> <p>ii. 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.</p>	<p>i. Comments are noted.</p> <p>ii. Previous parking controls that were introduced elsewhere have been subject to a democratic statutory legal process including public consultation that decided implementing those restrictions as the best course of action. Whilst in some cases introducing parking control can result in some level of vehicle displacement in other areas, this must be assessed in balance with the issues the proposal is trying to prevent such as road safety concerns. When vehicles displacement is considered very likely then preventing measures are taken from the initial stage but when the displacement level is not certain the adjacent areas are monitored post-implementation to determine if/what changes may be required.</p>

Table 4: Summary of responses for proposed double yellow lines in Pound Avenue, Pike End and Hammond Close (plan no. TPE/03/22-8/04)

	<p>iii. 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.</p> <p>iv. 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.</p>	<p>iii. Free short stay on-street parking spaces are available in High Street area such as High Street, Church Lane, Basils Road or Bell Lane. Additional limited time parking spaces were introduced in several locations in December 2020 such as Albert Street, Letchmore Road, Sish Lane, Stanmore Road, Walkern Road, Ditchmore Lane and Primmett Road.</p> <p>iv. The proposals referred to is a project proposed by Hertfordshire County Council and these comments will be referred to the team dealing with project.</p>
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5.6. Plan TPE/03/22-8/05 – proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court.





5.6.1. These proposals consist of ‘no waiting at any time’ restrictions at locations in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and an enforceable disabled parking space in Ingelheim Court as shown below on plan TPE/03/22-8/05.



5.6.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 243 properties. Twenty-four responses were received throughout the public consultation and a summary of these responses can be seen in Table 5 below.

5.6.3. Ten responses were in favour of proposed parking controls and seven expressed a mixed view. Six objections were received, four referring specifically to proposed double yellow lines in Alleyns Road and two about proposed control in Haycroft Road. The main concerns raised referred to the high demand for on-street parking in these two streets and alternative solutions were suggested such as one-way traffic or introduction of a residential parking permit scheme.

5.6.4. After taking in consideration the residents' suggestions about one-way traffic for Alleyns Road, the Council Engineers have prepared a proposal for introducing one-way traffic in Alleyns Road with a travelling direction from east to west (from Hellards Road towards Letchmore Road only). This has been sent to Hertfordshire County Council for approval in their capacity as the local highway authority who manages the highway network in Stevenage. It is believed that these traffic changes will improve road safety and the initially proposed double yellow lines can be amended to cover only short lengths of the road near junctions.

5.6.5. Although it is recommended that proposed double yellow lines in Alleyns Road are implemented with a reduced length as shown below on plan TPE/03/22-8/05REV1, site observations confirmed that proposed restrictions at the other locations are needed to prevent existing obstructive parking or the likelihood of this occurring due to vehicle displacement and the low number of objections suggests that the public are generally content with the proposals; therefore, it is recommended that proposed parking controls in Ingelheim Court and at Haycroft Road junctions with Letchmore Road, Ingelheim Court, Primrose Hill Road and Hellards Road are implemented as proposed.



5.6.6. Furthermore, to help with the parking demand in this area of Letchmore Road and adjacent streets it is recommended that parts of existing single yellow line in Letchmore Road is revoked and replaced with on-street parking

bays as shown on plan below. During weekdays these parking bays adjacent to Letchmore Infant School will help with existing parking congestion at school peak hours and the proposed parking area near Alleyns Road will help with the parking demand for those looking to visit the local amenities such as shops or places of worship. At weekends and evenings when most residents are likely to be home, these parking bays can help with the residential parking demand. If approved by the stakeholders involved in the decision making, these changes can be formally proposed this year.

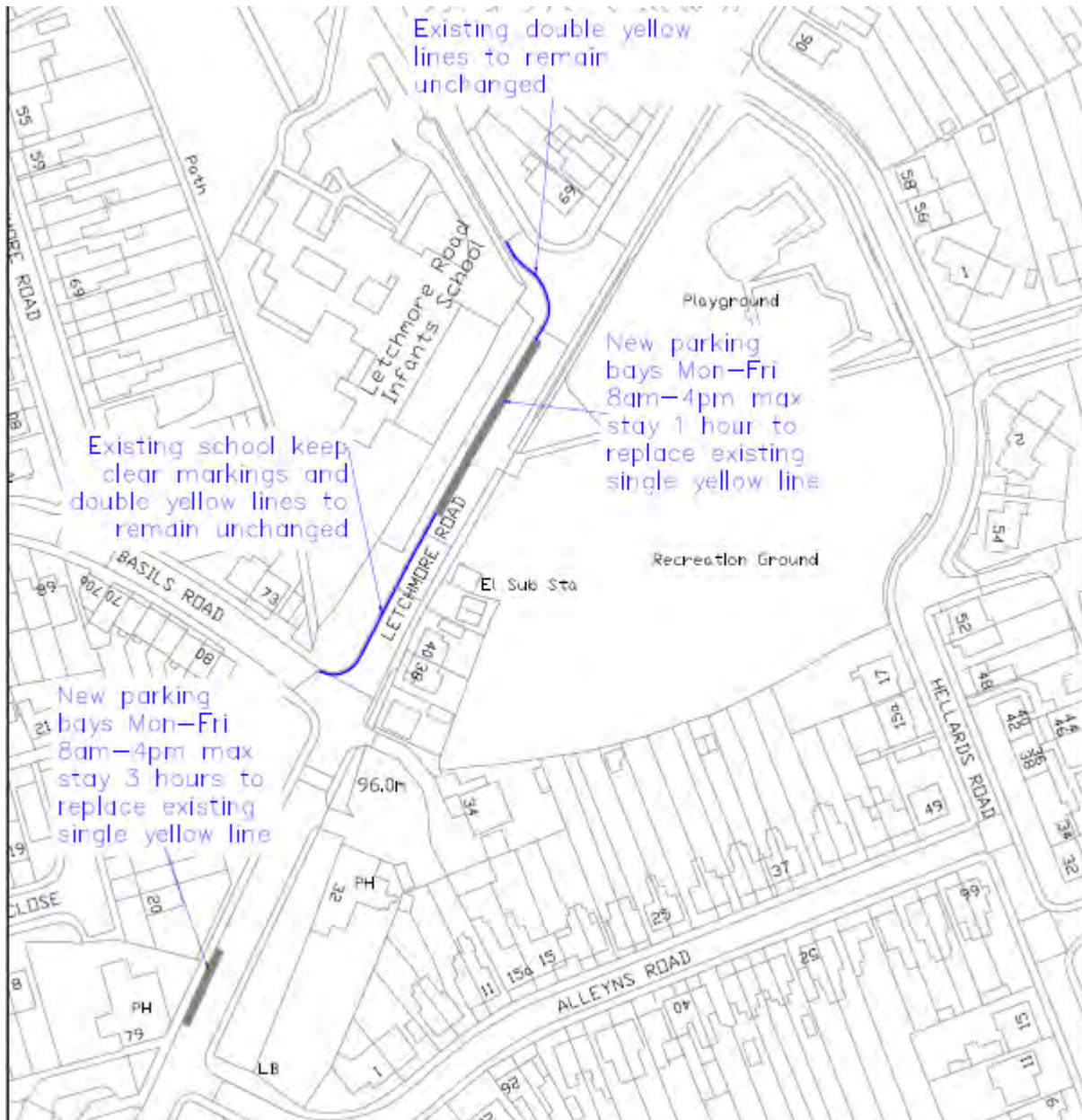


Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

Response reference number	Response summary	Comments on response
5	<ul style="list-style-type: none"> <li data-bbox="515 622 1261 813">i. 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. <li data-bbox="515 845 1261 1165">ii. 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 of road at western end where you sometimes meet vehicles hear on. 	<ul style="list-style-type: none"> <li data-bbox="1283 622 2069 654">i. The objection is noted. <li data-bbox="1283 829 2069 1340">ii. This and other consultation responses received from residents of Alleyns Road suggested that one-way traffic can be a solution to improve road safety in this street whilst allowing on-street parking to continue in most parts of this road. Therefore, a one-way traffic proposal has been sent to the local highway authority and if approved it will be promoted and funded by the Borough Council. However, shorter lengths of double yellow lines are still recommended at both ends of Alleyns Road to ensure a good visibility for motorists and pedestrians who are using the existing pedestrian crossing points and

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

		allow safe manoeuvrability for all types of vehicles.
12	<p>i. Thanks for your letter dated 26 January 2023, welcome the double yellow lines where you state</p> <p>ii. I think you should apply double yellow lines to the bottom of Haycroft Road leading onto Letchmore Road,</p> <p>iii. 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>	<p>i. The support is noted.</p> <p>ii. These proposals include double yellow lines on the north side of Haycroft Road at its junction with Letchmore Road and on the south side restrictions are already present.</p> <p>iii. As recommended by the Old Town Parking Study report, this part of Haycroft Road is listed as a street affected by commuter parking and the Council may carry out a survey with residents of the areas affected in due course. However, the timings of such survey are dependent on the prioritisation of our existing resources and is not known at this time if/what issues may arise that would require more urgent attention.</p>
24	<p>i. I’m basically in agreement with both proposals affecting Alleyns Road ie top and bottom ends. I believe the present parking at the junction with Hellards is causing a</p>	<p>i. The support is noted. Although it is recommended that one-way traffic is introduced in Alleyns Road, short lengths of double yellow lines are still required to be implemented to help</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	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.	with several safety issues such as those mentioned in this consultation response.
26	i. 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.	i. The support is noted.
30	i. Ingelheim court – we need a disabled parking space outside our flats as most of the time we can't get parking outside flat as cars from Haycrot are put there.	i. These proposals include for the existing advisory disabled bay to be made enforceable. If implemented, then only vehicles displaying a valid blue badge can be parked legally within the disabled parking space and those misusing the bay will be issued with a penalty charge notice.
33	i. 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. The junction of haycroft road and ingelhelm court doesn't need double lines as	i. Site observations confirmed that obstructive parking does occur at most locations affected by the proposed parking controls, but restrictions were also proposed at locations that are likely to be affected by a vehicle displacement.

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	<p>no one parks there. And you will making work which doesn't need to be done. Wasting money.</p> <p>ii. 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>iii. 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>	<p>Improving road safety for all Highway users is considered a good use of resources.</p> <p>ii. To improve road safety the Highway Code rule 243 specifies that vehicles should not be parked opposite or within 10 metres of a junction except in an authorised parking space. Therefore, the proposed double yellow lines and others previously implemented by the Borough Council are to improve road safety for all highway users including residents. Parking restrictions schemes previously introduced by the Council were monitored post-implementation including any feedback submitted by residents and amendments were applied where required.</p> <p>iii. Whilst commuter parking has been found to contribute to the existing day time parking congestion in western part of Haycroft Road, prohibiting them from parking do not provide any guarantees that vehicles will not continue to park near junctions. Therefore, only the proposed double yellow lines will formally prohibit parking at these locations.</p>
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Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

37	<ul style="list-style-type: none"> i. I would welcome the introduction of the double yellow lines where indicated. ii. 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 reconvassing of the residents to introduce parking permits. 	<ul style="list-style-type: none"> i. The support is noted. ii. See comments 12.iii. above.
38	<ul style="list-style-type: none"> i. 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. 	<ul style="list-style-type: none"> i. The objection is noted.
49	<ul style="list-style-type: none"> i. Ingelheim Court - I support the proposed restrictions. Motorists parking their vehicles in the disabled bay in Ingelheim Court without displaying a valid blue badge are causing significant difficulties to disabled residents. Also, vehicles obstructing access to parking bays are causing significant disruption 	<ul style="list-style-type: none"> i. The support is noted. The aim of the proposed parking controls is to prevent the issues highlighted from occurring and if implemented then any motorist found to be parked in contravention of these formal restrictions will be liable to receive a penalty charge notice.

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

57	<p>i. I see their are proposals for double yellow lines on the corner of Alleynes road From the junction of Letchmore rd and up to no 1 Alleynes rd. 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>ii. Especially as there is less parking on our rd since the implementation of restrictions else where. People who don't live on the road are parking in the street and walking to town.</p>	<p>i. The maintenance of the hedge mentioned has been shared with the appropriate department. To allow on-street parking to continue in that area of Alleyns Road, the Borough Council has requested consent from the Local Highway Authority to introduce one-way traffic restrictions in this road.</p> <p>ii. Whilst it is believed that some commuter parking does occur in Alleyns Road, this is not considered to be a regular occurrence and significant issue for residents. A survey carried out after the implementation of parking permit restrictions in nearby streets has shown that most Alleyns Road residents did not want parking in Alleyns Road to be restricted to residents only.</p>
64	<p>i. 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.</p>	<p>i. Limited on-street parking availability does not make the Council any less responsible in acting against obstructive or hazardous parking. In contrary, the Borough Council has a statutory requirement in its capacity as the local parking enforcement authority to improve road safety</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	<p>ii. Secondly, this restricts for individuals to see family members, friends etc.</p>	<p>and manage the parking demand by introducing and enforcing formal parking restrictions.</p> <p>ii. The proposed parking controls do not prevent individuals from visiting their families, it simply seeks to prohibit parking mainly at locations where vehicles should not be parked as specified in the Highway Code. It is widely accepted that most individuals will probably accept parking their vehicles further away from their intended destination if that would help keeping them and other highway users safe or ensure that emergency vehicles can have unhindered access to their street and attend as soon as possible to their family home in case of a medical emergency or a fire, etc.</p>
<p>70</p>	<p>i. I am writing to you regarding the proposed waiting restrictions for 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 loose 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</p>	<p>i. See comment 5.ii. above.</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	<p>this....maybe make it and Haycroft road one way?</p>	
71	<p>i. 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. 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.</p>	<p>i. The support is noted. Although it is recommended that one-way traffic is introduced in Alleyns Road, short lengths of double yellow lines are still required to be implemented at both junctions in this street to help with several safety issues such as those mentioned in this consultation response.</p>
75	<p>i. 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. See comment 71.i. above.</p>
83	<p>i. 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. I am not denying that current parking on these corners does make it unsafe and that something needs to be done</p>	<p>i. Other consultation responses received from residents of Alleyns Road suggested that one-way traffic can be a solution to improve road safety in this street whilst allowing on-street parking to continue in most parts of this road. Therefore, a one-way traffic proposal has been sent to the local highway authority and if</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	<p>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>ii. Why are no additional parking spaces being created in the vicinity? 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>	<p>approved it will be promoted and funded by the Borough Council. However, shorter lengths of double yellow lines are still recommended at both ends of Alleyns Road to ensure a good visibility for motorists and pedestrians who are using the existing pedestrian crossing points and allow safe manoeuvrability for all types of vehicles.</p> <p>ii. Although the Council is unable to promote new projects of physically construct new parking bays as explained in article 5.1.5 of this report, relaxing parking restrictions where possible to allow on-street parking to take place it is something that it can be done. To help with existing parking demand in this area it is recommended that parts of existing single yellow line in Letchmore Road is replaced with on-street parking bays as shown on plan above.</p>
90	<p>i. Alleyns Road 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</p>	<p>i. See comments 57.ii. above.</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	restrictions. Parking permits are the only answer. Parking permits please.	
107	i. Ingelheim Court – My van was broken into twice, I have to keep it outside my home. My van or other cars does not cause any inconvenience to others.	i. Vehicles can be parked on-street if parked legally; the proposed parking controls seek to prohibit parking at locations where parked vehicles are liable to cause an obstruction.
108	<p>i. I am in favour of double yellow lines implementation in Ingelheim Court, Haycroft Road and along Primrose Court going toward the school.</p> <p>ii. In Ingelheim Court visitor’s car park there are 2 cars that have been there for almost a year.</p> <p>iii. Along Haycroft Road, bus number 11 find 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.</p> <p>iv. I can say for sure that people park their cars in Haycroft Road and go to work. It has been highlighted to me by some of the residents. Perhaps a permit parking for households</p>	<p>i. The support is noted.</p> <p>ii. Comments have been shared with the Council’s Community Safety Team who will investigate this as a possible case of abandoned vehicle.</p> <p>iii. Parked vehicles at several junctions in Old Town area were found to cause difficulties to the local bus route 11 and this is one of the reasons double yellow lines have been proposed at those junctions.</p> <p>iv. See comments 12.iii. above.</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	could be alternative suggestion. The situation is getting out of hand.	
129	<p>i. I am emailing in relation to the proposed parking restrictions in the Old Town, particularly in the area around Alleyns Road. 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. 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>ii. 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>i. The objection and concerns are noted.</p> <p>ii. See comments 5.ii. above.</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

134	<ul style="list-style-type: none"> i. I am strongly apposed to the new restrictions being suggested. ii. 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? iii. 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 trainstation. Will permits be put in place so it is for residents only? iv. 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? 	<ul style="list-style-type: none"> i. The objection is noted. ii. See comments 5.ii. and 83.ii. above. iii. See comments 57.ii. above. iv. Commercial vehicles with a revenue weight of 5 Tonnes or more are already prohibited from parking in residential streets throughout Stevenage. Site surveys show that occasionally light commercial vehicles (mainly vans with revenue weight under 3.5 Tonnes) were legally parked in this area. Such vehicles are likely to be work vehicles taken home by residents of this street or vehicles owned by residents who are self-employed such as plumbers, electricians, and others. Prohibiting them from parking these
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Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person’s vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

		vehicles near their home can have a devastating impact on their livelihoods, therefore, it is not currently recommended.
145	<p>i. I agree with the proposed disabled parking bay.</p> <p>ii. 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. It is already illegal to park within 10 metres of a junction; double yellows are not needed to enforce this law.</p> <p>iii. My main concern with parking is non-residents parking particularly around school times and around Friday/Saturday nights. 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</p>	<p>i. The support is noted.</p> <p>ii. Whilst the Highway Code does specify that vehicles should not be parked within 10 metres of a junction, this can only be enforced by the Police as cases of dangerous parking. However, the Police resources are limited and generally they prioritise more serious crimes. This is one of the reasons why parking violations were decriminalised and are now civil offences enforced by local Councils responsible for parking enforcement such as Stevenage Borough Council.</p> <p>iii. Site observations confirmed that obstructive parking near junctions does occur both during the day and night and introducing a residential parking permit scheme does not provide any guarantees that vehicles will not continue to park in this manner. Therefore, the proposed double yellow lines are the only way to ensure vehicles</p>

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	a permit system could help deter the use of residential areas as a free car park.	are prohibited from parking near junctions at any time.
147	i. Introduction of increased double yellow lines on Alleyns Road, SG1 3PP at its junction to Letchworth Road and its impact on residents' parking. I agree that there is a problem with dangerous and inconsiderate parking along this road. 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.	i. See comments 57.ii. above.
158	i. Alleyns Road – 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. ii. 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.	i. The support is noted. ii. See comments 57.ii. above.

Table 5: Summary of responses for proposed double yellow lines in Haycroft Road, Letchmore Road, Ingelheim Court, Hellards Road, Primrose Hill Road and Alleyns Road, and proposed disabled person's vehicles parking place in Ingelheim Court. (Plans TPE/03/22-8/05)

	Can this be implemented and what would the procedure be?	
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5.7. Plan TPE/03/22-8/06 – proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road



5.7.1. These proposals consist of double yellow lines at Hellards Road junctions with Whitesmead Road and Letchmore Road, and adjacent to properties 17 and 52 Hellards Road as shown on below plan TPE/03/22-8/06.



5.7.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to households located in proximity of the areas affected. Two responses were received throughout the public consultation and a summary can be seen in Table 6 below.

5.7.3. Whilst two responses were in support of proposed parking controls shown on plan above, two expressed a mixed view and two were objections. The concerns raised referred to the existing high demand for on-street parking, school parking congestion and the negative impact of a vehicle displacement.

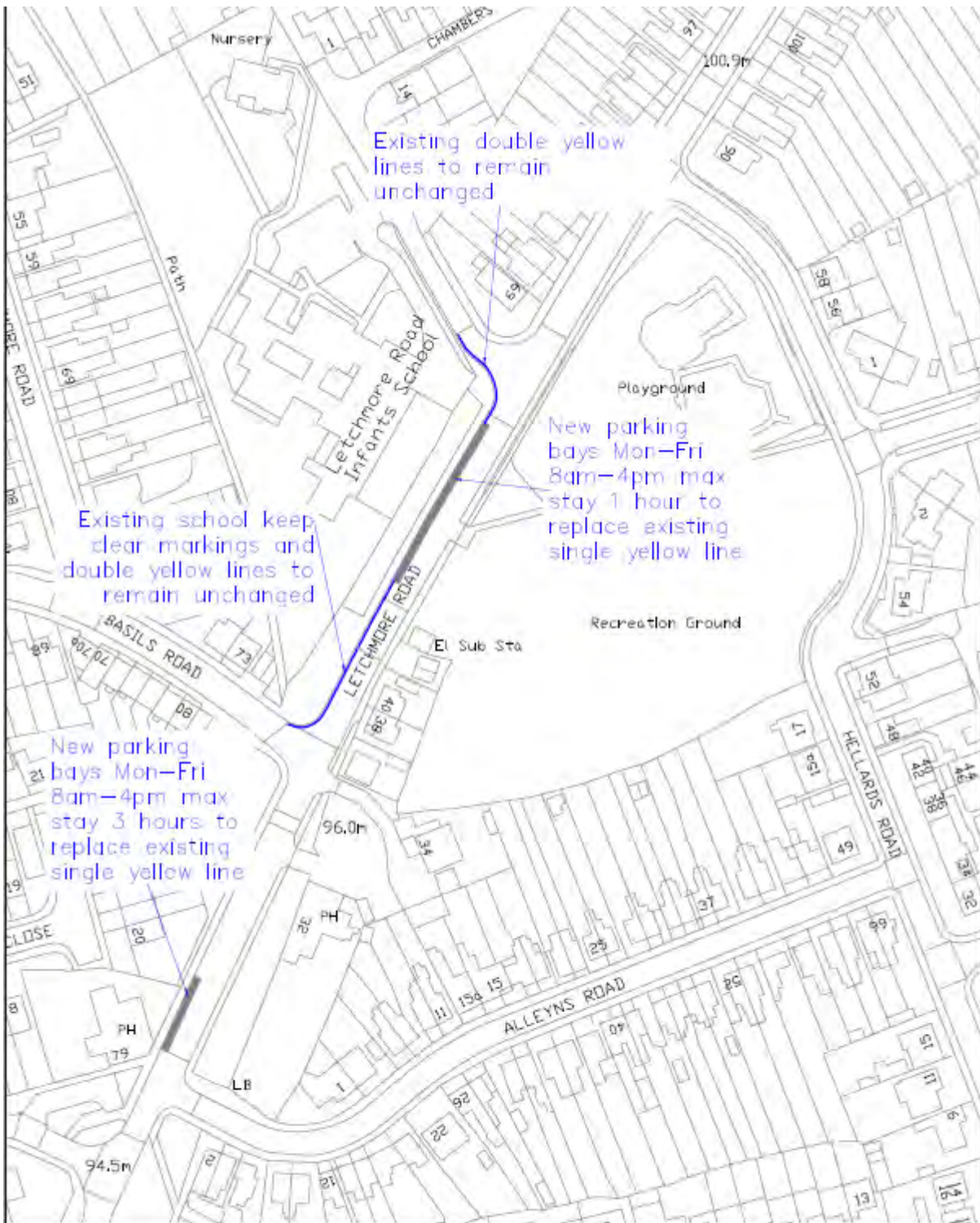
5.7.4. Site observations confirmed that proposed restrictions are needed at Hellards Road junction with Letchmore Road to prevent obstructive parking both during the day and night, therefore, it is recommended that these proposals are implemented as formally proposed.

5.7.5. After taking in consideration the concerns raised by residents and following additional site observations it is recommended that the initially proposed double yellow lines at Whitesmead Road junction with Hellards Road to be implemented with a reduced length as shown below on plan TPE/03/22-8/06REV1 to allow some on-street parking to continue in parts of this road where it is believed that parked vehicles are not considered to obstruct the motorist's sightlines when approaching this junction. Also, site observations confirmed that vehicles are only occasionally parked in that length of Hellards Road adjacent to properties 54-52 Hellards Road and considering that the recommendations for proposed parking controls at nearby locations are to

implement less onerous controls, it is believed that the initially expected vehicle displacement is likely to be very low. Therefore, it is recommended that the proposed double yellow lines adjacent to properties 52-54 Hellards Road are not implemented and instead the location should continue to be monitored if restrictions are implemented elsewhere to determine if this area will be severely affected by the impact of a vehicle displacement.



5.7.6. Furthermore, to help with the parking demand in this area of Letchmore Road and adjacent streets it is recommended that parts of existing single yellow line in Letchmore Road is revoked and replaced with on-street parking bays as shown on plan below. During weekdays these parking bays adjacent to Letchmore Infant School will help with existing parking congestion at school peak hours and the proposed parking area near Alleyns Road will help with the parking demand for those looking to visit the local amenities such as shops or places of worship. At weekends and evenings when most residents are likely to be home, these parking bays can help with the residential parking demand. If approved by the stakeholders involved in the decision making, these changes can be formally proposed this year.



STEVENAGE BOROUGH COUNCIL Zayd Al-Jawrd Head of Planning and Engineering Daneshill House, Danestrete, Stevenage, Herts, SG1 1HN. Telephone: (01438) 242242	PROJECT Letchmore Road	DRAWING Letchmore school and residential parking bays	NO. REVISION DATE
	DATE Apr 2023	DRAWN BY LA	CHECKED RW
		SCALE 1:1000	DRAWING NUMBER Letchmore Rd

Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

Response reference number	Response summary	Comments on response
39	<p>i. 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 school start and finish times, I am interested in any solutions.</p> <p>ii. 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?</p>	<p>i. The objection is noted.</p> <p>ii. After taking in consideration the concerns raised by residents and following additional site observations it is recommended that the initially proposed double yellow lines at Whitesmead Road junction with Hellards Road to be implemented with a reduced length to allow some on-street parking to continue in parts of this road where it is believed that parked vehicles are not considered to obstruct the motorist's sightlines when approaching this junction. Also, site observations confirmed that vehicles are only occasionally parked in that length of Hellards Road adjacent to properties 54-52 Hellards Road and considering that the</p>

Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

	<p>iii. 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.</p> <p>iv. One other solution is to ban commercial vehicles from parking overnight in residential areas where parking is at a premium. Then</p>	<p>recommendations for proposed parking controls at nearby locations are to implement less onerous controls, it is believed that the initially expected vehicle displacement is likely to be very low. Therefore, it is recommended that the proposed double yellow lines adjacent to properties 52-54 Hellards Road are not implemented and instead the location should continue to be monitored if restrictions are implemented elsewhere to determine if this area will be severely affected by the impact of a vehicle displacement.</p> <p>iii. Removing green areas to introduce parking bays it is not possible as explained in article 5.1.5 of this report. However, the Council's parking team will investigate the possibility of replacing some of the existing single yellow lines with dedicated on-street parking bays.</p> <p>iv. Commercial vehicles with a revenue weight of 5 Tonnes or more are already prohibited from parking in residential streets throughout Stevenage. Light commercial vehicles (mainly</p>
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Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

	<p>there would be many more parking spaces left which would mean people are less likely to park dangerously.</p> <p>v. 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>vans with revenue weight under 3.5 Tonnes) are likely to be work vehicles taken home by residents or vehicles owned by residents who are self-employed such as plumbers, electricians, and others. Prohibiting them from parking these vehicles near their home can have a devastating impact on their livelihoods, therefore, it is not currently recommended.</p> <p>v. One-way traffic is currently being considered for Alleyns Road where it is recommended that the initially proposed double yellow lines are implemented with reduced length.</p>
65	<p>i. I am very much in favour of the proposal to add yellow lines. 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</p>	<p>i. The support is noted.</p>

Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

	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.	
81	<p>i. 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.</p> <p>ii. 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>iii. 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>i. The support is noted.</p> <p>ii. Obstruction of residential dropped kerbs is an enforceable case of illegal parking and do not require additional marking. However, residents who would still prefer to have road markings lighting the presence of their residential dropped kerb can apply for such markings. Further details are available on the Council's parking webpage.</p> <p>iii. The suggestion has been shared with Hertfordshire County Council who deals with such matters in their capacity as the local highway authority in Stevenage.</p>

Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

84	<p>i. 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.</p> <p>ii. 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 examiners office. This is extremely dangerous for learners on their test.</p>	<p>i. Civil Enforcement Officers patrol most streets in Stevenage daily. Additional patrols have been organised for schools in the Old Town area including Letchmore Infant School.</p> <p>ii. The parking enforcement team has been briefed about the issues mentioned. Individual cases of illegal parking can be reported directly to the Parking Office and the Civil Enforcement Officer patrolling that area will attend as soon as operationally possible.</p>
88	<p>i. I am writing to you to reject the proposed road markings on Letchmore road and hellards road TPE/03/22-8/F. The double yellow lines will do two things as a negative I'm my opinion.</p> <p>ii. 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 daughter to opposite where you looking to make the</p>	<p>i. The objection is noted.</p> <p>ii. Traffic calming measures such as speed humps and a 20mph speed limit already exist in that school area of Letchmore Road. Whilst the Herts Police Traffic Management Unit and the local Highway Authority will be made aware of these concerns so they can decide if/what action</p>

Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

	<p>markings. How are you going to reduce the speed at which drivers race round the corner?</p> <p>iii. 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 (£4000) then I'll be happy for you to go ahead with the double yellow lines?</p> <p>iv. 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.</p>	<p>needs to be taken, it remains every motorist's individual responsibility to respect the traffic/parking regulations and those found to break those rules are liable to face the full consequences of breaking the law.</p> <p>iii. Motorists parking their vehicles across a residential dropped kerb without prior consent from the occupier of that property is considered illegal parking as specified in the Highway Code. The Council cannot be held responsible if a motorist chooses to park their vehicle illegally.</p> <p>iv. The address mentioned has been checked with our postal services provider who confirmed that a letter has been delivered to that address.</p>
99	<p>i. I note that the proposed recommendations differs from the study, in that the study appears to not make any reference to a 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</p>	<p>i. Restrictions were proposed at this location to prevent obstructive parking on that road bend in Hellards Road due to an expected vehicle displacement. However, the initial parking controls proposed at locations nearby have been recommended for implementation with a reduced length. Therefore, the likelihood of a vehicle displacement affecting this location is low and it is recommended that the proposed</p>

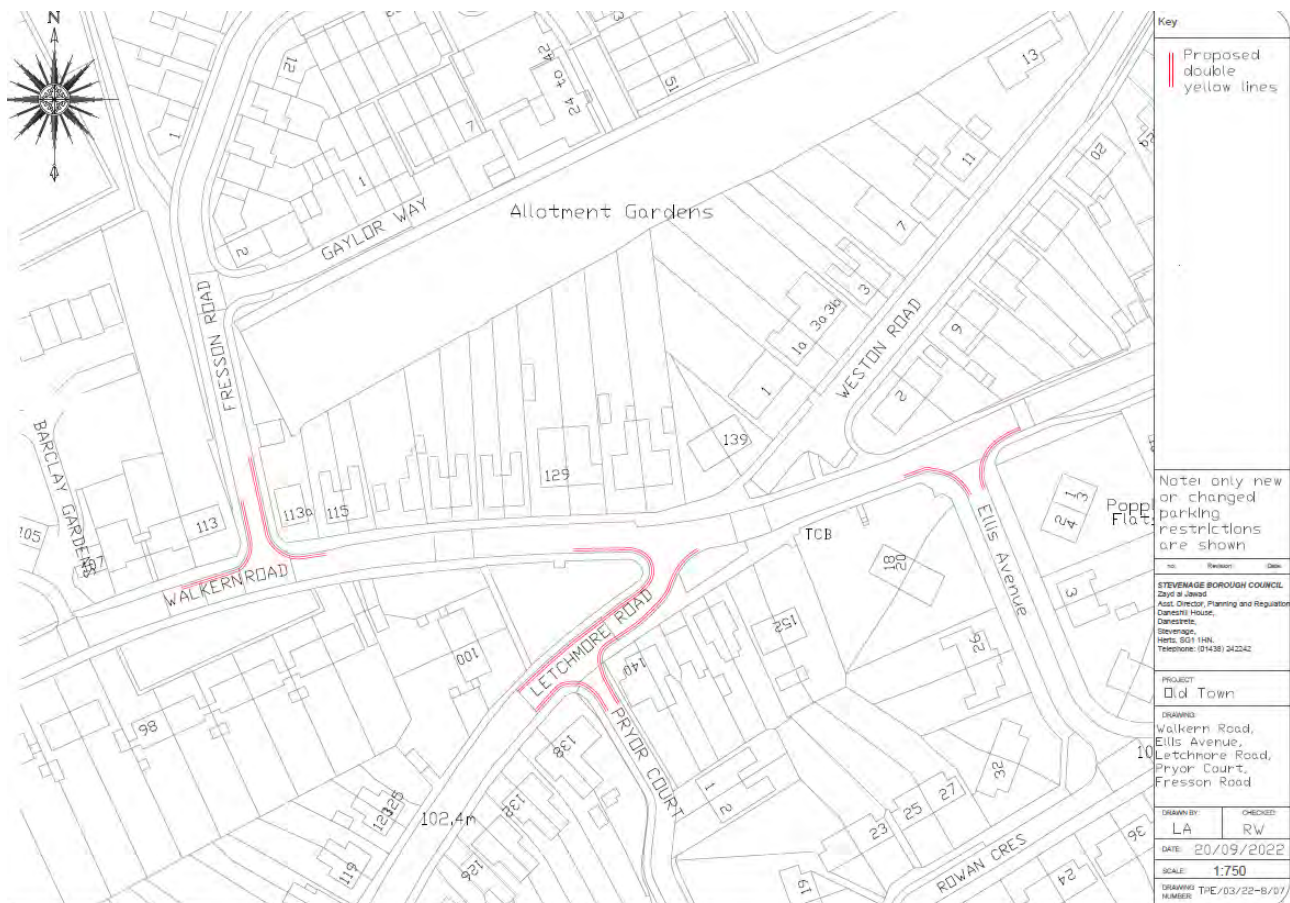
Table 6: Summary of responses for proposed double yellow lines in Hellards Road and at its junctions with Whitesmead Road and Letchmore Road (plan no. TPE/03/22-8/06)

	<p>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. 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.</p>	<p>double yellow lines adjacent to properties 52-54 Hellards Road are not implemented.</p>
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5.8. Plan TPE/03/22-8/07 – proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue



5.8.1. These proposals consist of ‘no waiting at any time’ restrictions at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue as shown below on plan TPE/03/22-8/07.



5.8.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to all properties in proximity of affected locations. 18 consultation responses were received regarding these proposed double yellow lines and a summary of these responses can be seen in Table 7 below.

5.8.3. Whilst two responses were in favour of proposed parking controls, eight were objections and seven expressed a mixed view. Most residents' concerns were related to the high-demand for on-street parking in this area where several households are relying on kerbside space for parking their vehicles as their properties do not benefit from off-street parking facilities.

5.8.4. After taking the residents' concerns in consideration and following additional site observations that confirmed the most cases of inconsiderate parking and the general parking congestion is related to school parking; therefore, it is recommended that the proposed double yellow lines are implemented with a reduced length as shown on below plan TPE/03/22-8/07REV1.

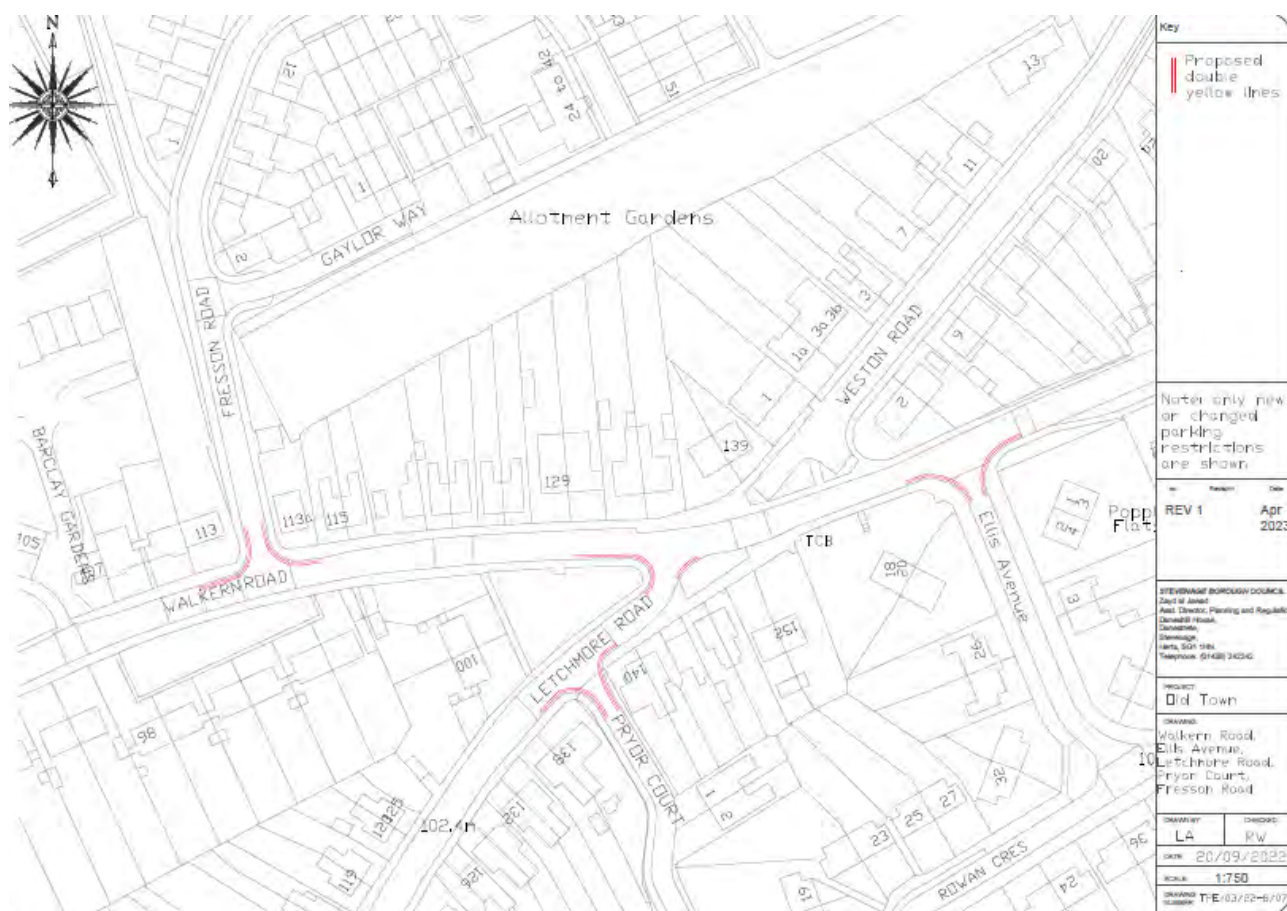


Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

Response reference number	Response summary	Comments on response
10	<ul style="list-style-type: none"> <li data-bbox="517 512 1272 584">i. I appreciate this proposal and totally agree with you in this respect. <li data-bbox="517 624 1272 935">ii. However, the proposed double yellow lines in Pryor Court, in my opinion, do not extend far enough. 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 Pryor Court, not having their refuse collected. 	<ul style="list-style-type: none"> <li data-bbox="1285 512 2089 544">i. The support for parking controls is noted. <li data-bbox="1285 624 2089 975">ii. The proposals in Pryor Court consist of 10 metres of double yellow lines on both sides of the road at its junction with Letchmore Road. It is believed that is sufficient to ensure motorists have an unobstructed sightline when approaching the junction but also to provide sufficient manoeuvrability space for large vehicles such as a refuse collection lorry or a fire engine.
15	<ul style="list-style-type: none"> <li data-bbox="517 1015 1272 1246">i. I'm emailing with my response to your proposal to put double yellow lines on Letchmore Road (near its junction with Walkern Road). I've never seen an accident caused by parking and therefore see no need to put double yellow lines there <li data-bbox="517 1286 1272 1390">ii. Could I ask where you suggest we park if you put double yellow lines? By putting yellow lines there, you will be causing congestion as 	<ul style="list-style-type: none"> <li data-bbox="1285 1015 2089 1046">i. See comments in article 5.1.4. of this report. <li data-bbox="1285 1286 2089 1390">ii. Motorists are solely responsible for finding safe storage for their vehicles and to park legally when leaving their cars on public roads.

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>residents won't have anywhere nearby to park and will end up outside other people's home.</p>	<p>However, it is acknowledged that on-street parking demand is high in the northern end of Letchmore Road as several properties do not benefit from off-street parking facilities and some households rely on kerbside space for parking their vehicles. Therefore, after taking this and other similar concerns in considerations it is recommended to implement the proposed double yellow lines with a reduced length at Walkern Road junctions with Letchmore Road and Fresson Road as shown on plan TPE/03/22-8/07REV1. This will allow on-street parking to continue at several locations suggested by residents throughout the consultation, but also prohibit parking at junctions to prevent existing obstructive parking or the likelihood of this occurring in the future.</p>
<p>19</p>	<p>i. I am writing in response to the proposed restrictions at the junctions of Walkern Rd and Letchmore Rd and Walkern Rd and Fresson Rd. 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 not giving way appropriately to oncoming traffic. During</p>	<p>i. Site observations confirmed that at school peak hours the parking demand increases in these streets, but it also confirmed that cases of obstructive parking do occur at night or weekends too. The Council's parking team contacted most local schools in Old town area to try to find ways to help with existing parking issues. We are trying to raise the awareness amongst parents and other drivers driving/parking their vehicles near schools to reduce cases of illegal or inconsiderate parking</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>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.</p> <p>ii. 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.</p> <p>iii. Perhaps an education campaign via Barclay Academy encouraging parents to park and drive properly and encouraging more children</p>	<p>by sending out communications to parents, deployment of school specific signage and increased parking enforcement patrols.</p> <p>ii. It is acknowledged that on-street parking demand is high in the northern end of Letchmore Road as several properties do not benefit from off-street parking facilities and some households rely on kerbside space for parking their vehicles. Therefore, after taking this and other similar concerns in considerations it is recommended to implement the proposed double yellow lines with a reduced length at Walkern Road junctions with Letchmore Road and Fresson Road as shown on plan TPE/03/22-8/07REV1. This will allow on-street parking to continue at several locations suggested by residents throughout the consultation, but also prohibit parking within proximity of junctions to prevent existing obstructive parking or the likelihood of this occurring in the future.</p> <p>iii. Schools sent out information about parking to parents through their communication channels. The Council’s parking team increased the resources used to allow for regular presence of</p>
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Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	to walk to and from school would be a better use of time and money.	Civil Enforcement Officers in school areas, maintenance of road markings near schools and procurement of specific school parking signage that cannot be legally enforced but have been found to be effective in raising awareness amongst parents or other motorists driving/parking their cars in school areas leading to lower vehicle speed and more considerate parking.
27	<p>i. regarding parking restrictions in Letchmore Road, 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. The only time there is congestion is when parents are dropping off and picking up children from the local schools.</p> <p>ii. If you go ahead with this worrying proposition of putting double yellow lines please can you tell me where I am supposed to park? Surely, if you have to do some parking restrictions you could start with residents parking. Please can you review your plans, not only for my road but for the Old Town in general.</p>	<p>i. See comments in article 5.1.4 of this report.</p> <p>ii. After the formal consultation has ended all proposed plans have been reviewed and amendments are recommended where deemed appropriate. See comments 15.ii. above in relation to proposed plan for this part of Letchmore Road.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

<p>32</p>	<p>i. I refer to your recent letter concerning a proposal to introduce new parking restrictions in Letchmore Road. I personally feel these are not required. 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>ii. 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>iii. Therefore, I do not believe the cost of introducing these measures will achieve any great improvement and would not justify the expense. A far better use of the money would be getting H.C.C. to repair the pot holes and state of the road which in a state of disrepair throughout the whole length.</p>	<p>i. See comments 19.ii. above.</p> <p>ii. Whilst the area nearest to the High Street is covered by an Officer on foot patrol due to the significant number of existing parking controls, the other residential streets throughout town are inspected on daily basis too by Civil Enforcement Officers on mobile patrols. Also, our data shows that Letchmore Infants School has been visited several times in recent weeks.</p> <p>iii. Vehicles parking near junctions can cause access difficulties for emergency vehicles or refuse collection lorries, cause difficulties for the local bus routes and obscure drivers' sightlines when approaching the junction. Preventing this type of unsafe parking thereby improving access for emergency vehicles, public transport and reducing the likelihood of road traffic collisions is considered a good use of resources.</p>
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Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

		Nevertheless, Hertfordshire County Council who is the local highway authority will be made aware of the concerns raised about the poor state of the carriageway surface in this street.
36	<p>i. 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. 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>ii. 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. I think there are proposals to charge for all parking around the High Street, this is unacceptable and would adversely effect residents.</p> <p>iii. 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</p>	<p>i. See comments 19.ii. above.</p> <p>ii. A resident-only parking scheme was introduced in 2020 in several streets near the High Street following requests and support from households located in that area. Such restrictions are not formally proposed as part of this project and will only be proposed in other streets if a significant number of residents support it.</p> <p>iii. See comments 19.ii. above.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>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>	
45	<p>i. 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 Pryor Court make visibility when exiting our cul de sac difficult at times.</p>	<p>i. The support is noted.</p>
46	<p>i. 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.</p>	<p>i. The support for preventing unsafe parking is noted. The possibility of a vehicle displacement has been considered and restrictions were proposed at locations likely to be affected and where parked vehicles may cause an obstruction. Furthermore, the negative impact of a potential vehicle displacement was one of the reasons why it has been recommended that the initially proposed double yellow lines are implemented with a reduced length as shown on plan TPE/03/22-8/07REV1.</p>
82	<p>i. I am in agreement with the proposal for double yellow lines on Letchmore Road, an especially on the corners of the access road</p>	<p>i. The support for proposed restrictions is noted.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>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. 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>ii. 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. 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>ii. Site observations confirmed that vehicles do not regularly park in the area mentioned and considering that less onerous restrictions are recommended for implementation at locations nearby, it is unlikely for many vehicles to be displaced to Pryor Court. Therefore, additional restrictions are currently not recommended for this street.</p>
89	<p>i. I am writing to strongly oppose the plans set out in the letter referenced above.</p> <p>ii. 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</p>	<p>i. The objection is noted.</p> <p>ii. See comment 19.ii. above.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>and pick-up times, our street becomes inundated with cars, making it difficult for us to park.</p> <p>iii. 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>	<p>iii. Whilst rolling out wide-spread EV infrastructure on highway land is currently a matter for the local Highway Authority, the Borough Council has been pro-active in providing EV chargers to motorists where this is within our powers such as on-street in Town Centre and within several Council owned car parks. Furthermore, the Council Engineers are working on a project to implement EV charges at various Neighbourhood Centres throughout town that will help visitors and residents of nearby streets charge their EV vehicles.</p>
105	<p>i. Please see the above photo of a typical day parking in middle walkern road stevenage! 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. Yellow lines here and at the mouth of letchmore road would be completely pointless. 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. Yellow lines would not stop this as parents sit in their cars and could</p>	<p>i. See comments 19.i. and 19.ii. above.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>move as soon as they seen someone coming along to ticket them . They would ignore the yellow lines anyway.</p> <p>ii. Yellow lines would be an utter waste of time and tax payers money in this middle section of Walkern road.</p>	<p>ii. Vehicles parking near junctions can cause access difficulties for emergency vehicles or refuse collection lorries, or cause operational difficulties for the local bus routes and obscure drivers' sightlines when approaching the junction. Preventing this type of unsafe parking thereby improving access for emergency vehicles, public transport and reducing the likelihood of road traffic collisions is considered a good use of resources.</p>
106	<p>i. I am emailing in response to the letter we received recently regards parking plans near to where I live on Walkern Road, SG1, 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. 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</p>	<p>i. See comments 19.ii. above.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>the green area would significantly reduce places to park for residents and visitors.</p> <p>ii. 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 Monday – Friday, as a result of the school traffic and implementing double yellow lines in the areas stated on the map wouldn't prevent this in anyway.</p> <p>iii. 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.</p>	<p>ii. See comments 19.iii. above.</p> <p>iii. The support for part of the proposal is noted.</p>
110	<p>i. It was highlighted that north end of Letchmore Road, junctions of Hellards Rd and Walkern Rd to introduce double yellow lines. 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>ii. With new addition of double yellow lines on this street, it will limit the parking and result in</p>	<p>i. See comments 19.ii. above.</p> <p>ii. Vehicles parked across residential dropped kerbs without prior consent from the occupier of</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>increase of vehicles blocking driveways. Unless blocking driveway is an enforceable offence, this new double yellow lines will causes more problems.</p> <p>iii. 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>	<p>that property is considered illegal parking an can be enforced by Civil Enforcement Officers. Further details available on the Council’s parking webpage.</p> <p>iii. These concerns related to traffic speed were shared with the appropriate authorities so that it can be investigated, and appropriate actions taken if required.</p>
126	<p>i. In response to the proposed yellow lines in the vicinity of our home I wish to make an objection.</p> <p>ii. In our view its an over the top restriction together with blue badge holder bays and unnecessary, creating more problems than it solves. 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 are better things to spend money on.</p>	<p>i. The objection is noted.</p> <p>ii. See comments 19.ii. above.</p>
138	<p>i. OBJECTION – Letchmore Road/Pryor Court double yellow lines. Fresson Road/Walkern Road double yellow lines. These sections of</p>	<p>i. The objection is noted.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>road rarely have any vehicles parking on them – otherwise this would have been highlighted in the Study.</p> <p>ii. They do, however, serve as important temporary overflow parking sections for visitors. 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. 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>	<p>ii. See comment 19.ii. above.</p>
139	<p>i. I would like to strongly object to the proposed parking restrictions at the top of Letchmore Road.</p> <p>ii. 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>i. The objection is noted.</p> <p>ii. See comment 19.ii. above.</p>
146	<p>i. 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. My concerns are regarding the yellow lines to be placed outside the</p>	<p>i. See comments 19.ii. above.</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	<p>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. 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>	
149	<p>i. I 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 90hich90se double yellow lines outside house number 140-150 letchmore road , this would leave residents at those 90hich90ses with no parking and would push parking further down into Letchmore Road 90hich already has parking both sides. 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 .</p> <p>ii. What I would like to see is heavily enforced speed restrictions , unfortunately the parking</p>	<p>i. See comments 19.ii. above.</p> <p>ii. The Council’s parking team allocated additional resources to allow for increased Civil Enforcement Officer presence at school areas</p>

Table 7: Summary of responses for proposed double yellow lines at Letchmore Road junctions with Walkern Road and Pryor Court, and at Walkern Road junctions with Fresson Road and Ellis Avenue (plan no. TPE/03/22-8/07)

	issues and often the speeding happens around school pick up and drop off times	and requested assistance from the Police in relation to motorists speeding on these roads.
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5.9. Plan TPE/03/22-8/08 – proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road





5.9.1. These proposals consist of an extension of existing double yellow lines in Headingley Close, new 'no waiting at any time' restrictions at Walkern Road junction with Almonds Lane and in several locations in Weston Road, and a further proposal of 'upgrading' one of the existing advisory disabled parking bays in Walkern Road to an enforceable disabled parking place as shown on below plan TPE/03/22-8/08.



5.9.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to 125 properties. 17 consultation responses were received regarding these proposed double yellow lines and a summary of these responses can be seen in Table 8 below.

5.9.3. Whilst six consultation responses provided comments of support for the proposed parking controls, three expressed a mixed view and eight objected. The main concerns raised were about proposed double yellow lines in Walkern Road near its junction with Almonds Lane and in Weston Road where it is believed that prohibiting parking may increase the residents' difficulties in finding available on-street parking near their homes.

5.9.4. Following additional site investigations and after taking in consideration the feedback received throughout the public consultation, it is recommended that the proposed parking controls are implemented as advertised except the proposed double yellow lines at Walkern Road junction with Almonds Lane that are recommended for implementation with a reduced length as shown below on plan TPE/03/22-8/08Rev1.



Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person’s vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

Response reference number	Response summary	Comments on response
7	<ul style="list-style-type: none"> i. We have received your letter regarding parking issue in the Almonds Lane area and we are strongly against your plans. ii. 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 acts to congest the parking on our street further and will make our problem much worse. 	<ul style="list-style-type: none"> i. The objection is noted. ii. Although the Council had previously received several complaints about obstructive parking in that area and restrictions have been recommended here by The Old Town Parking Study report, after taking the residents’ concerns in consideration and following additional site observations carried out in the past several weeks by the Council’s parking team, it is recommended that the proposed double yellow lines at Walkern Road junction with Almonds Lane are implemented with a reduced length as shown on plan TPE/03/22-8/08REV1. This will prohibit vehicles from parking in proximity of the junction and across the shared entrance to properties 126-132 Walkern Road but allow on-street parking to

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person’s vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>iii. Vehicles parked near the junction also act as a traffic calming measure so your plans will also encourage speeding around the junctions.</p>	<p>continue with unrestricted kerbside space remaining for several vehicles.</p> <p>iii. Parked vehicles can sometimes act as a traffic calming measure but when parked near junctions can obscure drivers’ sightlines decreasing the time available to them to react even when travelling at a lower speed.</p>
8/9	<p>i. 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.” 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>ii. I have lived in Western Road for more than 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 pick ups . 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. There is nothing arguable about the content of the letter sent to Weston Road residents on 26 January 2023. It briefly and clearly explains the reasons why the parking controls were proposed and invited residents to take part in the consultation.</p> <p>ii. Whilst the accident data shows that several road traffic collisions took place in the last few years in Almonds Lane near Weston Road and none in the dead-end part of Weston Road, this is not to say that it not likely to happen in future if existing obstructive parking is not addressed. Also, proposed double yellow lines in Weston Road can help facilitate unhindered access for emergency vehicles such as a fire engine. The Council’s parking team contacted the local school and are working to find solutions to</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person’s vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>iii. 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. Personally, as someone living in this area, and knowing that the residents will not be able to change your plans . I would suggest consider 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> <p>iv. Following guidance from the government on petrol and diesel cars will be banned within</p>	<p>existing parking issues at school peak hours. The presence of Civil Enforcement Officers in school areas has been increased, signage and road markings are regularly maintained near schools’ areas and requested assistance from the Active and Safe School Travel team to see if they can assist with the existing issues.</p> <p>iii. The proposed double yellow lines in Weston Road are mainly affecting lengths of road where vehicles should not be parked as specified in the Highway Code. This consultation response seems to suggest that households 32-38, 16-6 and 18-24 Weston Road share their view in relation to these proposed parking controls when in fact only two objections have been submitted by Weston Road households and two others expressed support for the proposals. Site observations confirmed that the proposed double yellow lines are needed to prevent obstructive parking and facilitate access for large vehicles such as refuse collection lorries or fire engines; therefore, the suggestion mentioned in this consultation it is not recommended.</p> <p>iv. The statement mentioned is incorrect; the sale of new conventional petrol and diesel cars and vans will be banned in the country from 2030,</p>
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Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>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>not existing vehicles. Therefore, is unlikely that all residents will use EV cars by this date. Nevertheless, the roll out of EV charging infrastructure has started throughout the country including in Stevenage but is extremely unlikely for any such chargers to be installed on-street within 10 metres of junctions.</p>
13	<p>i. I am happy to see that double yellow lines will be added in Headingley Close and appreciate the situation receiving attention from the Council.</p> <p>ii. 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.</p> <p>iii. 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</p>	<p>i. The support is noted.</p> <p>ii. Additional parking enforcement patrols have been organised for this area and these will continue if the proposed parking controls will be implemented.</p> <p>iii. The Council's parking team referred this issue to the Active and Safe School Travel team to see what they can do to help. Also, it has been suggested to the school to look at the possibility of introducing staggered start/finish time reducing the number of parents parking their vehicles near the school at the same time.</p>
17	<p>i. We are the occupier of ... 98alker road. Currently the parking in our street can be very difficult at times especially of an</p>	<p>i. Unsafe parking at Walkern Road junction with Almonds Lane is the main reason why the</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>evening and weekend. 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</p> <p>ii. 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>double yellow lines were proposed at this location.</p> <p>ii. See comments 7.ii. above.</p>
22	<p>i. I live in Walkern Road in the old town and you are planning to put double yellow lines. I would like to point out that my neighbours park there as do people using the allotments at the top of Walkern Road. The problem with parked cars in this area is due to the lack of adiquit parking spaces and is not going to be solved with the proposed double yellow lines and disabled parking bays if anything your proposels are going to make the matter worse becoiuse they will make parking more difficult and move the problem else where.</p>	<p>i. See comments 7.ii. above.</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

23	<p>i. I reside at Walkern Road of which the proposal deeply affects me and my neighbours as this would take away about 6 car spaces. These 6 spaces especially, are also used by people visiting the allotments which then hinders the residents from parking. 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>ii. 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. See comments 7.ii. above.</p> <p>ii. See comments in article 5.1.5 of this report.</p>
25	<p>i. 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>ii. 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>i. The concerns were considered and partially upheld, see comments 7.ii. above.</p> <p>ii. Walkern Road has been subject to several site inspections including at night and weekends when is considered that most residents are likely to be home and the on-street parking</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person’s vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<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. 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 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. If the council is to proceed with this course of action, then as a resident I would demand that a longer term solution is identified for parking on Walkern Road.</p> <p>iii. 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>demand at its highest. Whilst kerbside parking availability in this part of Walkern Road near Almonds Lane is indeed extremely low at night, site observations confirmed that on-street parking was still available in the area within walking distance. However, it is recommended that the initially proposed double yellow lines are amended and implemented with a reduced length as shown on plan TPE/03/22-8/08Rev1.</p> <p>iii. The Borough Council does not have the legal power to approve residential dropped kerb applications but residents interested can apply by contacting Hertfordshire County Council who is the authority able to deal with such</p>
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Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	iv. 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>matters in their capacity as the local Highway Authority in Stevenage.</p> <p>iv. See comment in article 5.1.5 of this report.</p>
28	i. I am writing to express my concerns about the future parking restrictions that are being planned at the top of 102alker Road Stevenage. 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	i. See comment 7.ii. above.
58	i. I write in response to the proposed restrictions to Walkern Road by the junction of Almonds Lane. 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 also outside of the driveway of 126-132.	<p>i. The support is noted.</p> <p>ii. See comment 7.ii. above.</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>ii. 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?</p> <p>iii. Is there anyway of restricting the number of large work vans which are always parked on the road</p>	<p>iii. Commercial vehicles with a revenue weight of 5 Tonnes or more are already prohibited from parking in residential streets throughout Stevenage. Site surveys show that a small number of light commercial vehicles (mainly vans with revenue weight under 3.5 Tonnes) were legally parked in this area. Such vehicles are likely to be work vehicles taken home by residents of this area or vehicles owned by residents who are self-employed such as plumbers, electricians, and others. Prohibiting them from parking these vehicles near their home can have a devastating impact on their livelihoods, therefore, it is not currently recommended.</p>
59	<p>i. I don't agree with the double Yellow lines on walken road/almonds lane as I can never get parked and I sometimes have to park All</p>	<p>i. The objections is noted. See comments 7.ii. above.</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	the way down where the double Yellow possibly could be going	
63	<p>i. We live at number 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>ii. 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>i. The support for proposed parking controls in Weston Road is noted.</p> <p>ii. If implemented the proposed double yellow lines will prohibit vehicles parking on the north side of Weston Road adjacent to its junction with Almonds Lane, therefore improving drivers' sightlines when approaching this junction. However, the area will continue to be monitored post-implementation and additional restrictions can be proposed if required. Proposing additional restrictions at this stage will cause significant delays to this project and it is not recommended.</p>
68	<p>i. Although I write this about the changes in Weston Road ,I'm sure this can be applied to ALL changes in the old town. 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</p>	<p>i. Previous complaints received by the Council about obstructive parking, the Old Town Parking Study recommendations and site observations have all confirmed that unsafe parking does occur at most of the locations affected by the proposed parking controls. Whilst at some locations the proposed</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person’s vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>was not much of a problem until the council got involved in this process.</p> <p>ii. 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. 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.</p> <p>iii. These proposals are ABSOLUTE “....”. It's about time we had people in local government who CAN do the job because you lot clearly cant.</p>	<p>restrictions were recommended for implementation with a reduced length or to be cancelled, the proposed double yellow lines in Weston Road are needed to prevent parking at locations where parked vehicles are liable to cause an access difficulties and obscure drivers’ sightlines when approaching junctions.</p> <p>ii. Motorists have an individual responsibility to park their vehicle in a safe and considerate manner when using public roads. When complaints and evidence found following site inspections shows that vehicles park in breach of the Highway Code such as near junctions, the Council has a statutory requirement to act against such type of parking.</p> <p>iii. Regardless which individuals would be responsible for parking enforcement on public highway land, the local authority responsible for parking enforcement has a legal statutory requirement of taking action against unsafe parking by introducing and enforcing parking restrictions.</p>
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Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingly Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

72	<p>i. Putting double yellow lines just at the junctions of the road in Headingly close will not ease the problems caused by Almond 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>ii. 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 Headingly close. 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.</p>	<p>i. The proposed double yellow lines seek to prohibit vehicles from parking near the junction to improve visibility for drivers and the many children and parents that use crossing points at school peak hours. Civil Enforcement Officers will regularly patrol this area especially at school peak hours to raise awareness and deter inconsiderate or illegal parking.</p> <p>ii. The feedback has been shared with the school management team and asked whether the school can allow parents to enter the car park earlier and/or introduce staggered start/finish times so that not all parents driving to the school will arrive in the same time in order to reduce this traffic congestion.</p>
93	<p>i. I agree with the proposed restrictions in Weston Road. Sometimes vehicles park on the footpath obstructing pedestrians.</p>	<p>i. The support for proposed restrictions in Weston Road is noted.</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

148	<p>i. 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. Maybe double yellow lines from the corner to just past the entrance to the allotments could be possible?</p>	<p>i. Yes, it is recommended that the initially proposed double yellow lines at Walkern Road junction with Almonds Lane are implemented with a reduced length.</p>
151	<p>i. I am placing my objections on record to two of the proposed changes, they are as follow:</p> <p>ii. 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.</p> <p>iii. Objection to the proposed enforceable disabled parking zone - I have been a resident on Walkern Road since 2018 and since then, over the last 5 years we have already lost 3 parking bays to advisory disabled parking bays on Walkern Road. This has already created significant pressure on the needs parking in the area. I am not against allocated disabled parking as I fully appreciate, they have specific</p>	<p>i. The objection is noted.</p> <p>ii. See comments 7.ii. above.</p> <p>iii. The proposal is to create just one enforceable disabled parking bay for which we have received various complaints from blue badge holders that this bay is being misused at various times of the day and night. Site observations found vehicles parked within this bay without displaying a valid blue badge. Therefore, this objection to the proposed enforceable disabled bay cannot be upheld. However, the others disabled bays will remain</p>

Table 8: Summary of responses for proposed double yellow lines in Weston Road, Headingley Close, Almonds Lane, Walkern Road and proposed disabled person's vehicles parking place in Walkern Road (plan no. TPE/03/22-8/08)

	<p>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.</p>	<p>as advisory disabled parking spaces and these comments will be shared with the local Highway Authority who manage this type of parking bays so that they can review the existing requirements and a referral to the anti-fraud team can be made if required.</p>
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5.10. Plan TPE/03/22-8/09 – proposed double yellow lines in Trafford Close

5.10.1. These proposals consist of an extension of the existing double yellow lines in Trafford Close as shown below on plan TPE/03/22-8/09.



5.10.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to all properties within the area affected and to the Almonds Hill Junior School. Six responses were received throughout the public consultation and a summary can be seen in Table 9 below.

5.10.3. Whilst no objections were submitted, concerns were raised about parking issues at school peak hours and several suggestions were made such as stricter parking enforcement during term time. Considering all responses received and historic request from the public it appears that most residents agree with these proposals.

5.10.4. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking, and the absence of objections related to this specific proposal suggests that the public are generally content with the proposals; therefore, it is recommended that proposed double yellow lines are implemented as proposed.

Table 9: Summary of responses for proposed double yellow lines in Trafford Close (plan no. TPE/03/22-8/09)

Response reference number	Response summary	Comments on response
16	<ul style="list-style-type: none"> i. Thank you for your recent letter regarding old town parking - Trafford Close. Your recommendations are very welcome and much needed. ii. 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. 	<ul style="list-style-type: none"> i. The support is noted. ii. Proposing additional restrictions at this stage will cause significant delays to this project and it is not recommended. However, the suggestion has been recorded and the area will continue to be monitored before a decision can be taken.
31	<ul style="list-style-type: none"> i. You proposed solution to the traffic problems originating from Almond Lane school is to put double yellow lines across driveways. 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. ii. 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 	<ul style="list-style-type: none"> i. Double yellow lines are proposed to be extended in Trafford Close only to the start of residential dropped kerbs on each side of the road. ii. If proposed double yellow lines are implemented these will make it illegal for motorists to park their vehicles in that area and increased number of parking enforcement patrols will be organised

Table 9: Summary of responses for proposed double yellow lines in Trafford Close (plan no. TPE/03/22-8/09)

	<p>will continue to sit there with their engines running unless they are moved on.</p> <p>iii. 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>especially at school peak hours to deter/enforce cases of illegal parking.</p> <p>iii. These issues have been discussed with the school staff. Parents were sent communications specifically about parking, the school were provided with additional school specific signs and an increased presence of our Civil Enforcement Officers ay school peak hours have been organised.</p>
91	<p>i. Letter ref TPE/03/22-8/F. The map supplied is for Trafford Close (SG1 3RY) and its junction with Almond's Lane. It shows a couple of metres of new "double yellow lines" onto the end of the existing ones, on both sides of the road. My view is, that they do not extend far enough. 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</p>	<p>i. The proposal is to implement 6.5 metres of double yellow lines on the north side and 9 metres on the south side. This is in addition to existing yellow lines at this junction. It is believed that these extended yellow lines are sufficient to prevent vehicles parking near this junction. However, the area near school will continue to be monitored if the proposals are implemented to see if/what other interventions may be required.</p>

Table 9: Summary of responses for proposed double yellow lines in Trafford Close (plan no. TPE/03/22-8/09)

	do, on a school day between 3.00 and 3.30 pm and observe the chaos .	
102	<p>i. 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.</p> <p>ii. 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 Headingley Close.</p>	<p>i. The support is noted.</p> <p>ii. See comment 31.iii. above.</p>
118	<p>i. 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.</p> <p>ii. 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. We do agree traffic needs to be reduced in this area and one of the</p>	<p>i. The support for parking controls is noted.</p> <p>ii. Awaiting reply from team managing cemeteries to see whether the suggestion can be implemented.</p>

Table 9: Summary of responses for proposed double yellow lines in Trafford Close (plan no. TPE/03/22-8/09)

	<p>considerations we would put forward is to allow parking in the local cemetery which is only a 5 minute walk from school.</p>	
137	<p>i. 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. I feel you could put double yellow lines all around Trafford Close however these will be ignored unless they are enforced.</p>	<p>i. See comments 31.ii. above.</p>

5.11. Plan TPE/03/22-8/10 – proposed double yellow lines in Church Lane



- 5.11.1. These proposals consist of double yellow lines on the western side of Church Lane from its junction with Walkern Road north-eastwards for 10 metres.
- 5.11.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to properties in proximity of the area affected by these proposals. Nine responses were received throughout the public consultation and a summary can be seen in Table 10 below.
- 5.11.3. Two responses were in favour of proposed yellow lines and seven consultees, mostly residents of this street submitted objections by listing several reasons why these proposed parking controls are not needed at this location.
- 5.11.4. Although these double yellow lines were proposed following a recommendation put forward by a consultant that carried out an independent assessment of all parking issues identified in Old Town area, considering the number of concerns raised by residents additional site investigations were carried out by the Council's Parking team.
- 5.11.5. It has been found that throughout weekdays there are rare occasions when vehicles are parking in this area, and when parking does occur these vehicles are standard size vehicles as the street is subject to parking permit restrictions which limit parking only to permit/visitor voucher holders and vehicles must have a revenue weight less than 3.5 Tonnes. Whilst at night the number of vehicles parked here increases, the angle of this junction and the generous carriageway width is believed to provide sufficient visibility to most motorists when approaching the junction. Therefore, considering these findings and the responses submitted by residents it is recommended that the proposed parking controls in Church Lane are not implemented.

Table 10: Summary of responses for proposed double yellow lines in Church Lane (plan no. TPE/03/22-8/10)

Response reference number	Response summary	Comments on response
14	<ul style="list-style-type: none"> <li data-bbox="515 470 1254 662">i. I am writing in response to your letter regarding the proposed double yellow lines on the junction of church lane/walkern road. I wish to respond with an objection to this proposal based on the following: <li data-bbox="515 694 1254 1053">ii. 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. Residents have always worked with each other in parking and have never had issues with each others parking. These proposed restrictions are trying to fix an issue that is not there, and actually making it worse. <li data-bbox="515 1085 1254 1244">iii. You also state that your enforcement officers can only act against illegal and inconsiderate parking. Does this not include no parking permits ? 	<ul style="list-style-type: none"> <li data-bbox="1288 470 2060 502">i. The objection is noted. <li data-bbox="1288 694 2060 933">ii. After taking in consideration the residents' concerns and following additional site observations it is recommended that the proposed restrictions in Church Lane are not implemented. See comments at articles 5.11.4 - 5.11.5 above. <li data-bbox="1288 1109 2060 1348">iii. Vehicles parked within the Old Town residential parking permit area during its operational days/times must have a valid permits/voucher. Vehicles found to be parked in contravention of those restrictions are liable to receive a penalty charge notice.

Table 10: Summary of responses for proposed double yellow lines in Church Lane (plan no. TPE/03/22-8/10)

18	i. 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.	i. The support for proposed restrictions is noted. However, after taking in consideration the residents' concerns and following additional site observations it is recommended that the proposed restrictions in Church Lane are not implemented. See comments at articles 5.11.4 - 5.11.5 above.
29	i. 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.	i. See comments 14.ii. above.
41	i. I would like to respond to your letter outlining the proposed alteration of residents parking in Church Lane, re double yellow lines. 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 who	i. See comments 14.ii. above.

Table 10: Summary of responses for proposed double yellow lines in Church Lane (plan no. TPE/03/22-8/10)

	already have to park elsewhere in the old town.	
94	<p>i. I am returning your plan notated with where I think the double yellow lines should be positioned (both sides) at the junction of Church Lane and Walkern Road.</p>	<p>i. The support for parking controls at this location is noted. However, after taking in consideration the residents' concerns and following additional site observations it is recommended that the proposed restrictions in Church Lane are not implemented. See comments at articles 5.11.4 - 5.11.5 above.</p>
100	<p>i. I'm writing to inform you that I am against the proposed double yellow lines in Church Lane, Stevenage.</p> <p>ii. Firstly, the residents 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. Secondly, some residents have health problems. To remove this parking space would not only put unnecessary stress on them but make it harder for healthcare workers to park there.</p>	<p>i. The objection is noted.</p> <p>ii. See comments 14.ii. above.</p>
111	<p>i. I would like to respond to your letter regarding the proposal of double yellow lines to the church lane / walkern road junction. I totally object to this ridiculous proposal.</p> <p>ii. I have never experienced issues with parking. As you will already know, church</p>	<p>i. The objection is noted.</p> <p>ii. See comments 14.ii. above.</p>

Table 10: Summary of responses for proposed double yellow lines in Church Lane (plan no. TPE/03/22-8/10)

	<p>lane is a very small lane in which we have limited parking. As neighbours we greatly respect each others parking and park respectfully of each other. 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.</p>	
136	<p>i. I'm emailing in response to the proposed introduction of double yellow lines into Church Lane. 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. 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> <p>ii. 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</p>	<p>i. See comments 14.ii. above.</p> <p>ii. Hertfordshire County Council is the local Highway Authority in Stevenage and are responsible for residential dropped kerb applications. The Borough Council has no authority to change their existing application criteria.</p>

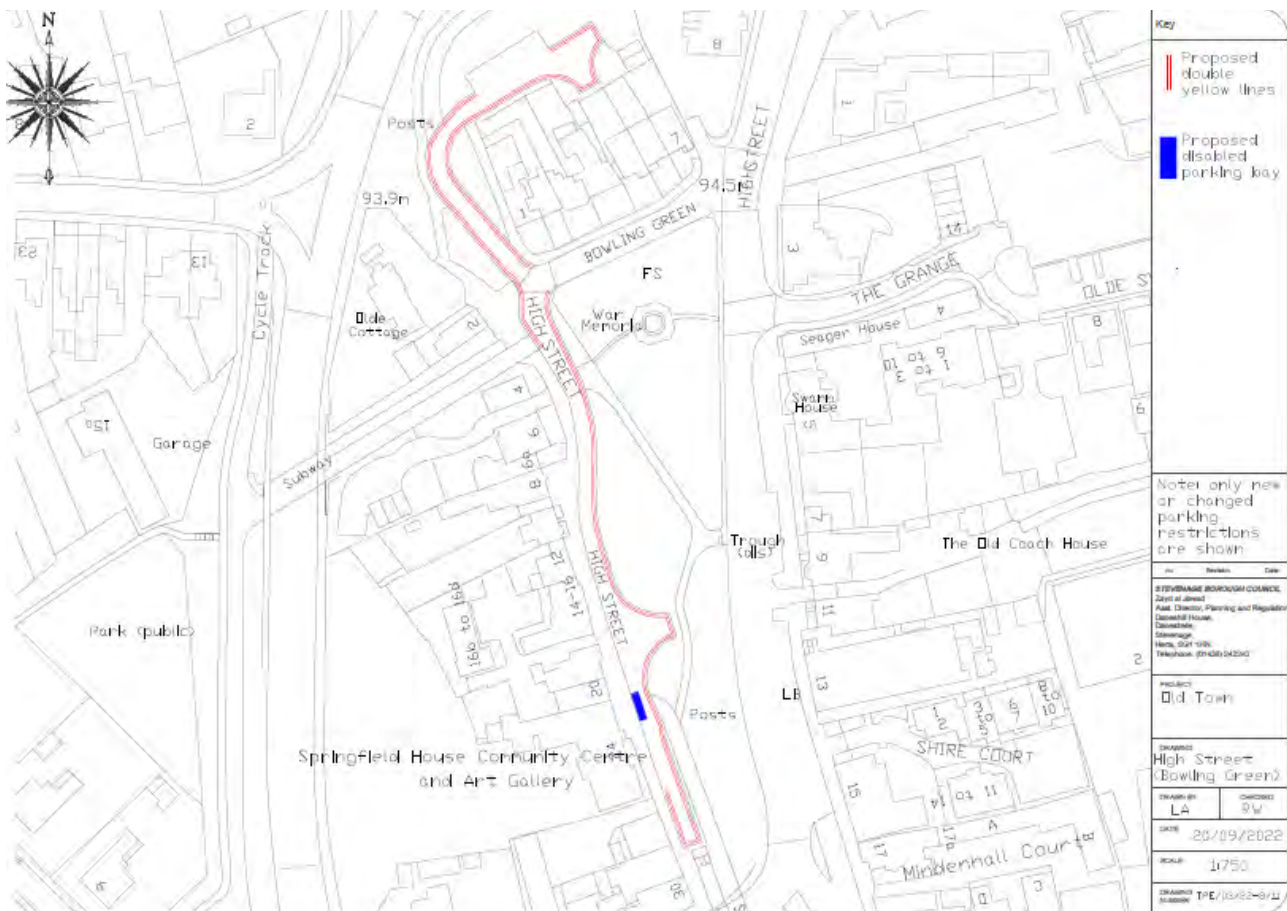
Table 10: Summary of responses for proposed double yellow lines in Church Lane (plan no. TPE/03/22-8/10)

	current regulations seem restrict this from happening	
156	<p>i. Apologies for my delay in responding to your letter, dated 28th January 2023, I have been away. I hope you will review my letter as this proposal will detrimentally affect my parents. 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>i. See comments 14.ii. above.</p>

5.12. Plan TPE/03/22-8/11 – proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green



5.12.1. These proposals consist of new 'no waiting at any time' restrictions and an enforceable disabled parking bay in the northern section of High Street adjacent to Bowling Green as shown below on plan TPE/03/22-8/11.



5.12.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to all addresses in proximity of the area affected by these proposals. 18 responses were received throughout the public consultation and a summary can be seen in Table 11 below.

5.12.3. Whilst two responses were in favour of proposed restrictions, the others were objections or responses acknowledging that certain interventions may be required for some of the existing parking issues but expressed concerns about the limited on-street parking availability in this section of the High Street for residents, visitors/shoppers, and employees of local businesses.

5.12.4. Many of these consultation responses were from businesses (owners or employees) located in this area of the High Street/Bowling Green or from others who shared similar concerns about the potential negative impact of the proposed parking controls onto an already congested on-street parking.

5.12.5. One of these responses was submitted by Stevenage Old Town Business and Community Partnership. In their comments it was highlighted how valuable the on-street short term parking can be for most businesses and suggested that proposed double yellow lines are not implemented.

- 5.12.6. Evidence collected from site inspections show that several vehicles are regularly parking within the turning area opposite 14-18 High Street and during these visits has been witnessed the difficulties faced by certain vehicles (a minibus dropping-off disabled persons, a highway maintenance van, and a food delivery van) to turn around and leave this section of the High Street south of its junction with Bowling Green. One of the vehicles mentioned attempted to carry out several manoeuvres to turn around but was unable and was forced to reverse approximately 80 metres. An ambulance or a fire engine would face even more difficulties at this location if required to attend an emergency. Therefore, it is recommended that the proposed double yellow lines are implemented in this turning area. To prevent displaced vehicles from parking on both sides of the road or on the green area, it is recommended that double yellow lines are implemented on the east side of the High Street both on the north and south of the said turning area.
- 5.12.7. The Council has a statutory requirement to act against existing obstructive parking or the likelihood of this occurring in the future and prohibiting parking at the locations mentioned above is in line with the recommendations listed in 'Manual for Streets' and 'Roads in Hertfordshire: Highway Design Guide' that a fire engine should not have to reverse more than 20 metres, turning areas should accommodate space for largest vehicles expected in that street and on-street parking should not occur if the carriageway width is less than 5.5 metres.
- 5.12.8. However, after taking in considerations all responses received and following discussions with local Councillors it is recommended that the yellow lines are implemented with a reduced length as shown on plan TPE/03/22-8/11REV2.
- 5.12.9. Several comments received specified that often disabled persons require parking in this area and previous complaints received by the Council mentioned that the existing advisory disabled parking bay in this section of road is being misused. Therefore, it recommended the proposed 'upgrading' of this advisory bay to enforceable disabled parking space is implemented as proposed.
- 5.12.10. Also, in this consultation it has been suggested that existing kerbside parking is regulated by introducing limited stay parking with an exemption for permit holders as this can prevent all-day parking, encourage turnover and shoppers can find parking throughout daytime which will help local businesses. The exemption for permit holders will allow them to park their vehicle at any time and for as long as required. Site observations confirmed that a significant number of vehicles park in this section of the High Street all day without being moved but are not parked in this area at night. However, as highlighted by some consultation responses many of the vehicles parking all day in this section of road belong to individuals employed by the businesses nearby. Therefore, it is recommended that the possibility of introducing short stay parking in this area is first discussed with the Stevenage Old Town Businesses and Community Partnership before a decision is taken on whether a wider survey is carried out on this subject.

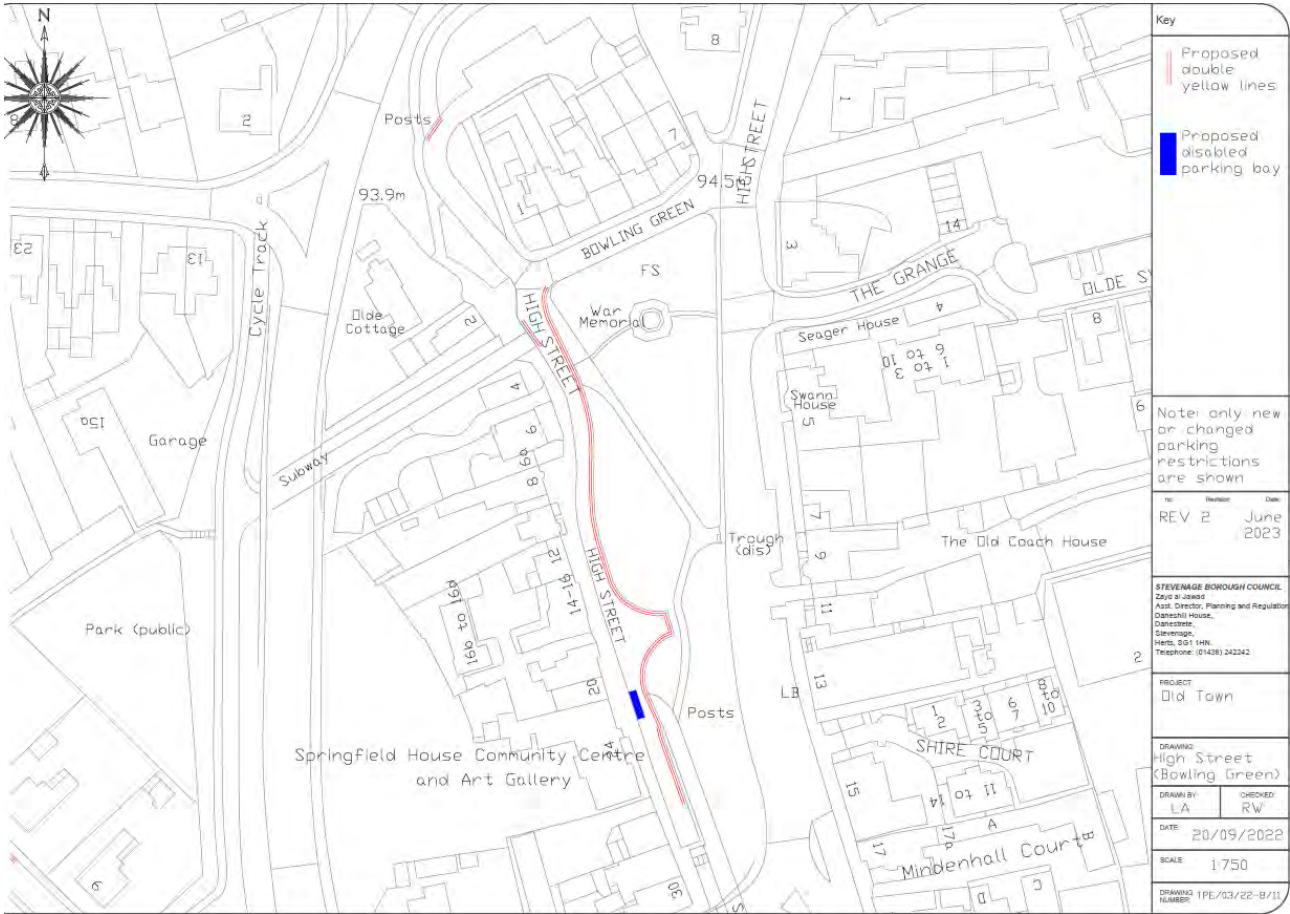


Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

Response reference number	Response summary	Comments on response
55	<p>i. 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>ii. 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). 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 section and visitors to the businesses there, ie; 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</p>	<p>i. The support for parts of the proposal is noted.</p> <p>ii. See comments in article 5.12.10. above.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>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. 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. 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 residents 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>	
60	i. I understand that parking isn't an 'automatic' right. Unfortunately I am part of the	i. The concerns listed are noted and site observations confirmed the high demand for

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>population that cannot travel to work via public transport due to location, equipment required and start/end times. When I first moved into the property I would park either in the unrestricted 3-4 space lay-by, 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. However, since I have had the property, the parking on Walkern Road/The Grange become restricted. I cannot leave my vehicle if I am working from home/day off etc. 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 is used by dog walkers (for The Avenue park/route), customers to the bar/restaurant, customers to the larger local businesses on the High Street and my neighbours.</p> <p>ii. 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. Should any further restrictions take place. Please can I suggest an alternative? Please can you offer Permit Parking to myself and my neighbours</p>	<p>parking in that area due to all day non-resident parking. However, the Council cannot prevent non-residential parking without introducing formal parking restrictions. At this stage it is not known if or when such changes can be formally investigated. Therefore, this resident will be contacted to see what help the Council's parking team can offer in the meantime.</p> <p>ii. At this stage it is not known if or when such changes can be formally investigated. Therefore, this resident will be contacted directly to see what help the Council's parking team can offer in the meantime.</p>
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Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>in the laybe outside our properties (and better still, some line marking for the 3-4 spaces). 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 home owners' 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.</p>	
<p>76</p>	<p>i. 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 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', Furthermore, we 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>i. Although we are unable to mark a doctor parking bay here as is generally installed only at GP Practices without off-street parking provision, the initially proposed restrictions have been amended and as shown on plan TPE/03/22-8/11Rev1 parking in the area mentioned in this consultation response will remain unrestricted.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

86	<p>i. I am writing regarding the proposed plans of double yellows around the Bowling Green and frankly, I am very disappointed. 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>	<p>ii. Although providing parking for workers is a matter for the employer, all concerns raised throughout the consultation have been considered and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.8.</p>
115	<p>i. I have never experienced any parking situation that I would consider dangerous or put anyone at risk. 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 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</p>	<p>i. This and other similar concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	find your proposal incredulous- it will cause mayhem! Where are we supposed to park?	
123	<p>i. In general I support the restriction of parking close to junctions. 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 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>	<p>i. See comments in articles 5.12.06 – 5.12.9.</p>
125	<p>i. 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</p>	<p>i. The objections is noted. See comments in articles 5.12.06 – 5.12.9.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>implemented, as this is not an additional cost I would like to have to pay to park outside my property. 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>	
130	<p>i. 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 you would want to stop parking on a road that has no through ways and is used by 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. The Old Town area is mainly drop in area during the day. Its used for shopping business, short stays, it brings people in from villages around the area. We need to help businesses rather than restrict the customers access.</p>	<p>i. This and other similar concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>ii. 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 of the people.</p>	<p>ii. The Borough Council does seek to 'eliminate' vehicles. However, it does try to promote sustainable and active travel as an alternative to using personal vehicles. This will help protect the environment and improve individuals mental and physical health. This policy is inline with national and local adopted polices such as the Declaration of Climate Emergency or The Local Transport in Hertfordshire.</p>
131	<p>i. I am writing in regards to the double yellow line and parking restrictions that are proposed for High Street, Stevenage. 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 whom 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. 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. This and other concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9.</p>
132	<p>i. I am discussed that the council wants to put double yellow lines on the high street. I work in the hair salon Parlour Fourteen on the high street. Talking to many of my clients they</p>	<p>i. This and other concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>have mentioned how difficult it will be to visit the salon (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. I hope you understand and can see how hard this will hit us local business and customers.</p>	<p>double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9.</p>
141	<ul style="list-style-type: none"> i. I wish to object to the proposed At Any Time waiting restrictions in High Street (Bowling Green). ii. 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. iii. The restrictions proposed at the southern cul de sac end of the High Street are 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. iv. The proposed restrictions in the turning head will also reduce parking, particularly in the 	<ul style="list-style-type: none"> i. The objection is noted. ii. The proposed double yellow lines on the eastern side will help prevent vehicles parking in this section or on the green behind the yellow lines if vehicles are displaced due to introduction of restrictions elsewhere. iii. The initially proposed restrictions have been amended and as shown on plan TPE/03/22-8/11Rev1 parking in the area mentioned in this consultation response will remain unrestricted. iv. Site observations confirmed that the demand for parking is low as many vehicles parking all day in this area are moved and significant parking

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>evenings when it is needed for users of Springfield House.</p>	<p>becomes available. Also, restrictions in nearby areas cease to be operational in the evening. Therefore, free on-street parking is available in the evenings and there is no need for parked vehicles to obstruct the turning area outside Springfield House.</p>
150	<p>i. 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. 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. The comments are noted. The current recommendations are to implement double yellow lines with a reduced length. However, if any other restrictions will be proposed in future such as limited stay then the existing single yellow line in Bowling Green may have to reviewed.</p>
155	<p>i. My family has very much appreciated the time-restricted free parking bays in Stevenage Old Town. This is an encouragement to everyone to visit the old town & utilize the restaurants, the shops & facilities available. It is also important for those who require to access Stanmore Road Surgery where there is very limited free</p>	<p>i. This proposal do not include the removal of any existing limited stay parking bays.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>parking available for patients. 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>	
<p>157</p>	<p>i. It is a major concern for the Community Centre with the proposed Double Yellow Lines in the road along and outside the Community Centre. We are 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>ii. We have a white drop kerb line and approximately 6years 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. 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>i. This and other concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9. However, the unrestricted kerbside parking can be used by any motorist to park their vehicles on first arrived first parked basis. The Council can only interfere with this if parking is regulated by introducing formal parking restrictions.</p> <p>ii. The proposal includes the 'upgrading' of the existing advisory disabled parking bay and if implemented the Council's Civil Enforcement Officers will have the legal power to issue penalty charge notices to motorists misusing the bay.</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>iii. 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. 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! 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> <p>iv. Last year after discussions I was advised that the white lines and Disabled parking markings would be repainted as they are now very faint, once again no response.</p>	<p>iii. Unrestricted on-street parking can be used by any motorist to park their vehicles on first arrived first parked basis. The Council can only change this if parking is regulated by introducing formal parking restrictions. A survey proposing permit restrictions for several streets in Old Town was carried out as mentioned in this consultation response some time ago but at that time there wasn't sufficient support from residents and businesses in this area.</p> <p>iv. The on-street advisory disabled parking bays are maintained by Hertfordshire County Council and they were asked to repaint the parking space. However, if the proposals are implemented then the road markings will be repainted by SBC.</p>
159	<p>i. These proposals are ridiculous and totally unnecessary in this area. There have never been any unsafe parking issues in this area. Loosing over half of the already limited</p>	<p>i. This and other concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>parking spaces will only serve to cause more problems. 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. 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>	<p>double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9.</p>
160	<p>i. I have only just picked this letter up, but as a homeowner I am against the restrictions.</p> <p>ii. Home owners 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. The objection is noted.</p> <p>ii. This and other concerns raised throughout the consultation have been taken into consideration and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9</p>
161	<p>i. You may be aware that parking in the High Street is very contentious, this is because</p>	<p>i. This and other concerns raised throughout the consultation have been taken into consideration</p>

Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>business relies on easy parking for much of its trade and taking parking away will take away trade. 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. 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>ii. 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>and it is recommended that the initially proposed double yellow lines are implemented with a reduced length. See articles 5.12.06 – 5.12.9.</p> <p>ii. Although parking a vehicle opposite or within 10 metres of a junctions is a breach of the Highway Code as you mentioned, the Council can only enforce against such type of parking if formal parking restrictions are introduced following the implementation of a Traffic Regulation Order. If the proposed restrictions will be implemented, then these will be enforced through Civil Parking Enforcement. The Police can still enforce dangerous parking/the Highway Code, but their resources are limited and generally they</p>
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Table 11: Summary of responses for proposed double yellow lines and a disabled person's vehicles parking space in the northern section of High Street adjacent to Bowling Green (plan no. TPE/03/22-8/11)

	<p>iii. 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. We have received representation from the following businesses on the Green: Domino Pizza, Florist on the Green, Braceys Accountant, Springfield House, Hamilton Davies, The Bowling Green Dentist, Parlour 14. 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>prioritise more serious crimes. This is one of the reasons why parking violations were decriminalised and are now civil offences enforced by local Councils responsible for parking enforcement such as Stevenage Borough Council.</p> <p>iii. Whilst the businesses concerns were taken into consideration and it is recommended that the initially proposed double yellow lines are amended and implemented with a reduce length, cancelling the proposed yellow lines entirely it is not recommended as it will not address the issues identified that are also confirmed by the recommendation of the Old Town Parking Study report.</p>
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5.13. Plan TPE/03/22-8/12 – proposed double yellow lines in Gates Way



- 5.13.1. These proposals consist of an extension of 'no waiting at any time' restrictions in Gates Way at its junction with Ditchmore Lane as shown on above plan TPE/03/22-8/12.
- 5.13.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to properties located in the near vicinity of the location affected by these proposals. No consultation responses were received that specifically mentioned this proposal.
- 5.13.3. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking and the absence of responses suggests that the public is content with this proposal; therefore, it is recommended that proposed double yellow lines In Gates Way are implemented as proposed.

5.14. Plan TPE/03/22-8/13 – proposed double yellow lines in Green Street and Woolners Way



5.14.1. These proposals consist of 'no waiting at any time' restrictions in Green Street and Woolners Way as shown on above plan TPE/03/22-8/13.

5.14.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to properties in proximity of the areas affected by these proposals. Six responses were received during the public consultation and a summary of all responses can be seen in Table 12 below.

5.14.3. Whilst two responses were in favour of the proposal, four disagreed with the proposed parking controls. Several residents suggested that double yellow lines are only needed in Green Street at its junction with Lytton Way.

5.14.4. These double yellow lines were proposed following a recommendation put forward by the consultant that carried out an independent assessment of all parking issues identified in Old Town area. However, following additional site observation carried out by the Council's parking team and based on the feedback received throughout the public consultation it is believed that existing parking controls at Woolners Way junction with Green Street are sufficient to ensure motorists have a good visibility when approaching this junction; therefore, it is recommended that 'no waiting at any time' restrictions are only implemented in the eastern end of Green Street adjacent to its junction with Lytton Way and as shown on below plan TPE/03/22-8/13Rev1.



Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

Response reference number	Response summary	Comments on response
80	<ul style="list-style-type: none"> <li data-bbox="515 579 1261 735">i. 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. <li data-bbox="515 767 1261 1086">ii. It seems that non residents park in the street making it difficult for the people that actually live here. Some residents have more than one vehicle, which is fine so long as they live here. It will become even more difficult in the future if the proposed plans go ahead. Perhaps issuing permits would solve the problem. 	<ul style="list-style-type: none"> <li data-bbox="1283 579 2069 655">i. The support for proposed parking controls is noted. <li data-bbox="1283 767 2069 1150">ii. As recommended by the Old Town Parking Study report, Green Street is listed as an area likely to be affected by commuter parking and the Council may survey residents in due course about the possibility of preventing non-residential parking. However, the timings of such survey are dependent on the prioritisation of our existing resources and is not known at this time if/what issues may arise that would require more urgent attention.
116	<ul style="list-style-type: none"> <li data-bbox="515 1190 1261 1374">i. We are writing to strongly object to the above insofar as they related to the proposed double yellow lines at 49-53 Green Street (inclusive) and on Woolners Way along the western boundary of 53 Green Street. 	<ul style="list-style-type: none"> <li data-bbox="1283 1190 2069 1222">i. The objections is noted.

Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

	<p>ii. 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 Road or Woolners Way. We do not object to your general aims of limiting unsafe, inconsiderate or illegal parking. 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. In summary, against your justifications for introducing these measures: no evidence of inconsiderate parking, unsafe parking, illegal parking. Against four key issues identified in the supporting study: improve safety-no evidence of a safety issue, improve traffic flow – not applicable, prevent damage to assets – not applicable, improve the appearance of the area – subjective judgement but not considered an issue.</p> <p>iii. 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. Although the justification within the study (non-residents parking in the street</p>	<p>ii. These double yellow lines were proposed following a recommendation put forward by the consultant that carried out an independent assessment of all parking issues identified in Old Town area. However, following additional site observation carried out by the Council’s parking team and based on the feedback provided by residents throughout the public consultation it is believed that existing parking controls at Woolners Way junction with Green Street are sufficient to ensure motorists have a good visibility when approaching this junction; therefore, it is recommended that ‘no waiting at any time’ restrictions are only implemented in the eastern end of Green Street adjacent to its junction with Lytton Way and as shown on below plan TPE/03/22-8/13Rev1.</p> <p>iii. See comments 80.ii. above.</p>
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Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

	<p>during the day) is misplaced, we would cautiously welcome this, subject to it being appropriately scoped and applied. 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.</p>	
122	<p>i. 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>ii. 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. 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. 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</p>	<p>i. The objection is noted.</p> <p>ii. See comments 116.ii. above.</p>

Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

	<p>carriageway. However, the proposals at the western end of Green Street are unwarranted. 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. 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.</p> <p>iii. Proposed inclusion in consultation on Resident Parking Scheme .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. 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,</p>	<p>iii. See comments 80.ii. above.</p>
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Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

	workers from the Old Town parking as there is no free parking available to them despite ample car parking space and also commuters.	
127	<p>i. As residents of Green Street, 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>ii. 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>i. The support for part of the proposal is noted.</p> <p>ii. See comments 116.ii. above.</p>
133	<p>i. As residents of Green St. 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>i. See comments 116.ii. above.</p>

Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

	<p>ii. However, yellow lines at the other end of the street , outside numbers 23 & 25 would not, in our opinion, make the street safer. Trades people parking across the dropped kerbs. 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, residents would find themselves being blocked in on their 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.</p>	<p>ii. Site observations confirmed that the proposed extension of existing yellow lines at Green Street junction with Lytton Way is needed to prevent obstructive parking and most consultation responses received were in support of this part of the proposal. Motorists parking their vehicles illegally such as on yellow lines or across over a residential dropped kerb without prior consent from the occupiers of that property are liable to receive a penalty charge notice. Parking Enforcement team has been briefed about the issues highlighted in this consultation response and they will be inspected as part of routine daily patrols throughout town.</p>
<p>153</p>	<p>i. If the proposed markings on the diagram are additional markings then I fully approve.</p> <p>ii. 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.</p> <p>iii. 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>	<p>i. The support for proposed parking controls is noted.</p> <p>ii. See comments 116.ii. above.</p> <p>iii. This is one of the reasons why the proposed double yellow lines at this location are recommended for implementation.</p>

Table 12: Summary of responses for proposed double yellow lines in Green Street and Woolners Way (plan no. TPE/03/22-8/13)

	<p>iv. Also please note that the disabled parking markings outside no 43 are redundant and the street would benefit from these being moved as it is misleading that they remain many many years after the person who applied for them died.</p>	<p>iv. Hertfordshire County Council is the authority who manages these on-street advisory disabled parking bays in Stevenage and we have shared these comments with them so they can investigate their database and remove the disabled bay if required.</p>
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5.15. Plan TPE/03/22-8/14 – proposed double yellow lines at Orchard Road junction with Orchard Crescent



- 5.15.1. These proposals consist of 'no waiting at any time' restrictions around Orchard Crescent junction with Orchard Road as shown on plan above.
- 5.15.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all properties likely to be affected by these proposals. Nine responses were received throughout the public consultation and a summary of these responses can be seen in Table 13 below.
- 5.15.3. Five responses expressed support for the proposal, two objected and two submitted a mixed view. The main concerns raised referred to the limited on-street parking availability exacerbated by non-residents parking their vehicles in this area such as commercial vehicle overspill from the nearby industrial park.
- 5.15.4. After taking in consideration the recommendations of the Old Town Parking Study report and the feedback received from residents of this area throughout this formal public consultation, it is recommended that the proposed double yellow lines are implemented as formally proposed.

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
40	<p>i. I write with reference to your letter of 26th January and the proposed parking restrictions in Orchard Road/Crescent. 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</p>	<p>i. The concerns are noted. As recommended by the Old Town Parking Study report, Orchard Road is listed as an area affected by commuter parking and the Council may survey residents in due course about the possibility of preventing non-residential parking. The timings of such survey are dependent on the prioritisation of our existing resources and is not known at this time if/what issues may arise that would require more urgent attention. However, implementing a permit scheme does not provide any guarantees that vehicles will not continue to be parked in proximity of this junction. Therefore, it is recommended that the proposed double yellow lines are implemented as proposed.</p>

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

	<p>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>	
50	<ul style="list-style-type: none"> i. With regard to the suggestion of double lines in Orchard Road and the start of Orchard Crescent we think this is an excellent idea. ii. However, we do have deep concerns as to the dangers of not continuing the double lines through 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. iii. Also, vehicles do have a tendency to park half on and half off roads which again would be dangerous for pedestrians which prams, wheelchairs, etc. 	<ul style="list-style-type: none"> i. The support is noted. ii. The parking controls were proposed in line with the recommendations of the Old Town Parking Study report but if implemented the area will continue to be monitored included any feedback the residents will provide. If required additional restrictions will be proposed. iii. Concerns related to footway parking across the roads in Old Town area are currently logged and as recommended by the Old Town Parking Study report the may formally proposed in due course a verge and footway parking prohibition in the streets most affected by such issues.

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

51	<p>i. I am writing due to the proposed changes to parking rules on the corner of Orchard road and Orchard crescent. I 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>ii. 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. 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>i. The findings of the Old Town Parking Study and consultation responses submitted by several residents confirms that obstructive parking does occur at this junction. Therefore, it is recommended that the proposed double yellow lines are implemented.</p> <p>ii. Whilst a minor vehicle displacement is expected, this is not believed to lead to significant cases of inconsiderate or illegal parking elsewhere. However, the area will continue to be monitored including in relation to non-residential parking and if required additional interventions may be proposed.</p>
62	<p>i. Thank you for your recent letter asking for comments on parking proposals for Orcard 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 . 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</p>	<p>i. Whilst the Old Town Parking Study findings do not recommend implementation of yellow lines at the location mentioned, it does mention that this area is affected by non-residential parking and recommends that the Council survey residents in relation to a potential residents-only parking scheme. The timings of such survey are dependent on the prioritisation of our existing resources and is not known at this time if/what</p>

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

	<p>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.</p>	<p>issues may arise that would require more urgent attention.</p>
<p>77</p>	<p>i. 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 that point do cause a visual obstruction for drivers from both directions.</p> <p>ii. It should also be mentioned that the white (centre of road) lines are very faint and serve little purpose as to road safety. The 'right of way' at the Orchard Road junction with the Orchard Road Enterprise Centre also present danger as that end of Orchard Road is also on a severe bend, the white centre lines are virtually non-existent.</p> <p>iii. In general the parking in Orchard Road has always been a convenient parking area for</p>	<p>i. The support for proposed restrictions is noted.</p> <p>ii. These road markings have been added to the road lining maintenance list.</p> <p>iii. See comments 40.i. above.</p>

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

	<p>trade vehicles from the commercial trade units close by. But more recently some of these trade vehicles have become larger and more obstructive. As a driver resident I would agree to parking restrictions that allows residents who don't have private parking but after certain hours upon return they are frequently prevented from parking close to their respective homes by commercial vehicles until they move, but often vehicles not belonging to residents are left over night.</p>	
95	<p>i. The double yellows should extend all the way round the corner into Orchard Crescent. I have seen lots of accidents here. Ideally no parking at all on Orchard Crescent.</p>	<p>i. The proposed double yellow lines are in line with the recommendations of the Old Town Parking Study report, and it is believed that are sufficient to prevent obstructive parking in this area. However, these two streets will continue to be monitored including any feedback submitted by following the implementation of restrictions to determine if/what additional interventions are required.</p>
97	<p>i. 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</p>	<p>i. Although parking a vehicle opposite or within 10 metres of a junctions is a breach of the Highway Code as mentioned, the Council can only enforce against such type of parking if formal parking restrictions are introduced following the implementation of a Traffic Regulation Order. If the proposed restrictions will be implemented,</p>

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

	<p>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>	<p>then these will be enforced through Civil Parking Enforcement. The Police can still enforce dangerous parking/the Highway Code, but their resources are limited and generally they prioritise more serious crimes. This is one of the reasons why parking violations were decriminalised and are now civil offences enforced by local Councils responsible for parking enforcement such as Stevenage Borough Council. Improving road safety for all highway users or better access for traffic including refuse collection lorries and emergency vehicles, it is a good use of Council's resources.</p>
104	<p>i. I refer to your email concerning proposed new double yellow lines at the junction of Orchard Road and Orchard Crescent. Overall this will increase safety at that junction so is welcomed, however the extension of the proposed lines on the east side of Orchard Road outside no. 8 is about 3m too long. It will lose a potential parking space at the beginning of the cul-de-sac and any parking spaces in the road are precious.</p> <p>ii. Where additional road markings are needed is at the other/north end of Orchard Road where it bends right at the junction with the Enterprise Trading Estate. Although Orchard</p>	<p>i. The findings of the Old Town Parking Study and consultation responses submitted by several residents confirm that obstructive parking does occur in length of road. Therefore, it is recommended that the proposed double yellow lines are implemented as proposed.</p> <p>ii. The road markings mentioned have been added to the road lining maintenance list and will be inspected in due course.</p>

Table 13: Summary of responses for proposed double yellow lines at Orchard Road junction with Orchard Crescent (plan no. TPE/03/22-8/14)

	<p>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>	
124	<p>i. I would like to share my thoughts on the proposed parking restrictions of double yellow lines in Orchard Road/Orchard Crescent I live in Orchard Road. 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. 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</p> <p>ii. 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>i. The findings of the Old Town Parking Study and consultation responses submitted by several residents confirms that obstructive parking does occur at this junction. Therefore, it is recommended that the proposed double yellow lines are implemented as proposed.</p> <p>ii. Whilst a minor vehicle displacement is expected, this is not believed to lead to significant cases of inconsiderate or illegal parking elsewhere. However, the area will continue to be monitored including any feedback provided by residents post implementation</p>

5.16. Plan TPE/03/22-8/15 – proposed double yellow lines in Essex Road



- 5.16.1. These proposals consist of ‘no waiting at any time’ restrictions in Essex Road as shown on above plan TPE/03/22-8/15.
- 5.16.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all properties likely to be affected by these proposals.
- 5.16.3. Only three consultation responses were received, all in support of in favour of introducing parking controls in this street. A summary of these responses can be seen in Table 14 below.
- 5.16.4. After taking in consideration the Old Town Parking Study recommendation and as the low number of responses suggests that the residents are generally content with these proposals, it is recommended that the proposed parking controls in Essex Road are implemented as proposed.

Table 14: Summary of responses for proposed double yellow lines in Essex Road (plan no. TPE/03/22-8/15)

Response reference number	Response summary	Comments on response
42	<ul style="list-style-type: none"> <li data-bbox="515 611 1261 762">i. We have looked at the proposal for double yellow lines at the bend at Essex Road and we have to say we do agree with this decision <li data-bbox="515 802 1261 1145">ii. 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. 	<ul style="list-style-type: none"> <li data-bbox="1283 611 2069 651">i. The support is noted. <li data-bbox="1283 786 2069 938">ii. Yes, the suggestion has been recorded and if yellow lines will be implemented these will be marked in primrose yellow paint with 50mm width.
56	<ul style="list-style-type: none"> <li data-bbox="515 1161 1261 1273">i. I welcome the suggested parking restriction around no. 10 Essex Road on the right angled corner <li data-bbox="515 1313 1261 1423">ii. May we request however that this is extended to the other side of the road because large vehicles including the council 	<ul style="list-style-type: none"> <li data-bbox="1283 1161 2069 1201">i. The support is noted. <li data-bbox="1283 1305 2069 1417">ii. The proposed restrictions were put forward following the recommendations made by the Old Town Parking Study report. Amending the

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	<p>refuse and recycling vehicles have difficulty getting around the corner. 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>iii. However much yellow lining is carried out it will be of no benefit unless the mobile Civil Enforcement Officers carry out regular checks.</p>	<p>current Traffic Order by proposing restrictions at new locations can cause significant delay to this project and is not recommended. However, the suggestion has been recorded and a decision on whether additional restrictions are required will be taken following further monitoring of this area.</p> <p>iii. If implemented the yellow lines will be regularly inspected by Civil Enforcement Officers.</p>
66	<p>i. 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. The parking near junction with Julians Road is at times horrendous, we frequently have to park elsewhere due to people parking here, in the main these are people who are not resident in the road.</p> <p>ii. 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</p>	<p>i. The proposed restrictions were put forward following the recommendations made by the Old Town Parking Study report. Amending the current Traffic Order by proposing restrictions at new locations can cause significant delay to this project and is not recommended. However, the suggestion has been recorded and a decision on whether additional restrictions are required will be taken following further monitoring of this area near Essex Road junction with Julians Road.</p> <p>ii. The concerns are noted. The Old Town Parking Study findings confirms that Essex Road is affected by non-residential parking and recommends that the Council survey residents in relation to a potential residents-only parking scheme. The timings of such survey are</p>

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	<p>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. I would welcome residents parking permits being introduced on Essex Road to alleviate this problem and would ask the council consider this option.</p>	<p>dependent on the prioritisation of our existing resources and is not known at this time if/what issues may arise that would require more urgent attention.</p>
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5.17. If it is decided not to proceed as recommended, the alternatives are:

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

5.18. If it is decided to proceed as recommended, it is anticipated that the scheme could be implemented Summer 2023.

6. IMPLICATIONS

Financial Implications

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

Legal Implications

6.2. None identified.

Equalities and Diversity Implications

6.3. None identified.

Service Delivery Implications

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

BACKGROUND DOCUMENTS

6.5. Deposit documents for formal public consultation

6.6. Template letter from formal public consultation

APPENDICES

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