
Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: TBC

Consideration of consultation responses

(Formally proposed parking controls in Various Roads, Chells & Manor Wards)

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1. PURPOSE

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

2. RECOMMENDATIONS

- 2.1. That proposed restrictions are implemented as proposed.

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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 March 2021 the Portfolio Holder was provided with briefing information to assist with the short-term identification of new projects to be added to the programme. This being the Personal Injury Crashes (PICs) report. This included collation of requests and reports held in the parking team’s street files, and consideration of Road Safety concerns related to parking. One of the most important interventions 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 report presented evidence and data gathered following several site visits carried out at all proposed locations for formal restrictions in the Chells and Manor Ward areas at various times including weekends and night.
- 4.4. After taking into consideration residents' feedback and the (PICs) report recommendations, three Traffic Regulation Orders were prepared.
- 4.5. Order reference TPE03/22-3 proposes to introduce 'no waiting at any time' restrictions at various locations in Chells and Manor as specified in Schedule 1 of The Borough of Stevenage (Various Roads in Chells and Manor Wards, Stevenage) (Restrictions of Waiting) Order 2023. Also, it proposes the prohibition of verge and footway parking restrictions in Presley Road, Stevenage as shown on plan TPE03/22-3/11.
- 4.6. 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 Chells and Manor Wards, Stevenage) (Restrictions of Waiting) Order 2023, The Borough of Stevenage (Priestley Road, Stevenage) (Prohibition of Verge and Footway Parking) Order 2023 and The Borough of Stevenage (Scott Road, Stevenage) (Revocation of Parking Controls) Order 2023 for public consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.7. The effect of The Borough of Stevenage (Various Roads in Chells and Manor Wards, Stevenage) (Restrictions of Waiting) Order 2023 would be to introduce "no waiting at any time" parking restrictions in parts of Austen Paths, Aylwood Drive, Brittain Way, Byron Close, Chells Lane, Chells Way, Columbus Close, Cornfields, Dryden Crescent, Eliot Road, Ferrier Road, Keats Close, Keller Close, Newton Road, Priestley Road, Scott Road, Siddons Road, The White Way and Warwick Road, 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.
- 4.8. The effect of The Borough of Stevenage (Priestley Road, Stevenage) (Prohibition of Verge and Footway Parking) Order 2023 would be to introduce a "prohibition of verge and footway parking" by preventing hazardous or obstructive parking from taking place and, to maintain and improve the amenity of the area by preventing damage to verges and footways caused by vehicles parking effecting those sections of road listed and as set out in the Order, with the exception of its cul-de-sacs serving no's 2-74 and no's 104-174.

- 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. After taking in consideration the residents' responses received throughout the initial consultation and following discussions with local Councillors, it has been decided that existing 'no waiting at any time' restrictions in Scott Road could be reduced in length where possible to help increase the existing on-street parking area. Therefore, The Borough of Stevenage (Scott Road, Stevenage) (Revocation of Parking Controls) Order 2023 was formally proposed, providing residents of that area the opportunity to express their views. The effect of The Borough of Stevenage (Revocation of Parking Controls) Order 2023 would be to reduce the lengths of existing waiting restrictions on the eastern side of Scott Road to allow added availability for on street parking to take place.
- 4.11. The consultations now 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. Fifty-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 1-15 below.
- 5.1.3. Multiple objections received from the same household were logged as a single objection in this report taking the responses down to forty-six in total. 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 March 2022 most accidents that occurred in Chells and Manor areas were classed as slight and one classed as a 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 the Chells and Manor areas. 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. 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 paragraph 2.1 above.

5.2. Plan TPE/03/22-3/01 – proposed double yellow lines at Eliot Road junction with Tabor Close and in proximity to the bend with Anderson Road.



5.2.1. Proposals shown below on Plan TPE/03/22-3/01 consist of double yellow lines at the Eliot Road junction with Tabor Close, the northern side of Eliot Road and in proximity to the bend where Eliot Road meets Anderson Road.



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. Seven 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 two consultation responses were in favour, two objected and three submitted a general comment. The general responses received aired concerns over the impact that the proposed restrictions would have on the availability of on-street

parking and the possibility of vehicle displacement to local roads alongside several comments regarding the multi occupancy properties contributing to existing high parking demand for on-street parking.

- 5.2.4. The main concern raised by objectors referred to the limited on-street parking availability and the residents' ability to park their vehicles near their homes. Several alternative solutions were suggested such as removal of green areas to allow for creating additional parking spaces. Although the Council has no statutory requirement to provide parking, Stevenage Borough Council invested in the past significant amounts of money in creating additional parking in many residential streets throughout town. 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.
- 5.2.5. 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.
- 5.2.6. 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.
- 5.2.7. The recommendation for the proposed restrictions shown on plan TPE/03/22-3/01 is that the restrictions are implemented as proposed.

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)

Response reference number	Response summary	Comments on response
25	i. I understand the need for increased yellow lines. But why so many? Where is the additional parking coming from?	i. Double yellow lines were proposed at locations where parked vehicles are likely to cause an obstruction such as junctions. The proposed restrictions do not remove any dedicated parking spaces. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past two decades the Council has spent a significant amount of money from its resources in dealing with parking problems in residential streets. This has involved either providing many additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor

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Response reference number	Response summary	Comments on response
	<ul style="list-style-type: none"> ii. Why are the residents not contacted directly? 	<p>vehicles in residential streets and such funds are unlikely to be available in the future.</p> <ul style="list-style-type: none"> ii. Please see the copy of the letter sent to your address as part of this consultation on the 29th of June 2023.
29	<ul style="list-style-type: none"> i. The letter I received was for the other end of Eliot Road for the extension of the yellow lines. Which to be honest didn't seem to match what is on the road now. ii. I understand the concern regarding junctions etc but the line outside of our residents' seems to a be a bit extreme. 	<ul style="list-style-type: none"> i. The plan is not to scale and is used for reference only to indicate the location of the proposed restrictions. Any markings will be as detailed in the Schedule of the Traffic Regulation Order itself. ii. The proposed yellow lines are generally limited to standard ten metres around junctions, locations where vehicles should not be parked as specified in the Highway Code.
30	<ul style="list-style-type: none"> i. I am writing with reference to double yellow lines being put in along areas of Eliot Road. I strongly feel that this is unjust. ii. At present, two houses are empty and there are approx. 24 cars being used and we 	<ul style="list-style-type: none"> i. Comments are noted. ii. The possible abandoned vehicle on Elm Green has been reported to the Neighbourhoods and

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Response reference number	Response summary	Comments on response
	<p>struggle as it is to park. we have a vehicle 'dumped' in the parking area by Elm Green which has been reported numerous times over 5 years, but nothing has been done.</p> <p>iii. Can you not put spaces alongside xx Eliot Road (marked in purple) by taking away the grass area? Enabling a few more spaces.</p>	<p>Communities team at Stevenage Borough Council for further investigation.</p> <p>iii. This location has been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets and such funds are unlikely to be available in the future considering the declaration of climate emergency and the local adopted transport policies in Hertfordshire which seeks to prioritise modal shift away from car use. Furthermore, locally adopted policies specify that trees and the green area have an important role in the street's landscape and as such it is very unlikely that we will be able to remove the grass verges to create additional parking.</p>
31	<p>i. Although generally we are in favour of the proposed works, it must be STRONGLY supported with adequate parking or parking restrictions in order not to just push illegal or</p>	<p>i. Comments noted.</p>

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Response reference number	Response summary	Comments on response
	<p>undesirable parking elsewhere. I list several comments and ideas of things you can easily implement to aid this.</p> <p>ii. add a 'row' or parking spaces in front of those already there at our end of Eliot Road. This would remove a very small proportion of the green, deal with the minor plant issues and provide around 10-12 additional spaces.</p> <p>iii. Remove unused car.</p> <p>iv. Deal with parkers who don't live in the area, 2 or 3 don't even live there yet park there for days on end just to dump their car somewhere. I recommend a permit process where only residents can park, and cars registered.</p>	<p>ii. Please see comment 30.iii above</p> <p>iii. The possible abandoned vehicle this has been reported to the Neighbourhoods and Communities team at Stevenage Borough Council for further investigation.</p> <p>iv. Parking permit restrictions would only prevent non-residents from parking their vehicles within the area affected by that restriction, therefore, doesn't provide any guarantees that vehicles will not continue to be parked near junctions. Also, those benefiting from the permit scheme (permit holders) would be required to pay for the necessary enforcement to be provided and the scheme to be administered, a cost which would otherwise fall on all council taxpayers meaning others were effectively paying to be forbidden</p>

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Response reference number	Response summary	Comments on response
	<p>v. We offered to purchase some unusable land to construct 2-3 parking spaces for our family. If you can allow us to have the land, we can undertake this work at our own cost and help alleviate the parking issues somewhat.</p> <p>vi. Cut into the grass area in front of the woods along Eliot Road which could provide 20 or more parking spaces. This would also help clean up the area and remove the 'Academy school's sign - there is no longer anything there as you sold the land for more property development, without enough parking, thereby adding to the problem!</p>	<p>from parking. The cost of a parking permit would be very high considering that enforcement will be required a night and weekends for the permit scheme to be successful. From experience we know that the majority residents are unlikely to support such proposal.</p> <p>v. All applications to purchase land are dealt with by our Land Sales team who can be contacted at <u>Small Land Sales (stevenage.gov.uk)</u></p> <p>vi. See comment 30.iii. above.</p> <p>vii. We do not have the power to stop motorists from parking their vehicles legally on the public</p>

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)

Response reference number	Response summary	Comments on response
	<p>vii. Insist the habitants of no. xx use the land they already have for parking and stop using the road unnecessary.</p> <p>viii. Ensure no more properties are built around the area - SBC were conned with no. 44 as the plan was always to let, that's why it was priced at 40% above the market rate when it was up for sale.</p> <p>ix. Add lines to Tabor Close, we don't want your work just forcing cars to the back of our property.</p>	<p>Highway. The available on-street parking can be used on a 'first arrive, first park' basis by any resident regardless of if their property has off-street parking facility or not.</p> <p>viii. This comment was shared with the Planning Department colleagues.</p> <p>ix. Tabor Close is still classed as private land and the Borough Council does not have the legal power to enforce parking in this street.</p>
38	<p>i. Thank you for your letter of 29 June regarding hazardous or obstructive parking in Eliot Road, Stevenage. I wholeheartedly agree that new parking controls are needed, sadly because people are not using common sense or showing consideration when parking their vehicle.</p> <p>ii. I would like to also bring to your attention that a very similar issue exists further down</p>	<p>i. The support is noted.</p> <p>ii. 'No Waiting at any time' restrictions have been proposed as per plan TPE03/22-3/01 shown</p>

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)		
Response reference number	Response summary	Comments on response
	<p>Eliot Road by the junction - on left side upon exiting - of Tabor Close. Vehicles including transit-style vans are being parked down the side of xxx Eliot Road, directly opposite vehicles parked on the other side of the road (where cars have been parked safely for many years) significantly restricting access to Anderson Road. The access they leave is not wide enough for an emergency vehicle and 'trips' the sensors of a family car trying to pass. Again, it would appear that instead of people applying sense and consideration in this area, further yellow lines are needed.</p> <p>iii. I would also say that the current yellow lines that run between 74 and 72 Anderson Road are slightly excessive and could be shortened to allow for the safe parking of one small vehicle in-between their two driveways.</p>	<p>above as part of this Traffic Regulation Order consultation for the northern side of Eliot Road upon exiting eastwards from Tabor Close to prevent parking close to the junction and obscuring sightlines for drivers.</p> <p>iii. The comment regarding a shortening of yellow lines that run between 72 and 74 has been noted for consideration in a future project for this location.</p>

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)		
Response reference number	Response summary	Comments on response
42	<p>i. It seems that the plans are out for consultation. But any reason rejection regarding the parking by the residents of the street are just going to be overlooked with excuses. We have had a new estate but with limited parking and this over spills into Eliot Road. Loosing 11 spaces some of which seem unnecessary to lose.</p>	<p>i. All Comments received will be formally considered following the end of the public consultation, to allow a decision to be taken on how to proceed.</p>
49	<p>i. I am writing to voice my formal objection to the proposed plans to add further double yellow lines on Eliot Road, near houses numbers xx to xx, without providing any additional parking.</p> <p>ii. Parking is already a serious issue for the properties around Elm Green as there are only 12 off road parking spaces for the 14 houses around the green, and people would often double park, however parking tickets have been received for this, even though people have been double parking with another vehicle in their household.</p>	<p>i. The objection has been noted.</p> <p>ii. A Penalty Charge Notice can be issued by a Civil Enforcement Officer when a vehicle is parked, and no part of the vehicle is within 50cm of the curb. Whether the vehicle is double parked with a relative's vehicle for example does not change the reason for enforcement. Civil Enforcement Officers follow the instructions relative to each contravention and the situation of the vehicle if it is in contravention as explained above.</p>

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)

Response reference number	Response summary	Comments on response
	<p>iii. In addition, xx Eliot Road is a house of multiple occupancy and only has off road parking for three cars, and I believe planning permission has been given for another building in the garden of xx Eliot Road, although it is not clear of the purpose of this additional building. I believe the issue of parking was put forward at the planning stage of this initial property, when it was proposed as a family dwelling, but there are now more than the usual number of cars since it is multiple occupancy.</p>	<p>iii. Stevenage Borough Council do not have any planning records for the property at no xx Eliot Road to be converted to a (House in Multiple Occupation). If the property was converted to a HMO prior to 20 September 2017, they would not have required planning permission from the Council. This is because prior to the introduction of an Article 4 Direction (A legal mechanism which allows Council’s powers to remove certain Permitted Development (PD) rights), since 2010 via secondary legislation, dwelling houses could be converted via PD to a HMO without the need for applying for planning permission from the Council. For reference, a copy of the Direction relating to HMO’s can be found in the link below: Article 4 Directions (stevenage.gov.uk). The Council’s Environmental Health Department have this information to see if they have any information or records on this property being a HMO. If it is found that the property had been converted to a HMO post 20 September 2017, then they may be liable to enforcement action. However, if it was a HMO before this date, then there is</p>

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)

Response reference number	Response summary	Comments on response
	<p>iv. I understand Hertfordshire’s adopted transport policies in trying to shift from car use to public transport and agree something needs to be done to address the climate emergency however because houses 19 to 43 are on a green we have less than 1 parking space per household, as detailed in the paragraph above. Public transport in Stevenage does not run late into the evening but even if it did, we are not on a bus route so would need to walk some way down a road which is barely lit after midnight.</p> <p>v. I also believe that placing the additional double yellow lines without providing additional parking will not stop the problem, but just move the problem further up Eliot Road. There were no cars parking in the areas of the new proposed double yellow lines back in 2019 before the first double yellow lines were introduced to the corner of Eliot Road and Anderson Road, however</p>	<p>not anything the Council can do as they would be exempt from enforcement action.</p> <p>iv. See comment 30.iii above.</p> <p>v. If the proposed parking controls are implemented, the area will be monitored post-implementation to see whether other interventions are needed due to any road safety issues resulting from potential vehicle displacement.</p>

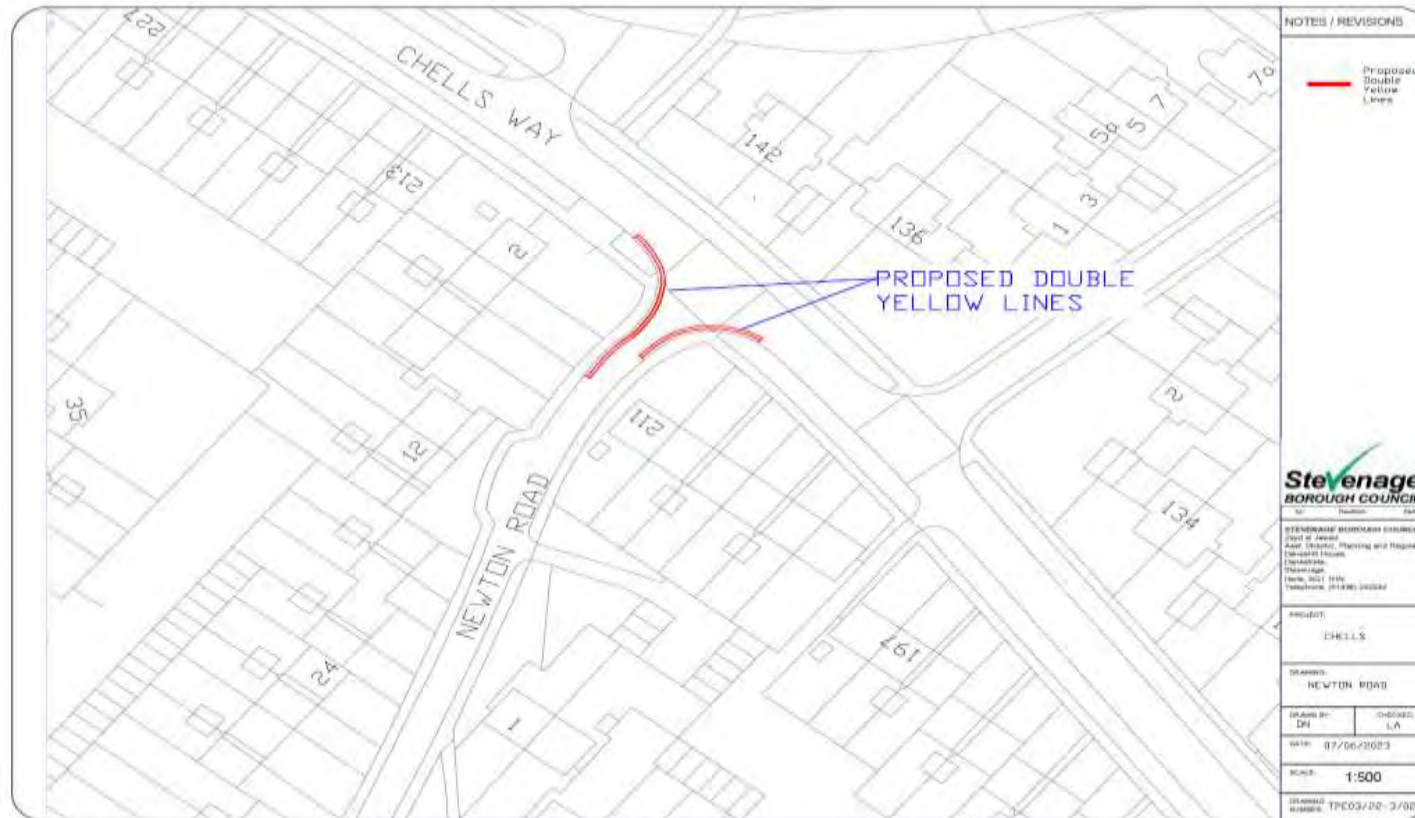
Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)		
Response reference number	Response summary	Comments on response
	when these were created the parking issue just moved up the road a little.	
52	<ul style="list-style-type: none"> i. Regarding the parking in Elliot Road Chells. We will with your proposal lose approx. 11 spaces at the bottom of Eliot Road. ii. Lines will also push other streets to park in ours. The new estate which has been built has pushed extra cars into our street. 	<ul style="list-style-type: none"> i. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code. The proposal will not remove any dedicated parking spaces. ii. Whilst in some cases introducing parking controls 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 vehicle 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. iii. The possible abandoned vehicle at this location this has been reported to the

Table 1: Summary of responses for proposed double yellow lines on Eliot Road (plan TPE/03/22-3/01)		
Response reference number	Response summary	Comments on response
	iii. Also, an abandoned vehicle for years which I believe belonged to number xx	Neighbourhoods and Communities team at Stevenage Borough Council for further investigation.

5.3. Plan TPE/03/22-3/02 – proposed double yellow lines in Newton Road at the junction of Chells Way



5.3.1. This proposal consists of double yellow lines at the junction of Newton Road with Chells Way, as shown below on plan TPE/03/22-3/02.



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

5.3.3. Two responses were received during the public consultation relating to these proposals, both were objections. The main concern raised by these objections referred to the limited on-street parking availability and the residents' ability to park their vehicles near their homes. Several alternative solutions were suggested such as removal of green areas to allow for creating additional parking spaces. 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, vehicles exiting Chells Way onto Newton Road have reduced visibility when vehicles park in proximity to the junction. The parking team also received concerns over the parking at this junction from the Ward Councillors. Therefore, it is recommended that proposed double yellow lines are implemented as proposed.

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

Response reference number	Response summary	Comments on response
24	<ul style="list-style-type: none"> <li data-bbox="510 584 1240 852">i. I am writing you in reply to your letter regarding the formal parking consultation for Newton Road, Stevenage. We usually park one of our cars on the road opposite number x, which is part of the road planned to be restricted from parking. We have listed below our objections to the proposal. <li data-bbox="510 890 1240 1399">ii. Parking in front of number x is not causing more obstruction than parking further down the road. We usually have obstruction problems when driving towards Scott Road to turn our car as the narrow part of the road here is longer. Because of this we don't think the parking restriction will improve the issue with Newton Road, as we will still have to drive along Newton Road. The entire Road is narrow hence needs careful driving. I have also noticed when crossing the road on foot that some cars tend to speed up when approaching the 	<ul style="list-style-type: none"> <li data-bbox="1305 584 2080 614">i. Objection noted. <li data-bbox="1305 871 2080 1023">ii. Prohibiting vehicles from parking near the junction will increase visibility for motorists whilst approaching this area, therefore improving road safety.

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

Response reference number	Response summary	Comments on response
	<p>junction to turn into Chells Way, if no cars are parked near the junction, cars do speed up more.</p> <p>iii. We think this restriction is particularly unfair towards us as we will lose a parking space and we will have to compete with the neighbours to find a parking space further down the road. Regarding this I would like to highlight that currently nobody is living in the property at number x. When someone will move in there will be more competition for parking space.</p> <p>iv. Following the above-mentioned statements, we propose to actuate one of the following solutions.</p> <p>1. Create extra parking space in the area covering numbers x, x and x by moving the sidewalk closer to the houses.</p>	<p>iii. Limited on-street parking availability cannot be an excuse for unsafe parking. Every motorist is responsible for parking their vehicle legally and considerately.</p> <p>iv.</p> <p>1)Such highway layout changes cannot be implemented by the Borough Council. This is a matter for Hertfordshire County Council in their capacity as the local highway authority in Stevenage. However, their local transport</p>

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

Response reference number	Response summary	Comments on response
	<p>2. Create a driveway to number x (possibly with entry shared with number x). In general, all people living between number x and x would benefit from a driveway. This would also reduce traffic and obstruction further down the road as we would not need to turn the car.</p> <p>3. If none of the two proposals above can be actuated, we would like to ask at least to reduce the restriction area so that we can still park in front of number x Newton Road.</p>	<p>policies seek to protect the environment and promote active travel by allocating more road space to pedestrians and cyclists not vice-versa as suggested in this comment.</p> <p>2)The Borough Council does not have the legal power to authorise residential dropped kerbs. Such applications can be approved only by Hertfordshire County Council as the local Highways Authority in Stevenage.</p> <p>3) 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, vehicles exiting Chells Way onto Newton Road have reduced visibility when vehicles park in proximity to the</p>

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

Response reference number	Response summary	Comments on response
		<p>junction. The parking team also received concerns over the parking at this junction from the local Councillors. Therefore, it is recommended that proposed double yellow lines are implemented as proposed</p>
33	<ul style="list-style-type: none"> <li data-bbox="504 647 1220 754">i. I am writing to object to the yellow lines being drawn as far as proposed on Newton Road. <li data-bbox="504 799 1220 1225">ii. The yellow lines are to be placed all the way down to the lamppost outside x Newton Road. This effectively takes out 2 spaces. Where I can see that it's important to have some sort of yellow lines as the mouth of the road, I don't think it needs to come down as far as suggested. At present there are multiple houses unoccupied adjacent to us. If each of these houses are occupied with two driving adults, that's 6 more cars. I don't know where these cars will park. <li data-bbox="504 1270 1220 1377">iii. My landlords have twice in the past tried to request a dropped kerb which has been denied due to there being a green out front. 	<ul style="list-style-type: none"> <li data-bbox="1301 647 1720 678">i. The objection is noted. <li data-bbox="1301 831 1800 861">ii. See comments 24.iii. above. <li data-bbox="1301 1262 2040 1374">iii. The Borough Council does not have the legal power to authorise residential dropped kerbs. Such applications can be approved only by

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

Response reference number	Response summary	Comments on response
	<p>However, since then, the green has been dug up to put in a concrete ramp for the neighbour (and rightly so). The tree outside number x has also been removed (which needed to be done as it was dangerous). I think the council needs to reconsider their approach to applications for dropped kerbs if parking is becoming such an issue.</p> <p>iv. Another alternative is to provide parking spaces like Scott Road. There is plenty of room to provide this in front of x/x/x Newton Road on the green, leaving much of the green still remaining untouched and allow for a great improvement in traffic flow at the end of Newton Road.</p>	<p>Hertfordshire County Council as the local Highways Authority in Stevenage.</p> <p>iv. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past two decades the Council has spent a significant amount of money from its resources in dealing with parking problems in residential streets. This has involved either providing many additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create</p>

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

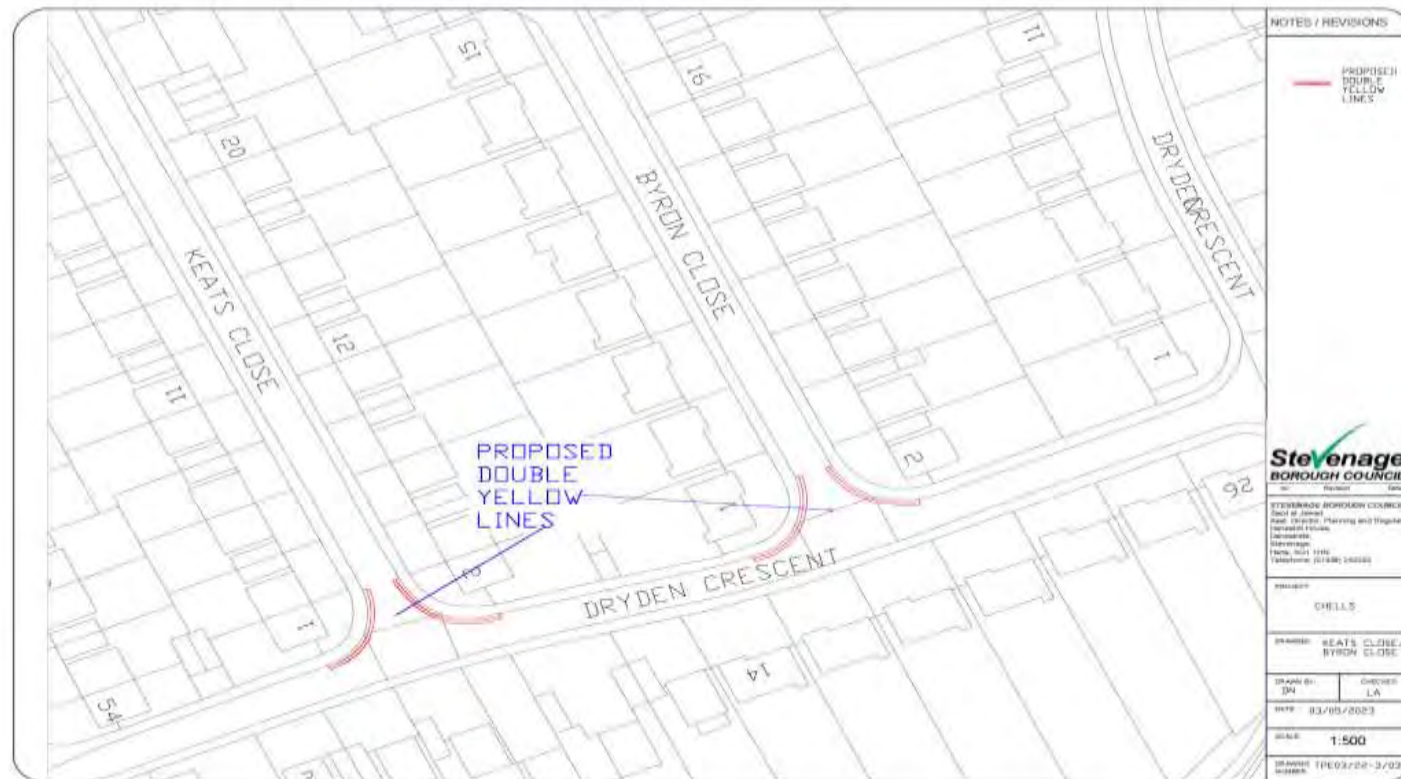
Response reference number	Response summary	Comments on response
	<p>v. Furthermore, I would like it noted that since the opening of the sports centre in Telford Avenue, nothing has been done to mitigate the sheer volume of traffic that uses Newton Road of an evening. While it is congested at the mouth of Newton Road, the corner by the Newton Road shop becomes gridlocked and you cannot see oncoming traffic. It is</p>	<p>additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets and such funds are unlikely to be available in the future considering the declaration of climate emergency and the local adopted transport policies in Hertfordshire which seeks to prioritise modal shift away from car use. Furthermore, locally adopted policies specify that trees and the green area have an important role in the street’s landscape and as such we are unable to remove the grass verges to create additional parking.</p> <p>v. Comments related to pressure on this part of the local highway network will be shared with Hertfordshire County Council who is the Traffic Authority in Stevenage.</p>

Table 2: Summary of responses for proposed double yellow lines in Newton Road, junction with Chells Way (plan no. TPE/03/22-3/02)

Response reference number	Response summary	Comments on response
	<p>no wonder that Newton Road has become dangerous to navigate. Because hundreds of cars use it as a thoroughfare, yet householders are forced to park in the road because there are no other options.</p>	

5.4. Plan TPE/03/22-3/03 – proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

5.4.1. These proposals consist of double yellow lines at Dryden Crescent junctions with Keats Close and Byron Close as shown in plan TPE/03/22-3/03 below.



- 5.4.2. Public notices highlighting the proposals were displayed on local street furniture and 95 consultation letters were sent to properties likely to be affected by these proposals. Three comments of support, one objection and two general enquiries were received.
- 5.4.3. The objection received questioned whether these proposed restrictions were needed and that they would just have a negative impact on residents of that area. However, the other residents did not share these concerns. The Personal Injury Crash Investigation report stated that a car being driven westwards struck a bicycle being ridden in the same direction that joined the carriageway from behind a parked car on its offside. The Injuries to the cyclist were slight. The report indicated that one of the factors contributing to the incident was the parked vehicles within 10 meters of the junction with Byron Close.
- 5.4.4. The comments of support submitted by other residents stated that there had been many near misses witnessed at the junctions of Keats Close and Bryon Close with Dryden Crescent due to vehicles parked in proximity of these junctions.
- 5.4.5. After taking in consideration all the above, it is recommended that proposed double yellow lines are implemented as shown in plan TPE/03/22-3/03.

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
1	<ul style="list-style-type: none"> i. The proposed double yellow lines would be painted across the entrance to our drive, which has a dropped kerb. What would be the impact for the use of our drive if this proposal were to proceed? ii. Whilst we appreciate that Dryden Crescent can get very busy at drop-off and pick up times for the local schools, we have yet to be unable to drive down Dryden Crescent or access Byron Close and we have lived here for xx years. iii. Both No x and No x Byron Close have dropped kerbs and driveways in the areas where the yellow lines are proposed. As we understand it, it is already illegal to park across a driveway with a dropped kerb and within 10 metres of a junction, so what additional protection will the proposal provide? Although we do understand that drivers are more likely to take notice of yellow lines than something, they read in the highway code ten years ago, all traffic restrictions are really only as good as their enforcement. Surely it is a matter of policing 	<ul style="list-style-type: none"> i. The private driveway can continue to be used. The proposed restrictions only affect the public land such as footpath and carriageway in front of the driveway where parking will be prohibited. ii. Other residents and Local Councillors have raised concerns regarding obstructing parking near these junctions. iii. Parking over residential dropped kerbs can only be enforced on the request of the property occupier. Also, the Highway Code rule 243 specifying that vehicles should not be parked within 10 metres of a junction cannot be enforced by the Council. We carry out civil parking enforcement according to the rules and regulations of Traffic Management Act which means that we first must introduce formal parking restrictions through Traffic Regulation Order before enforcement can be carried out by Civil Enforcement Officers. Should these restrictions be

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
	<p>the rules which already exist rather than creating new ones? Perhaps allocating a parking control officer to enforce the rules during busy periods would be more effective than merely painting yellow lines?</p> <p>iv. And finally, as the proposal directly impacts both us and No xx, we would have expected to receive a letter from the council, as we do with planning applications which are likely to affect us directly, rather than picking up the information from a notice pinned to a lamppost across the road on Dryden Crescent. Why do you not do this?</p>	<p>implemented then our Parking Wardens will be tasked to patrol the area regularly.</p> <p>iv. The consultation letter was sent out on 29/06/23, this address has been checked and it was included on the mailing list.</p>
15	<p>i. We would like to add our full support for this formal parking consultation. Our comment would be that the proposed double yellow lines need to be extended further around the corners, to include parents dropping off and picking up children from Nobel School which is also a hazard. We also appreciate that parking is a complicated issue to please everyone.</p>	<p>i. The comment of support has been noted. The suggestion to extend proposed restrictions has been recorded. However, following our site observations and after taking in consideration other comments received from members of the public it is believed that the proposed restrictions are sufficient to improve road safety in this area.</p>

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
16	<ul style="list-style-type: none"> i. I am in support of the parking restrictions. ii. However, I would request that driving restrictions be put in place to include the area at the junctions of Dryden Crescent & Mobbsbury Way. These areas are dangerous particularly at times for dropping off & picking up young people from the nearby school, Young people just open car doors parked on Dryden Crescent without thought to other traffic, Parents park their cars with no regard for other traffic & rarely use indicators of their intentions to pull in or pull out 	<ul style="list-style-type: none"> i. Comment of support noted. ii. This location has been previously investigated and parking restrictions implemented. Our Civil Enforcement Officers are aware of the parking issues at the peak drop off and pick up times at this location and will continue to patrol this as part of their regular schedule of School locations. It is responsibility of the individual driver of the vehicle to park in safe manner as to not endanger other road users or pedestrians.
18	<ul style="list-style-type: none"> i. I would like to provide my support to the proposed road marking changes outlines in the formal parking consultation. There have been several occasions where near accidents have occurred, along with access difficulties entering the street (Keats Close) due to poor parking and the proposed road marking changes will go some way to resolving the issues presently seen. 	<ul style="list-style-type: none"> i. Comment of support is noted

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
28	<p>i. Firstly, the single lane entrance to Dryden Crescent creates dangerous situations both for the traffic leaving the estate and for those turning into the estate from Mobbsbury Way. I have encountered myself a number of dangerous and potentially hazardous situations when a car from both directions is trying to access the same section of the road. In addition, cars turning from Mobbsbury Way into Dryden have to do so at such a slow speed that cars behind do not expect it - some cars swerve around the turning car onto the opposite side of the road. I believe that before very long there will be a serious accident. This section of road needs to be widened.</p> <p>ii. Secondly, there are numerous vehicles parked on the small driveways along Dryden Crescent which are blocking the paths due to lengths of the cars/vans. Whilst your other safety improvements are being put into place, I strongly believe that the above should be addressed.</p>	<p>i. Such matters related to physical layout changes to the Highway are dealt with by Hertfordshire County Council as the Highways Authority for Stevenage and these comments were shared with them.</p> <p>ii. Vehicles are prohibited from parking on the verge and footways on Dryden Crescent and as such Individual instances of illegal parking can be reported to the Parking Office, a Civil Enforcement Officer will attend as soon as operationally possible.</p>

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
32	<ul style="list-style-type: none"> <li data-bbox="488 427 1209 534">i. I object to the proposal to put more double yellow lines in Dryden Crescent on the following basis: - <li data-bbox="488 574 1209 837">ii. Yet more yellow lines will increase the feeling that this is a main road, making it feel more oppressive and reducing the sense of calm. It is already like a main road, twice a day, with the parental drop off and pick-ups from Noble; yet more street markings will add to the stress of the street. <li data-bbox="488 1029 1209 1364">iii. Yellow lines are unnecessary. I have lived in the crescent for nearly xx years, and only very recently have I noticed any parking in the areas you are going to put lines. These have been exclusively because recently, residents have undertaken building work on their homes and builders have parked their vans close to the properties for ease of access. There has not been a single time however that I noted that 	<ul style="list-style-type: none"> <li data-bbox="1288 427 1668 454">i. The objection is noted. <li data-bbox="1288 566 2049 917">ii. The restrictions are proposed in the interest of improving road safety and for the benefit of all highway users. Such measures are widely used across roads in all towns in this country and the legislation giving local authorities the legal powers to propose/implement such restrictions were created by a democratically elected UK Parliament. Therefore, formal parking restrictions are not considered oppressive. <li data-bbox="1288 1021 2049 1332">iii. Comments submitted by other residents, local councillors and data from the accident data prove that the proposed restrictions are necessary to prevent existing obstructive parking or the likelihood of this happening in the future. Except this response, the other residents did not object which suggest they are not dissatisfied with the proposal. Improving road safety for all highway

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
	<p>these vans caused an obstruction. Ironically, the only time I have ever known Dryden to be completely blocked was by a delivery lorry, earlier this year, dropping off materials to a property on the corner of Dryden and Mobbsbury; not a spot for your proposed lines so it would have had no effect in this case. Of the 3 neighbours who have recently had works done in the locations for the proposed lines, 2 of the works have been completed and the final one is in its closing stages as the roof of the extension is on. Therefore, you will be putting lines in an area that will serve little future purpose as the builders will be gone. One could argue that any future owners of those properties could also have work done but that doesn't sound like a sensible approach to spending taxpayers' money now on something that might (or might not) be an issue at some random point in the future.</p> <p>iv. Yellow lines will be pointless. Almost exclusively, residents park on the other side of Dryden Crescent so the lines will be</p>	<p>users is considered a good use of Council resources.</p> <p>iv. As mentioned, the proposed yellow lines seek to prevent parking near junctions, therefore, improving road safety for all highway users.</p>

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
	<p>meaningless in their proposed locations. Lines will not have any effect on reducing Dryden as a circuit for Nobel's parents as they also park on the side the residents park (I do not object to Dryden being used as a circuit incidentally; until we make driving kids to school more difficult by adopting ""healthy streets"" for example, the parents must drop the children somewhere).</p> <p>v. Vehicles have not caused a ""hazard and/or an obstruction"". As stated above, I have never known vehicles to cause a hazard or obstruction in the locations for the yellow lines. Vehicles have not parked dangerously. I appreciate that the language of the STATEMENT OF REASONS FOR PROPOSING are probably laid down in law so you have to word them in a certain way but Dryden is not a main road so it is difficult to understand how a vehicle, if it were to park in the location of the lines, would cause a danger for anyone pulling out of Keats or Byron, other than a temporary sight-line problem but as</p>	<p>v. The accident data and comments submitted by other residents suggest otherwise.</p>

Table 3: Summary of responses for the proposed double yellow lines at the junctions of Keats close and Byron Close with Dryden Crescent

Response reference number	Response summary	Comments on response
	<p>vehicles don't park on that side of the road anyway, it is a moot point. Neither is the Poets Estate a bus route, so this is not relevant.</p> <p>vi. Freedom of Information Request: - The Statement above says ""parking at locations...is reported to cause a hazard and/or an obstruction. These reports were brought forward to us by residents, local councillors, bus operators, Council's refuse collection team and others would be grateful for copies of all reports/complaints made regarding Poets Estate parking by residents, local councillors, bus operators, Council's refuse collection team and others, that has resulted in this consultation.</p> <p>vii. Lastly, I am in support of yellow lines outside Chells Doctors Surgery as I have seen that cars parked there do cause problems for buses."</p>	<p>vi. This freedom of information request has been submitted and a reply provided.</p> <p>vii. The support for this part of the proposal has been noted.</p>

5.5. Plan TPE/03/22-3/04 – proposed double yellow lines Ferrier Road



5.5.1. These proposals consist of an extension to the existing double yellow lines as shown below on plan TPE/03/22-3/04 below.

5.5.2. Multiple requests were received from residents to extend the existing double yellow lines on the south side of the road to mirror the existing lines on northern side of Ferrier Road. Site observations confirmed that an extension of the current restrictions was needed to due to vehicles parking in proximity to the junction for the roundabout on Chells Way causing vehicles to move to the middle of road on their approach.

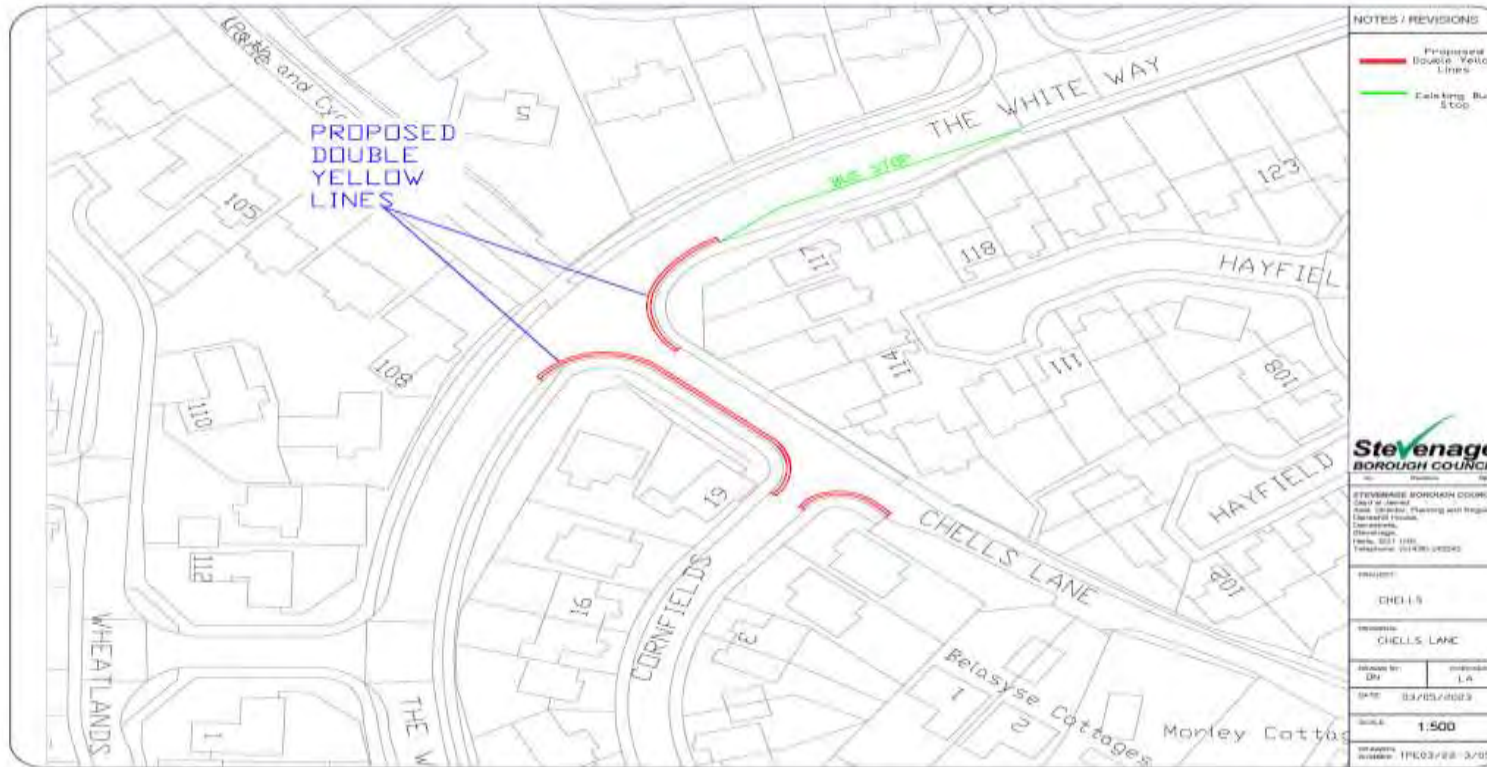
5.5.3. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to properties in proximity of the location affected by these proposals. No responses were received during the public consultation relating to these proposals which suggests that the public are content with these proposals. The recommendation is to implement the restrictions as shown in the attached plan TPE/03/22-3/04 below.



5.6. Plan TPE/03/22-3/05 – proposed double yellow lines on Chells Lane junctions with The White Way and Cornfields



5.6.1. These proposals consist of 'no waiting at any time' restrictions at locations on Chells Lane, The White Way and Cornfields as shown below on plan TPE/03/22-3/05 below.



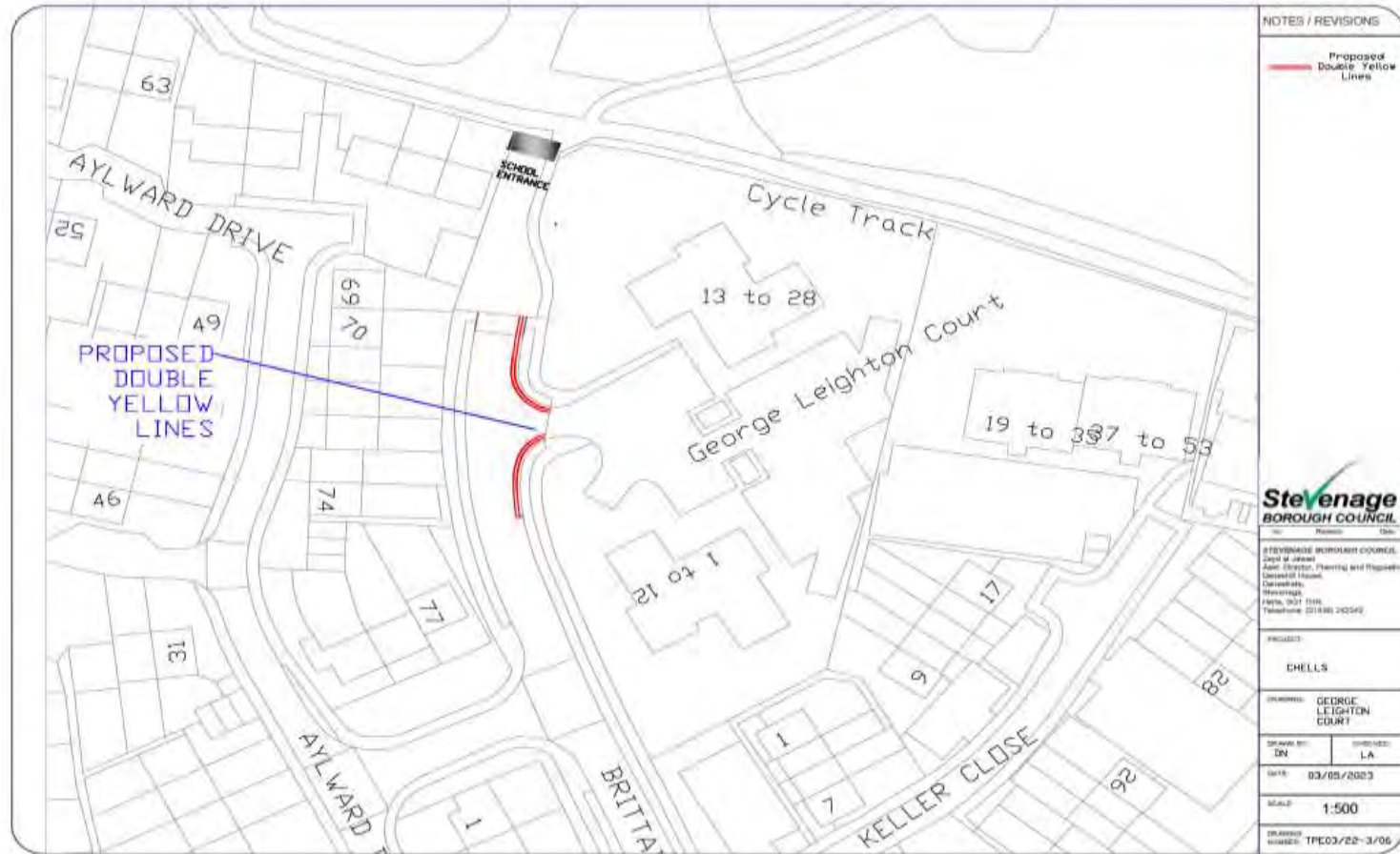
5.6.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 59 properties. No responses were received throughout the public consultation.

5.6.3. The site observations confirmed that the proposed restrictions are needed to prevent obstructive parking in that area, and the absence of objections confirmed that the residents are not dissatisfied with the proposal; therefore, the recommendation is to implement the proposed double yellow lines as shown in plan TTPE03/22-3/05

5.7. Plan TPE/03/22-3/06 – proposed double yellow lines at the junction of George Leighton Court and Brittain Way



5.7.1. This proposal consists of double yellow lines at the junction of George Lighton Court and Brittain Way 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. One response received throughout the public consultation and a summary can be seen in Table 6 below.

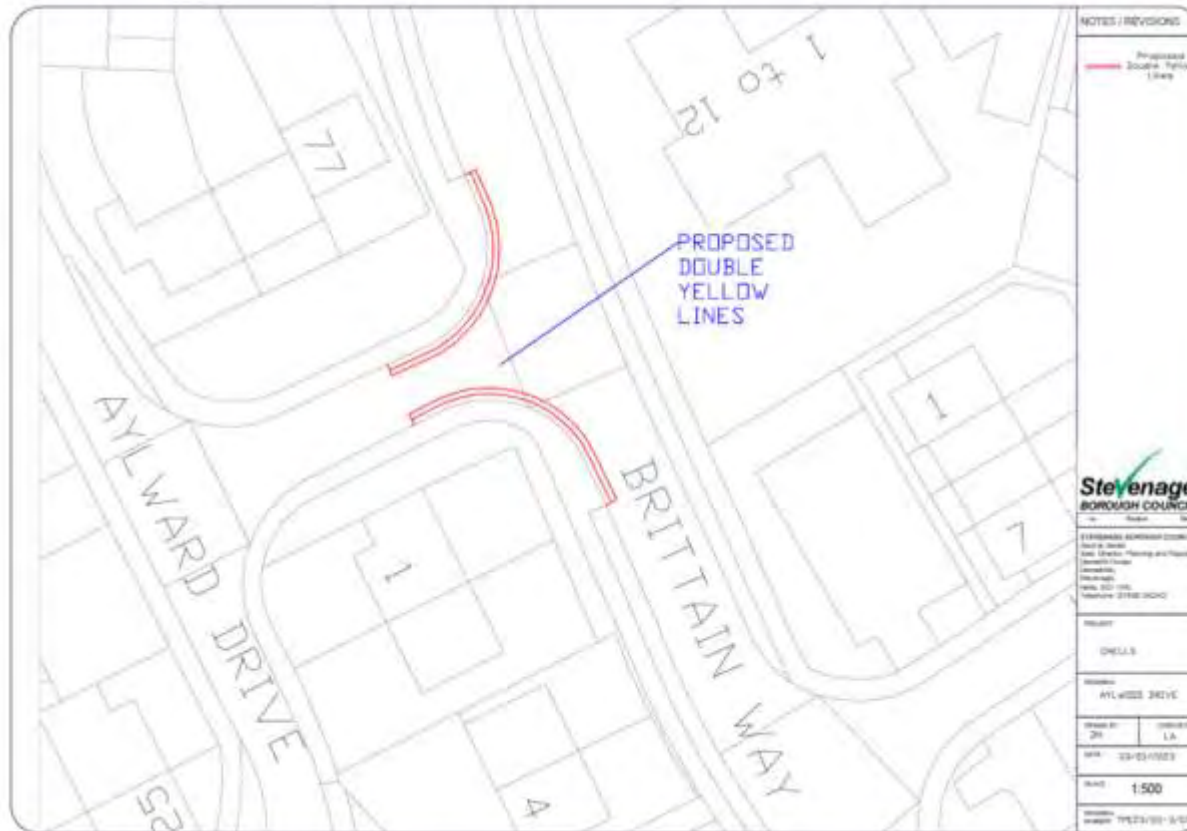
- 5.7.3. The one response supported the proposed parking controls, they did however raise a concern over vehicle displacement with regards to the fact this may cause vehicles to displace to the residents parking bays within George Lighton Court especially due to the busy drop off and pick up times at Marriotts School
- 5.7.4. Site observations confirmed that proposed restrictions are needed at these junctions to prevent obstructive parking and improve road safety in the area considering the significant number of pupils and pedestrians near these junctions especially at busy school times; therefore, it is recommended that these proposals are implemented as formally proposed.

Table 6: Summary of responses for proposed double yellow lines at the junction of George Lighton Court with Brittain Way (plan no. TPE/03/22-3/06)

Response reference number	Response summary	Comments on response
21	<ul style="list-style-type: none"> i. As a resident of George Lighton court may I welcome your proposals. ii. Firstly, Ken Brown motors use of Brittain way as an overflow car park. In some weeks there can be as many as five or six of their vehicles parked along Brittain way iii. Secondly, car user's use of George Lighton court as 'pit stop' whilst waiting for pupils in school term. I feel your restrictions will only encourage more drivers to illegally park in residential spaces. 	<ul style="list-style-type: none"> i. Comment of support noted. ii. These vehicles are parking on the public Highway and on this section of Brittain Way no formal restrictions are in place so they vehicles can park on a 'first arrive-first park' basis. The purpose of the proposed 10 metres of double yellow lines as shown in plan TPE03/22-3/08 for Brittain Way will improve sightlines for drivers and further protect the pedestrian dropped kerb. iii. Whilst site observations confirmed that the restrictions are needed to prevent obstructive parking at the entrance to George Lighton Court, the impact of vehicle displacement will be monitored.

5.8. Plan TPE/03/22-3/07 – proposed double yellow lines at the junction of Aylwood Drive with Brittain Way

5.8.1. This proposal consists of double yellow lines at junction of Aylwood Drive with Brittain Way as shown below on plan TPE/03/22-3/07.



- 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. Three 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. One response was in favour of proposed parking controls, one objected and one had a general enquiry. The objector's concerns were related to the high-demand for on-street parking in this area which they believe is currently being impacted by the business nearby parking vehicles on street in proximity to the junction of Brittain Way and Six Hills Way. A 'no waiting at any time' restriction is proposed here as shown in plan TPE03/22-3/08.
- 5.8.4. After taking the residents' concerns in consideration it is recommended that the proposed double yellow lines are implemented as proposed.

Table 7: Summary of responses for proposed double yellow lines at the junction of Aylwood Drive with Brittain Way (plan no. TPE/03/22-3/07)

Response reference number	Response summary	Comments on response
13	<ul style="list-style-type: none"> i. We are in receipt of your letter regarding parking “At Last”! after several years of trying to get something done about the problems of traffic here. ii. The two areas where the double yellow lines are proposed near George Lighton Court is not the main problem area at all and will not solve the current situation 	<ul style="list-style-type: none"> i. Comments noted. ii. Site observations confirmed that proposed restrictions are needed to prevent obstructive and hazardous parking at the entrance of George Lighton Court with a focus on the peak school times.
35	<ul style="list-style-type: none"> i. It was a welcome to see that the parking issues are being addressed in this area. ii. There are times we're the view from the Aylward drive are completely blocked my volume of cars parked and the tall lorries too. 	<ul style="list-style-type: none"> i. Comment of support noted. ii. The proposed junction protection double yellow lines in Brittain Way will improve drivers' sightlines when approaching those junctions.
36	<ul style="list-style-type: none"> i. We the named people above object to said plans to put double yellow lines at entrance of Aylward Drive onto Brittain Way. ii. This will cause more congestion at entrance to George Lighton Court as people park there as they wait for people to come out of 	<ul style="list-style-type: none"> i. Objection noted. ii. These double yellow lines were proposed to formally prohibit parking near junctions including

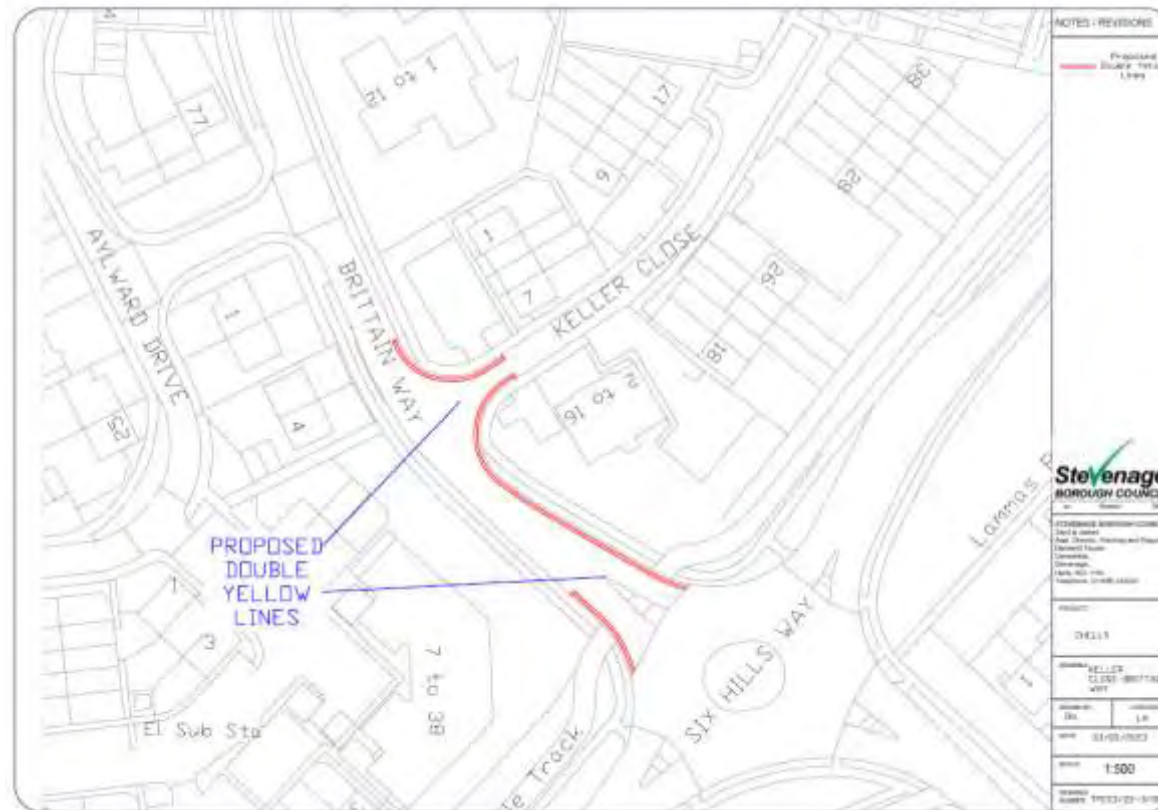
Table 7: Summary of responses for proposed double yellow lines at the junction of Aylwood Drive with Brittain Way (plan no. TPE/03/22-3/07)

Response reference number	Response summary	Comments on response
	<p>Marriotts school it's an accident waiting to happen. The said people who park in George Lighton Court obstruct anyone who live there and are very abusive when requested to move to let residents in or out there has been occasion when they wouldn't even let an ambulance leave. Residents are continually asking school to tell the parents not to block entry but just ignore the request.</p> <p>iii. One of the problems is because the Kia garage at corner of Shephall way continually park cars along Brittain Way and so take up valuable parking these vehicles are some there for days.</p> <p>iv. If this is going to go ahead, we need a resident only notice put up which I was told that there used to be one years ago but got damaged and never replaced,</p>	<p>vehicles parking at peak drop off and pick up times at George Lightton Court entrance.</p> <p>iii. On-street parking on the public Highway is on a 'first arrive- first park' basis. Investigations have shown that these are not for sale vehicles but Ken Brown employees parking their own vehicles.</p> <p>iv. This missing 'Residents Only' sign has been reported to our Residential Services at The Council. This location will be monitored due to concerns over vehicle displacement during busy School times.</p>

5.9. Plan TPE/03/22-3/08 – proposed double yellow lines at the junction of Brittain Way with Six Hills Way



5.9.1. This proposal consists of 'no waiting at any time' restrictions at the Brittain Way junctions with Keller Close and Six Hills Way as shown on below plan TPE/03/22-3/08.



5.9.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to properties in proximity the locations of these proposed restrictions. 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. One consultation response was received. The main concerns raised were about proposed double yellow lines along Britain Way and it junctions as a whole where it is believed that prohibiting parking may increase the residents' difficulties in finding available on-street parking near their homes. Concerns were again raised regarding the on-street parking availability being limited further by Ken Brown Motors vehicles being stored on street. Double yellow line restrictions are proposed in proximity to the junction with Six Hills Way to improve the sightline for drivers here moving vehicles further than 10 metres from the junction.

Table 8: Summary of responses for proposed double yellow lines in Brittain Way and Six Hills Way (plan no. TPE/03/22-3/08)

Response reference number	Response summary	Comments on response
23	<p>i. I have a concern with your order to make Brittain way a "no waiting at any time zone" as this will impact parking immensely.</p> <p>ii. People struggle for parking as it is, also workers at KIA use this space to park to go to work. Please think about that problem you will make if you go forward. The residents who have kids who have grown up and bought cars that don't fit on driveways also use this road to park safely overnight.</p> <p>iii. There are no problems that require this road to change, as it is only during the school pick up and drop off. A solution for this is funding schools to do a cycle to school scheme. I used to go to this school (Marriotts) and there is plenty of room in the bike shed.</p>	<p>i. Comments are noted.</p> <p>ii. The proposed yellow lines do not remove any dedicated parking spaces, instead it seeks to prohibit vehicles from parking at locations where it causes an obstruction such as within proximity of junctions or prevent parking on both sides of the road where the carriageway width does not allow this to happen safely.</p> <p>iii. Vehicles parking near junctions can cause access difficulties for emergency vehicles or refuse collection lorries, and obscure drivers' sightlines when approaching this junction. Preventing this type of unsafe parking thereby always improves access and reduces the likelihood of road traffic collisions.</p>

5.10. Plan TPE/03/22-3/09 (proposed double yellow lines in Priestley Road) and Plan TPE/03/22-3/11 (proposed verge and footway parking ban)



5.10.1. This proposal consists of double yellow lines in Priestley Road as shown below on plan TPE/03/22-3/09 and the prohibition of parking on verges and footways in Priestley Road except the cul-de-sacs serving even no's 2-74 Priestley Road and no's 104-174 as shown below on plan TPE/03/22-3/11.





5.10.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to 122 properties within the area affected. Six responses were received throughout the public consultation and a summary can be seen in Table 9 & 11 below.

5.10.3. Three comments of support, one objection and two general enquiries were received. Concerns over the availability of parking being impacted by the proposed verge and footway banning order were raised, It has been explained that the only

vehicles that this would impact are the one's already causing a hazard / obstruction by parking on footpaths as seen on our site observation visits.

5.10.4. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking, the responses received for this proposal suggest that the public are generally content with the proposals; therefore, it is recommended that the restrictions are implemented as proposed.

Table 9 & 11: Summary of responses for proposed double yellow lines in Priestley Road (plan nos. TPE/03/22-3/09 and TPE/03/22-3/11)

Response reference number	Response summary	Comments on response
19	<p>i. Schedule 2: Prohibition of verge and footway parking – effecting those sections of road herein listed and as set out in the Order and accompanying plan – Parts of Priestley Road, except its cul-de-sacs serving no’s x-xx and no’s xx -xxx. We only have 1 parking space available in our home. Most residents have more than 1 car per flat/household. With your proposal of prohibiting parking on verge and footway, we won’t have any parking space for our second cars or visitors. Please take this into consideration.</p> <p>ii. However, I agree with the proposed double yellow lines.</p>	<p>i. The proposed new restriction would only ban vehicles from the verge and footway, vehicles may still park on the public Highway on Priestley Road where on-street parking is available.</p> <p>ii. Comment of support noted.</p>
37	<p>i. As a resident of Priestley Road, I have recently received your letter regarding the formal parking consultation. I am in full favour of the proposed idea of applying double yellow lights particularly when entering the estate.</p>	<p>i. Comment of support is noted.</p>

Table 9 & 11: Summary of responses for proposed double yellow lines in Priestley Road (plan nos. TPE/03/22-3/09 and TPE/03/22-3/11)

Response reference number	Response summary	Comments on response
	<p>ii. As a road user I have had several near misses with other road users who come round the bend into the estate with some speed and take no care in looking to ensure they do not cross the path of other road users exiting the estate. However, I require some clarification regarding the map with a thin blue light entitled 'proposed verge and footway parking prohibition'. I have looked further into Stevenage borough council website and to the highway code definitions of verge and footway but would like to raise the question to you of does this affect parking on the road itself?</p>	<p>ii. The proposed verge and footway parking ban does not affect the ability to park on the road, this is just to deter vehicles from parking on the pavement, kerbs and verges causing damage to the physical structure and in turn being a hazard and obstruction to pedestrians, prams, mobility scooters and others.</p>
51	<p>i. I have viewed your proposed parking restrictions in Priestley Rd. I do not agree with the restriction of parking of proposed yellow lines outside between numbers xx and xx Priestley Road.</p> <p>ii. This is not required as on the odd occasion when someone parks there; normally at weekends it does not cause an obstruction driving in the road. The road is the same</p>	<p>i. The objection is noted.</p> <p>ii. Restrictions were proposed at this location to prevent obstructive parking on that road bend in Priestley Road, our site visits suggested a need to make the sightline clear when approaching the bend from both directions as vehicles</p>

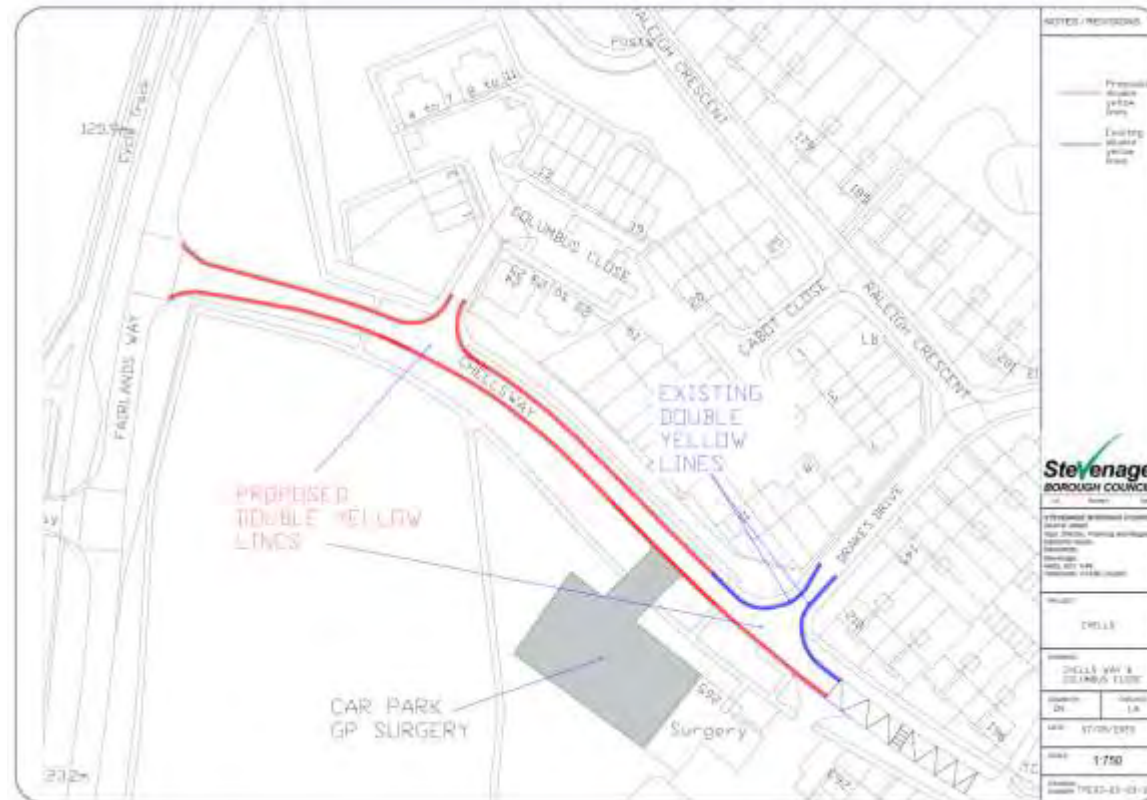
Table 9 & 11: Summary of responses for proposed double yellow lines in Priestley Road (plan nos. TPE/03/22-3/09 and TPE/03/22-3/11)

Response reference number	Response summary	Comments on response
	<p>width all the way round. And area where it is straight cars regularly park and does not cause any obstruction.</p> <p>iii. More attention should be paid to renewing the existing road markings in Faraday Road and at the entrance of Priestley Road and Harvey Road.</p>	<p>approaching this bend north to south leave their lane to overtake the parked vehicles.</p> <p>iii. This has been added to our road lining maintenance list.</p>
53	<p>i. The council should be looking at renewing existing markings white lines that have faded.</p> <p>ii. The problem is much worse in Faraday Road where the road is often blocked, and large vehicles cannot get by. Although there are single yellow lines these are ignored</p>	<p>i. See comment 51.iii above.</p> <p>ii. The Penalty Charge Notice data shows that multiple tickets have been issued by the Civil Enforcement Officers on these single yellow lines on Faraday Road. This road is patrolled daily as part of the Chells and Manor scheduled visits.</p>

5.11. Plan TPE/03/22-3/10 – proposed double yellow lines in Chells Way and Columbus Close



5.11.1. These proposals consist of double yellow lines on the North and South sides of Chells Way North Eastwards from to its junction with Drakes Drive to its junction with Fairlands Way, the proposals also cover its junction with Columbus Close to prevent vehicle displacement to this junction as shown on plan TPW03/22-3/10 below.



- 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.
- 5.11.3. Three responses were received during the consultation period, one comment was in favour of proposed yellow lines and two consultees had mixed views on the proposed restrictions. These responses are summarised in the Table 10 below.
- 5.11.4. The comment of support agreed with proposed double yellow lines due to the high number of vehicles that obstruct the flow of traffic near the Doctors Surgery on Chells Way that experience a high volume of visitors.

5.11.5. Two comments suggesting further restrictions on Brunel Road were received as they are worried that vehicles may seek to park here due to the newly proposed restrictions on Chells Way. If the proposed restrictions in Chells Way are implemented, then this area will continue to be monitored and if required further restrictions can be proposed in Brunel Road as suggested.

5.11.6. A Columbus Close resident also expressed concerns about vehicle displacement and suggested that 'No Loading' restrictions should be implemented. However, 'no loading/unloading' restrictions are considered excessive in a small residential street as Columbus Close with low volume of vehicles. Furthermore, it can have a significant negative impact on residents as these restrictions will prevent all parking including delivery vehicles.

5.11.7. Therefore, considering these findings and the responses submitted by residents it is recommended that the proposed parking controls in Chells Way and Columbus close are implemented as shown in plan TPE03/22-3/10.

Table 10: Summary of responses for proposed double yellow lines in Chells Way and Columbus Close (plan no. TPE/03/22-3/10)

Response reference number	Response summary	Comments on response
8	<p>i. I have a concern about the double yellow lines along Chells away. I think the idea is good, but you are just moving the problem to Columbus Close. The double yellows should come right up into Columbus Close as we already have problems with people parking on the entrance of the road and we have had a few near misses with cars coming on to the estate and other cars leaving.</p> <p>ii. Also, if you do not put kerb lines on the double yellow lines blue badge holders will still cause a problem on Chells Way. As they can stay for 3hrs on a blue Badge. Unless you are going to supply parking permits for residents of Columbus Close and send a parking warden down you will not stop the problem just move it.</p>	<p>i. Whilst other streets can be potentially affected by a vehicle displacement as suggested, the proposed yellow lines will prevent obstructive parking including at the said junction. If restrictions are implemented Columbus Close will continue to be monitored and additional yellow lines can be proposed as suggested if required.</p> <p>ii. These streets will be monitored, and Civil Enforcement Officers will make regular visits as part of a daily regular patrol schedule. Should we find that parked vehicles displaying a blue badge lead to road safety concerns then additional measures can be proposed.</p>

Table 10: Summary of responses for proposed double yellow lines in Chells Way and Columbus Close (plan no. TPE/03/22-3/10)

Response reference number	Response summary	Comments on response
12	<ul style="list-style-type: none"> <li data-bbox="539 426 1261 657">i. I live in Brunel Road which is just up from the health centre, and I agree the parking is an issue because the health centre car park is always full, so people do not only park along that road but are also parked in Brunel Road and this is becoming a problem. <li data-bbox="539 697 1261 968">ii. At the beginning of Brunel cars are parking on the left side as you look up the road and this is causing congestion and issues with those of us who have paid for driveways. There have been several accidents where cars have been scraped and a person was hit because he could not see up the road. 	<ul style="list-style-type: none"> <li data-bbox="1308 426 1861 458">i. The comment of support is noted. <li data-bbox="1308 713 2069 825">ii. The location has been added to our records and will be investigated when the next parking review will be carried out in this part of town.
34	<ul style="list-style-type: none"> <li data-bbox="539 1010 1261 1161">i. I do agree with the plan you sent me regarding the yellow lines to stop the parking outside the doctor's surgery going to Fairlands Way. <li data-bbox="539 1201 1261 1431">ii. where I live the situation of parking is bad now as all the doctor's patients park outside my house now so when you have done the yellow lines my situation outside my house is only going to get worst So, please could you sort the parking out down Brunel Road 	<ul style="list-style-type: none"> <li data-bbox="1308 1010 1800 1042">i. Comment of support is noted. <li data-bbox="1308 1225 1744 1257">ii. See comment 12.ii above

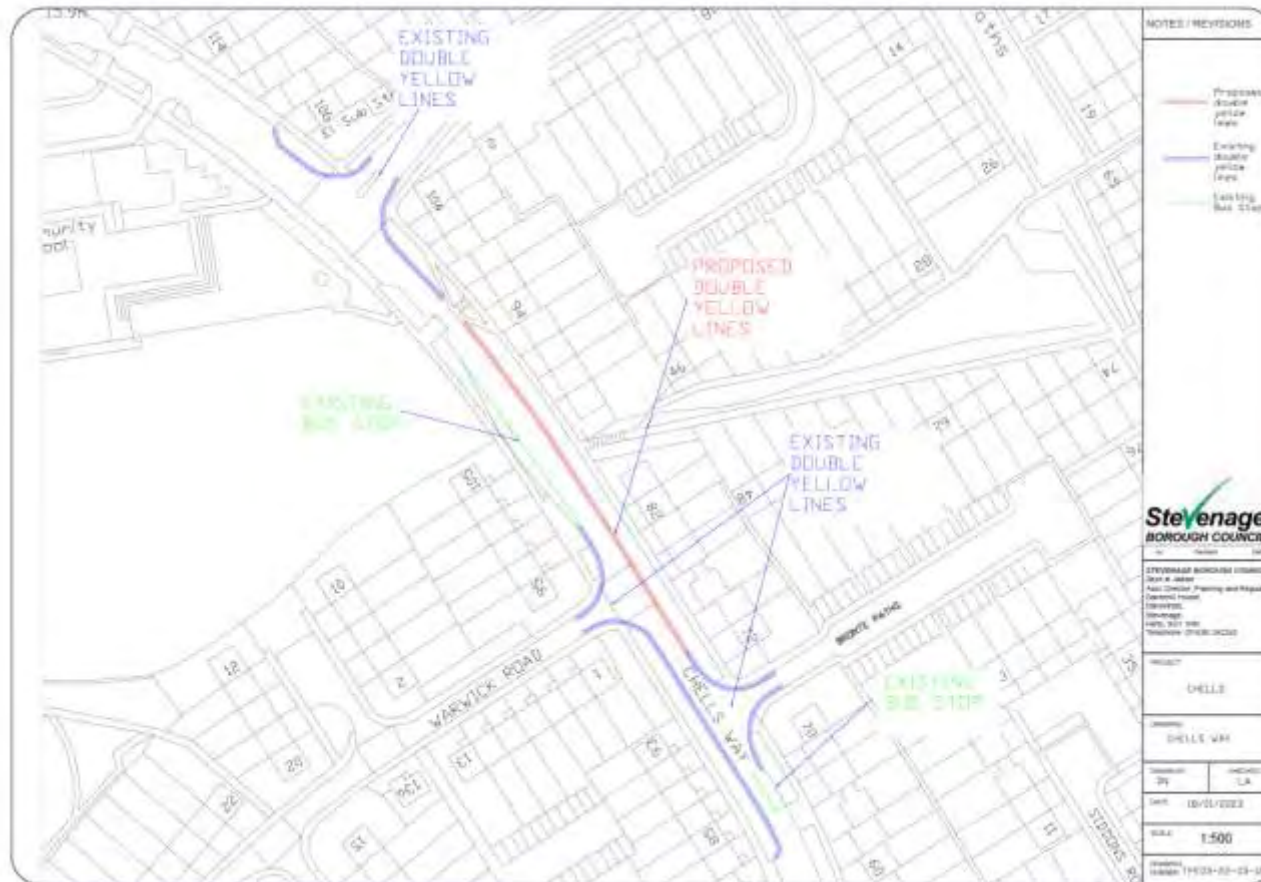
Table 10: Summary of responses for proposed double yellow lines in Chells Way and Columbus Close (plan no. TPE/03/22-3/10)

Response reference number	Response summary	Comments on response
	Maybe we could have some parking restrictions as well	

5.12. Plan TPE/03/22-3/12 – proposed double yellow lines in Chells Way



5.12.1. These proposals consist of an extension to the existing 'no waiting at any time' restrictions on Chells Way on the Eastern side from its junctions with Bronte Paths North Westwards as shown below on plan TPE/03/22-3/12.



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. One response received throughout the public consultation and a summary can be seen in Table 12 below.

5.12.3. One comment of support received in agreement with the proposed lines due to safety concerns when pulling out of the junctions of Warwick Road and Bronte Paths on Chells Way.

5.12.4. The absence of objections shows that residents were not dissatisfied with our proposal, therefore, it is recommended that the proposed parking controls in Chells Way are implemented as shown in plan TPE03/22-3/12.

Table 12: Summary of responses for proposed double yellow lines in Chells Way (plan no. TPE/03/22-3/12)

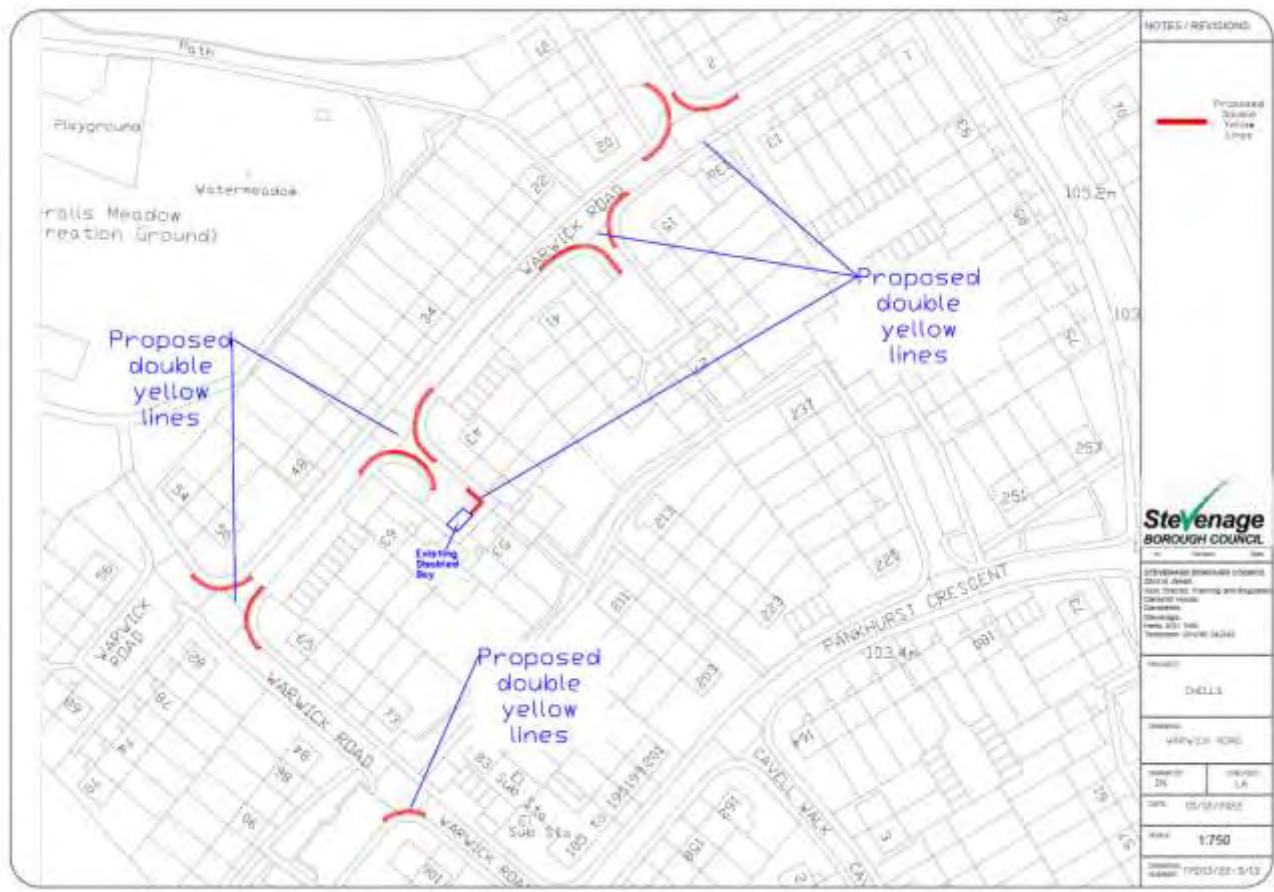
Response reference number	Response summary	Comments on response
9	<p>i. Thank you for your letter regarding formal parking consultation in relation to double yellow lines for Chells way no 94 to no 72. I agree with this move as it is very dangerous for people pulling out of side roads.</p> <p>ii. However, on this matter please may I ask if the disabled bays on Chells way be painted blue and then these are then also be treated the same as the double yellow lines you wanting to be painted ie parking tickets issued for miss use,</p> <p>iii. Also, on another note please could we have speed cameras on this main stretch of this</p>	<p>i. Comment of support noted.</p> <p>ii. Stevenage Borough Councils' involvement in Disabled Parking Bays on the highway does not extend to general residential provision or enforcement and is limited to 1) Enforceable "destination" provision in the town centres and at neighbourhood centres, 2) Disabled bays within permit areas. Disabled parking bays in residential streets are managed by Hertfordshire County Council. Should they decide to make this disabled bay in Chells Way enforceable by creating a Traffic Regulation Order then our Civil Enforcement Officers will carry out the appropriate enforcement.</p> <p>iii. Hertfordshire County Council who is the local highway authority in Stevenage and</p>

Table 12: Summary of responses for proposed double yellow lines in Chells Way (plan no. TPE/03/22-3/12)

Response reference number	Response summary	Comments on response
	road as it's a speed trap daily and I'm sure you would make enough money to pay for these works.	responsible for installing traffic calming measures on the highway network. This suggestion will be shared with the appropriate department.

5.13. Plan TPE/03/22-3/13 – proposed double yellow lines in Warwick Road





5.13.1. These proposals consist of an of ‘no waiting at any time’ restrictions in Warwick Road and its cul-de-sacs as shown on above plan TPE/03/22-3/13.

- 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.
- 5.13.3. Four individual responses were received during the formal public consultation period: one response of support for the proposals, two objections and one general enquiry. These are recorded in table 13 below.
- 5.13.4. The comment of support stated that whilst they agreed that the proposed restrictions are needed, they have concerns over the safety of pedestrians and cyclist in the area when crossing the road in Chells Way between Pankhurst Crescent/ Siddons Road and past Camps Hill school towards the Glebe. These concerns were shared with the Local Highway Authority.
- 5.13.5. The two objections shared similar concerns regarding the lack of available parking spaces at present as they have stated that they believe that these proposals will cause a loss of multiple spaces on street. However, the restrictions are proposed for the junctions of the cul-de-sacs as vehicles should not be parked within 10 metres of the junction as specified in the Highway code. This allows motorists emerging from, or turning into, the junction a clear view of the road they are joining, enabling them to see hazards such as pedestrians or cyclists.
- 5.13.6. Suggestions were made to create parking bays on the green areas of Warwick Road. Locally adopted transport policies in Hertfordshire seek to prioritise modal shift away from car use. Furthermore, locally adopted policies specify that trees and the green area have an important role in the street's landscape and as such we are unable to remove the grass verges to create additional parking. Nevertheless, this suggestion has been added to future parking projects file. Concerns were also raised that the proposed restriction would force cars to park on the pavement but such parking is already formally prohibited in Warwick Road.
- 5.13.7. Site observations confirmed that proposed restrictions are needed to prevent obstructive parking, therefore it is recommended that proposed double yellow lines In Warwick Road are implemented as proposed.

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
2	<p>i. As the resident at xx Warwick Road, I have often wondered why you haven't put additional spaces in the area I have highlighted in green.</p>	<p>i. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past two decades the Council has spent a significant amount of money from its resources in dealing with parking problems in residential streets. This has involved either providing many additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets and such funds are unlikely to be available in the future considering the declaration of climate emergency and the local adopted transport policies in Hertfordshire which seeks to prioritise modal shift away from car use. Furthermore, locally adopted policies specify that trees and green areas have an important</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
	<p>ii. As a parent I am all for additional safety measures but feel like this proposal will just force people to park in other areas and not solve the problem. You are just making less places for cars to park even though the number of cars remains the same. I can often see cars parked on the pavement due to the lack of spaces and I feel you will be making this more of an issue.</p>	<p>role in the street’s landscape and as such we are unable to remove the grass verges to create additional parking.</p> <p>ii. Whilst other parts of the street can be potentially affected by vehicle displacement as suggested, other residents are concerned about the possibility of vehicles obstructing the junctions of this street. This parking near junctions has an impact on the Emergency Services and the safety of all road users due to reduced visibility. If the restrictions are implemented, then a potential vehicles displacement will be monitored, and additional measures can be proposed.</p>
7	<p>i. Over the weekend we received a letter following alleged reports about hazardous or obstructive parking taking place at locations in Warwick Road, Stevenage. On the reverse of this letter was a map detailing where yellow lines were to be placed at the junctions to the cul-de-sacs along Warwick Road. Your letter proceeds to inform us that concerns have been raised by residents,</p>	<p>i. The proposed restriction is to prevent vehicles from parking near the junction to allow drivers emerging from, or turning into, the junction a clear view of the road they are joining. It also allows them to see hazards such as pedestrians or cyclists at the junction. This issue has been raised on multiple occasions by residents of Warwick Road.</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
	<p>councillors, bus operators and others and following site investigations the current unrestrictive parking is likely to cause an obstruction to refuse collection vehicles, the local bus route and emergency vehicles. Personally, I have not heard of any of my neighbours raising any concerns over the current parking in the cul-de-sac.</p> <p>ii. Whilst I cannot comment on issues and concerns regarding the other cul-de-sacs, I feel I should comment on the one above. There is a dropped kerb already on the corner outside xx so why the need to put yellow lines there is somewhat surprising as cars do not park over the dropped kerb.</p> <p>iii. The vehicles that park on the opposite corner by xx do not cause access and exit issues for the vehicles at xx nor the converted garage on the corner, however I do understand the need to keep that corner relatively free for access to emergency vehicles and refuse</p>	<p>ii. Obstruction of dropped kerbs is an enforceable case of illegal parking. However, the proposed yellow lines will deter drivers from parking close to the corner in a more obvious visual manner as unfortunately dropped kerbs are sometimes not seen by drivers parking their vehicles. These proposed lines will reinforce the need to keep access to the dropped kerb clear for pedestrian access.</p> <p>iii. Reports received from the refuse collection team at SBC showed evidence of the need for a clearer access at the junctions to the cul-de-sacs of Warwick Road</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
	<p>collection but to date I have not noticed either the refuse collectors, the emergency services or taxis having any major access issues.</p> <p>iv. Before you proceed with the yellow lines on the corner by xx however can you consider the following. There is a grassed area on the corner outside xx with a large tree. Would it not be possible to extend the current parking spaces in the cul-de-sac that stretch from Nos 35-39 and allow for at least two more parking spaces by removing some of the grassed area. This would alleviate some of the parking issues in this specific cul-de-sac. This is not an area where children play and therefore is just 'wasted' space that could be used to alleviate what you consider to be obstructive parking. It is just people who when they finish work just want to park near their home and use whatever space is available.</p>	<p>iv. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past two decades the Council has spent a significant amount of money from its resources in dealing with parking problems in residential streets. This has involved either providing many additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets and such funds are unlikely to be available in the future considering the declaration of climate</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
		<p>emergency and the local adopted transport policies in Hertfordshire which seeks to prioritise modal shift away from car use. Furthermore, locally adopted policies specify that trees and green areas have an important role in the street's landscape and as such we are unable to remove the grass verges to create additional parking.</p>
39	<p>I. Make Warwick Road one way turning into it off Chells Way and exiting into Pankhurst Crescent where the mini roundabout at the junction of Chells way would assist traffic flow. As you are aware Pankhurst Crescent is one way for most of its length so to continue it would make sense. This would certainly be good for the school traffic which on occasions I have seen cars waiting to turn left be overtaken by ones wanting to turn right which any vehicle turning left into the road would not be able to see the cars on the wrong side of it and this causes more traffic chaos with school patrols stopping traffic in both directions.</p> <p>II. The land outside 18 and 20 Warwick Road is often used for parking despite restrictions</p>	<p>i. As suggested one-way traffic can be a solution to improve road safety whilst allowing on-street parking to continue in the road. However, such changes to the highway network can only be approved by Hertfordshire County Council who is the local highway authority in Stevenage and this suggestion will be shared with the appropriate department.</p> <p>ii. Please see comment 7.iv above</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
	<p>and frankly is a waste of space as it's an eyesore where delivery vehicles and others have no option but to drive over it. In the past where there was a similar shaped area of grass at the end of the other cul-de-sacs these have been reduced in size to aid parking but in this case could be made into parking spaces as could the area alongside 2 Warwick Road the shrub bed half which is poorly maintained, and the rest became grass. The tree on this piece of land is not maintained.</p>	
44	<p>i. Further to your communication of 29th June last whilst i agree that the yellow lines proposed will help this really doesn't take away the problems posed by traffic both moving and stationary for pedestrians and cyclists in the area. Wherever you try and cross the road in Chells way between Pankhurst Crescent/ Siddons Road and past Camps Hill school towards the glebe, or cycle or drive through the calming system because of the lay-bys that are used for parking on most occasions there are larger business vehicles parked and these block the view of</p>	<p>i. Changes to the physical layout of the highway is a matter for Hertfordshire County Council who is the local highway network in Stevenage. These concerns will be shared with them to see whether such safety concerns are confirmed and what actions can be taken.</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

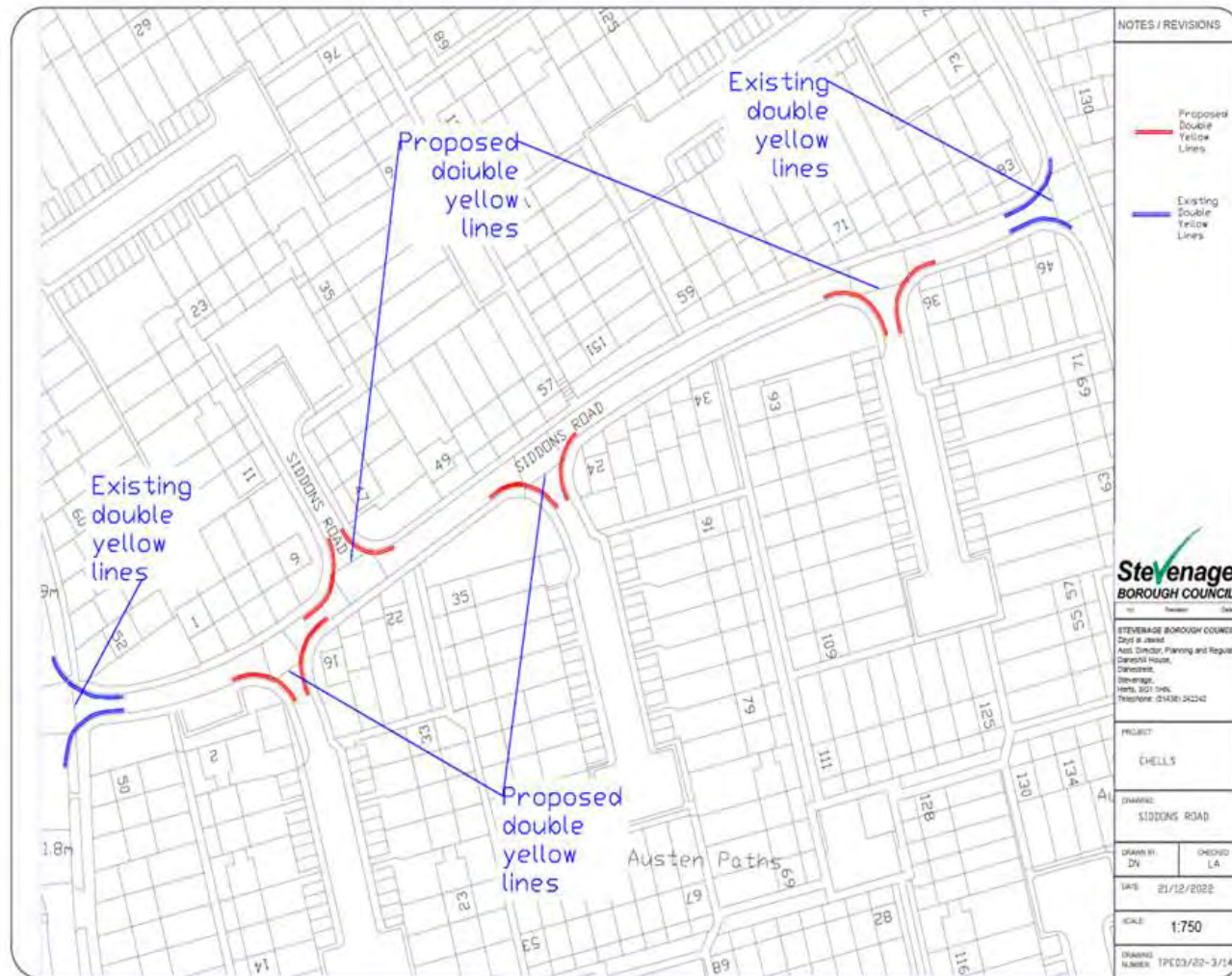
Response reference number	Response summary	Comments on response
	<p>what is actually coming towards the waiting traffic.</p> <p>II. In addition, on the opposite side of the road 85-93 Chells Way there are several properties who have dropped kerb access however the vehicles often are too long for the driveway area and overhang the pavement or worse still where one property appears to be doing motor repairs vehicles park on the area between the road and the property. Having to negotiate around these and into the road is not a safe route to school option especially if the view is obstructed.</p>	<p>ii. A verge and footway parking ban is in place for Chells Way and any vehicle parking partially or fully on the pavement, crossover or verge can be issued a Penalty Charge Notice by our Civil Enforcement Officers. The parking enforcement team has been briefed.</p>
55	<p>I. Just enquiring about why this needs to be done? Parking around here is very tight as it is and having these new double yellow lines will lose the area around 10+ spaces. There hasn't been an issue the last 10 years I've lived here so why all of a sudden do we need this?</p>	<p>i. We have received multiple complaints regarding concerns over the obstructive parking taking place on many areas along the length of Warwick Road with the junctions to the cul-de-sacs being of high concern. Residents have reported feeling unable to pull out of these areas safely due to their sight line being obstructed by vehicles parked within 10 metres of the junction.</p> <p>ii. See comments 7. iv. above.</p>

Table 13: Summary of responses for proposed double yellow lines in Warwick Road (plan no. TPE/03/22-3/13)

Response reference number	Response summary	Comments on response
	<p>II. Are there plans to make additional parking available for the area?</p> <p>III. Has anyone had a look around the area or has this been done just looking at a map?</p> <p>IV. Obviously, I and many others will object these plans as they make no sense."</p>	<p>iii. Multiple visits are made to any location where new restrictions are proposed as part of a Traffic Regulation Order, these visits are carried out at all times of the day and night to get a complete picture of the parking issues reported and to help us make safety recommendations as per the proposed waiting restrictions on Warwick Road.</p> <p>iv. Objection noted</p>
58	<p>I. Please can you advise how many requests you would need to consider making Warwick Road one way and therefore safer</p>	<p>i. There would need to be evidence of a significant number of residents' comments; also, it requires consultations with emergency services and local ward Councillors and then Hertfordshire County Council who is the Highways Authority may take the next steps to investigate the need for such a substantial change to the Highway.</p>

5.14. Plan TPE/03/22-3/14 – proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths.





5.14.1. These proposals consist of 'no waiting at any time' restrictions in Siddons Road and its junctions with Bronte Paths and Austen Paths as shown on above plan TPE/03/22-3/14.

- 5.14.2. Public notices highlighting the proposals were displayed on local street furniture and 173 consultation letters were sent to properties in proximity of the areas affected by these proposals. Five responses were received during the public consultation and a summary of all responses can be seen in Table 14 below.
- 5.14.3. Two responders supported the proposals, one objected, one had mixed opinion and one made a general enquiry.
- 5.14.4. One comment of support was received from a waste disposal operational team who previously reported issues with accessing Siddons Road cul-de-sac junctions on bin collection days. These proposals are believed to vastly improve the delivery of this essential service to residents.
- 5.14.5. The other comment of support highlighted that these proposals would help the emergency vehicles access the and junctions as currently the gaps left between parked vehicles are not wide enough. They also requested that such vehicles as for example Transit Van sized vehicles be banned from the road. However, these are not classed as Commercial Vehicles as they do not meet the 5-tonne restriction currently in place. This is unlikely to be made enforceable in future as these types of vehicles are used in general by self-employed workers such as electricians and builders and prohibiting these would have a crippling effect on their ability to earn a living.
- 5.14.6. The objection was focussed on the loss of up to ten perceived parking spaces, as per the response to the Warwick Road comments. However, these vehicles are currently parking in contravention of the Highway code within 10 metres of the junctions and these areas are not safe dedicated parking places. They also believe that these proposals will cause vehicle displacement to the cul-de-sacs themselves, this possible outcome will be monitored going forwards.
- 5.14.7. A suggestion was made regarding the implementation of a permit scheme for the area. Parking permit restrictions would only prevent non-residents from parking their vehicles within the area affected by that restriction, therefore, doesn't provide any guarantees that vehicles will not continue to be parked near junctions. Also, those benefiting from the permit scheme (permit holders) would be required to pay for the necessary enforcement to be provided and the scheme to be administered, a cost which would otherwise fall on all council taxpayers meaning others were effectively paying to be forbidden from parking. The cost of a parking permit would be high considering that enforcement will be required a night and weekends for the permit scheme to be successful. From experience we know that the majority residents are unlikely to support such proposal.
- 5.14.8. After further site investigations and a review of the comments received during the formal consultation it is recommended that the proposed restrictions are implemented as shown in plan above TPE/03/22-3/14

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
4	<ul style="list-style-type: none"> <li data-bbox="517 579 1256 850">i. We welcome your proposal, as there has been a problem for a long time at the bottom end of the road causing difficulties to get through small gaps between cars, which emergency vehicles would have no chance with. Your measures will help alleviate this issue. <li data-bbox="517 890 1256 1388">ii. My only concerns are, first that the unrestricted section adjacent to 35 and 49 on your map will still be a pinch point with cars parking on both sides of the road. This section of Siddons Road has always been the only section where cars use both sides of the road to park. Secondly, while I agree that the restrictions are necessary, the fact remains that these vehicles will have to park somewhere. There are already problems with lack of parking space, and it is quite common for my wife and I to have to knock on several doors to locate the drivers of cars obstructing 	<ul style="list-style-type: none"> <li data-bbox="1301 579 1872 611">i. The comment of support is noted. <li data-bbox="1424 866 2096 1372">ii. Whilst in some cases introducing parking controls 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 vehicle 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.

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
	<p>our garages, asking them to move. This will only get worse.</p> <p>iii. Another suggestion would be to restrict the overnight parking of commercial vehicles. The amount varies, but at night there are rarely less than about eight to ten Transit sized vans parked along this short road, and we have counted seventeen on several occasions.</p>	<p>iii. The Stevenage town is already covered by a borough-wide commercial vehicle ban. However, this does not include vehicles with revenue weight under 5 Tonnes such as Transit sized vans. Lowering of the weight limit can have a huge negative impact on many residents' livelihoods such as electricians, plumbers, and others who rely on small commercial vehicles to make a living.</p>
20	<p>i. I recently received notification of the proposal of double yellow lines in our street. I fully understand the reasoning of the placement of the yellow lines. I would suggest that the problem is more at the bottom of the street than the top. My concern would be that you are potentially losing spaces for around 8-10 vehicles. With costs of council garages constantly rising and dropped kerbs being expensive, if you can get permission. Presently you are only sorting a problem</p>	<p>i. Although it is acknowledged that there is a high demand for on-street parking in this area, this cannot be an excuse for motorists to park their vehicles unsafely on public roads. The proposed double yellow lines were put forward because the Council has a statutory requirement to act against hazardous or obstructive parking.</p>

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
	<p>rather offering a solution to the overall problem.</p> <p>ii. Is it fair for minibus school taxi drivers to park their vehicles in the street?</p> <p>iii. Maybe you can opt for a parking permit scheme that you've done in other streets in the town.</p>	<p>ii. Regarding the parking of Taxis and minibuses on street, the Commercial vehicle ban restriction relates to commercial vehicles with a maximum gross weight of 5 tonnes or more and passenger vehicles designed or constructed to carry 12 or more passengers in addition to the driver. All other vehicles are legally entitled to park on this public road.</p> <p>iii. Parking permit restrictions would only prevent non-residents from parking their vehicles within the area affected by that restriction, therefore, doesn't provide any guarantees that vehicles will not continue to be parked near junctions. Also, those benefiting from the permit scheme (permit holders) would be required to pay for the necessary enforcement to be provided and the scheme to be administered, a cost which would otherwise fall on all council taxpayers meaning others were effectively paying to be forbidden from parking. The cost of a parking permit would be high considering that enforcement will be required a night and weekends for the permit</p>

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
		scheme to be successful. From experience we know that the majority residents are unlikely to support such proposal.
26	<ul style="list-style-type: none"> i. Thank you for the notification and plans for inserting double yellow lines along Chells way and most importantly in Siddons Road. I back fully these plans as being a refuse truck driver around this area the problems I face getting into these turnings has become neigh on impossible and the risk factor off damaging my vehicle and parked cars is getting beyond a joke, already emergency vehicles have struggled to get through at certain points along Siddons/ Chells because off parked cars, ii. the problem I fear people will bring up will be about parking so I would suggest where there is green space parking should be made available as you've already done at top end off Siddons Road. You have my full backing for double yellow lines s this is causing so many problems for me when working and for us when using Siddons Road in general. 	<ul style="list-style-type: none"> i. The comment of support is noted. ii. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past two decades the Council has spent a significant amount of money from its resources in dealing with parking problems in residential streets. This has involved either providing many additional off-street parking spaces in the worst affected areas

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
		<p>or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets and such funds are unlikely to be available in the future considering the declaration of climate emergency and the local adopted transport policies in Hertfordshire which seeks to prioritise modal shift away from car use. Furthermore, locally adopted policies specify that trees and the green area have an important role in the street's landscape and as such we are unable to remove the grass verges to create additional parking.</p>
46	<p>i. I am writing with reference to the above parking consultation for Siddons Road. Whilst</p>	<p>i. See comments 20.i. above.</p>

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
	<p>I understand the concerns around the parking of cars on the corners of intersections, this is done out of requirement, not choice. There is simply not enough parking in this area for the number of houses that exist here, and on numerous occasions residents have to park significant distances from their houses.</p> <p>ii. Adding yellow lines will remove even more options for parking and create further issues in in - the cul-de-sac where numbers 11 - 47 Siddons Road are located. Residents here already double park at the end of the cul-de-sac, making it very difficult to get out if you have managed to get a parking space in this area.</p> <p>iii. If you are intending to implement these yellow lines, please could you also consider the 2 suggestions below:</p> <p style="padding-left: 40px;">a) Painting of white lines on the rest of the road to outline parking spaces, to improve the quality of parking and maximise the number of cars that can be parked safely along the road.</p>	<p>ii. See comments 4.ii. above.</p> <p>iii. Comment noted.</p> <p style="padding-left: 40px;">a) Suggestion noted and to be investigated in due course.</p>

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response
	<p>Currently parking is inefficient as there are no lines defining a car park space.</p> <p>b) Creating a parking area in the pedestrianised part of the cul-de-sac housing Numbers 11 - 47 Siddons Road. This area is wasted and never used and is also poorly maintained. If it was possible to either level this area to create some parking spaces or create a ramp up to the area as it is, to prevent the need for levelling, and allow some parking there, it would take the pressure off the parking situation on the road. This could be either parking allocated to those houses, or non-allocated parking, but would make much better use of the space which is currently unused.</p>	<p>c) All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets.</p>
47	<p>i. I live at xx Siddons Road and I can understand the difficulty caused by the parking in the Chells area, but by taking away at least eight parking places once these yellow lines are in place would cause more</p>	<p>i. See comments 20.i. above.</p>

Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

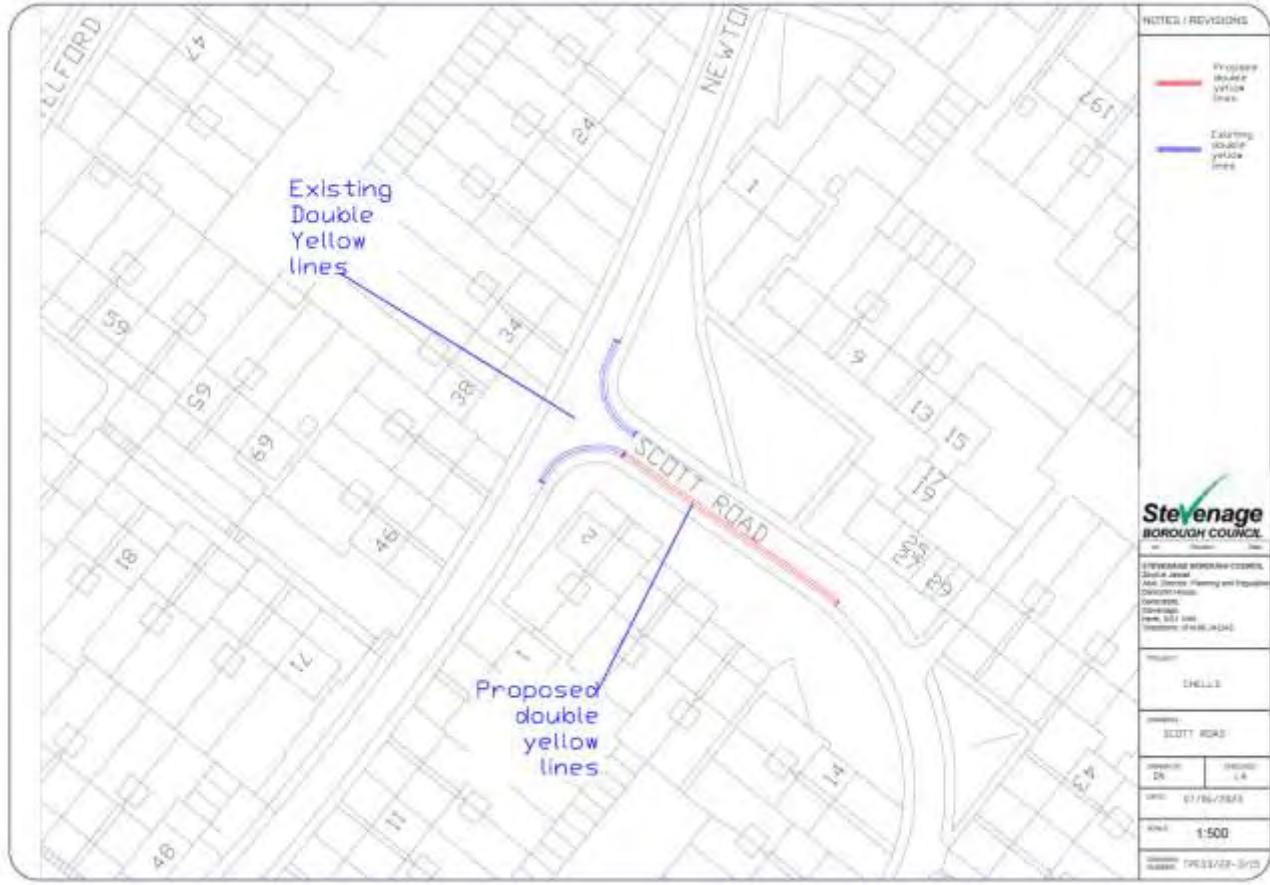
Response reference number	Response summary	Comments on response
	<p>problems as it can be nearly impossible to park at times in the evening and if you include the parking restrictions proposed in Chells Way it will increase folks looking for parking in our road.</p> <p>ii. You state that there is a problem of the refuse carts access. which I would be easily rectified by starting the collections at a later time. This is a residential street and many of the vehicles have moved by 08:00, at 07:00 to 08:00 most are just leaving for work and school so after 08:00 all vehicles would have greater access.</p> <p>iii. Four green areas could be converted into parking areas as has been carried out in two areas already and would maintain open visual spaces to the area and maintain an element of safety, it would also be preventing verge parking which has and is damaging the grass.</p> <p>iv. A 20 MPH speed limit could also help.</p>	<p>ii. Our site observations have shown that vehicles were parked near junctions at various times of the day and night. Furthermore, vehicles parking at junctions can also cause an obstruction to the access of emergency vehicles in those cul-de-sacs.</p> <p>iii. See comments 26. ii. above.</p> <p>iv. Hertfordshire County Council who is the local highway authority in Stevenage and responsible for installing traffic calming measures on the highway network. This suggestion will be shared with the appropriate department.</p>

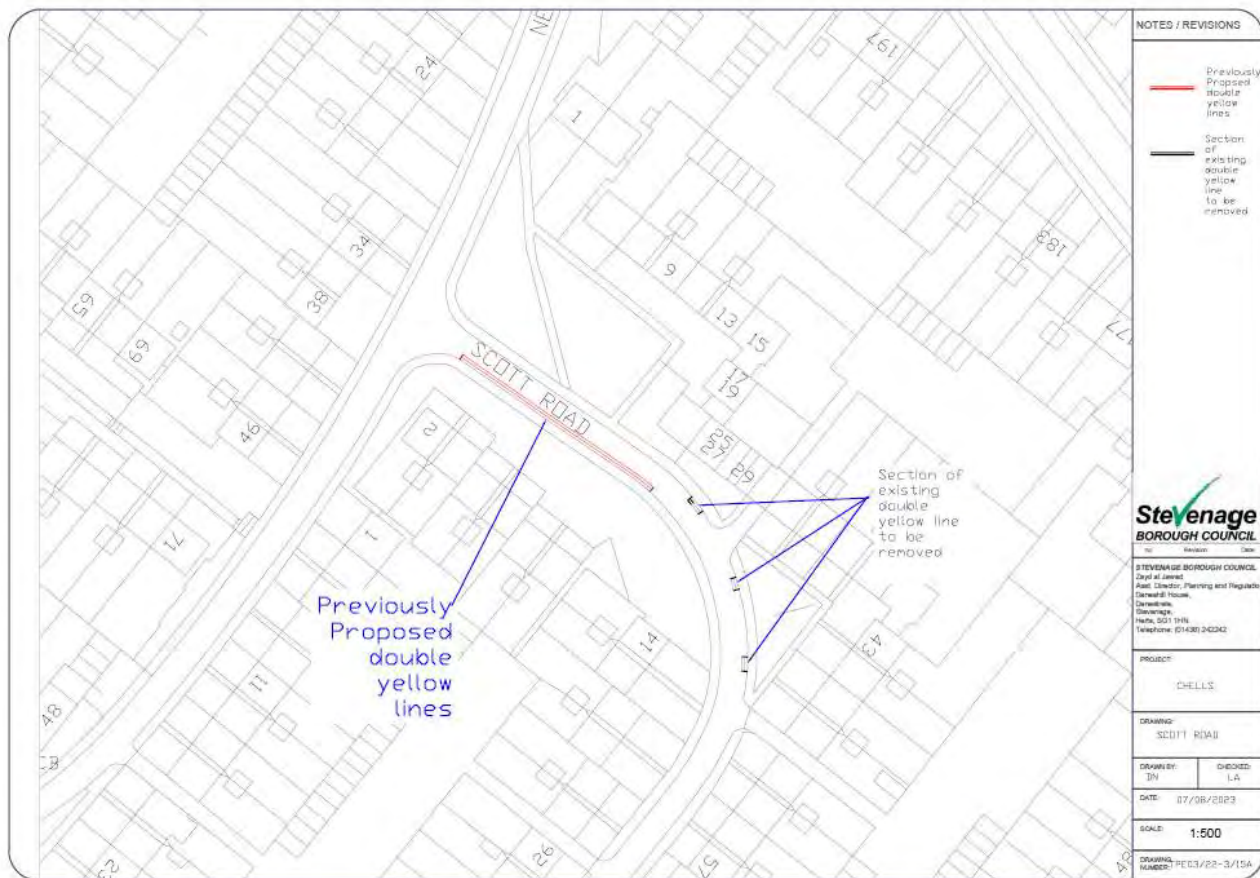
Table 14: Summary of responses for proposed double yellow lines in Siddons Road and its junctions with Bronte Paths and Austen Paths (plan no. TPE/03/22-8/14)

Response reference number	Response summary	Comments on response

5.15. Plan TPE/03/22-3/15 and 15A – proposed extension of the existing double yellow lines in Scott Road / Revocation of existing double yellow lines







5.15.1. These proposals consist of an extension to the existing ‘no waiting at any time’ restrictions in Scott Road as shown on plan TPE/03/22-3/15 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. Five responses were received throughout the public consultation and a summary of these responses can be seen in Table 15 below.

- 5.15.3. One response expressed support for the proposal, three objected and one submitted a mixed view. The objectors all shared similar concerns due to the fact they feel that there is already a lack of available on street parking spaces and that the proposal will take away 3-4 parking spaces.
- 5.15.4. One objector suggested that it was the Borough Council's responsibility to provide dropped kerbs, but this is not the case as all dropped kerb requests must be made to Hertfordshire County Council who is the Local Highway Authority in Stevenage and has the legal power to approve such requests.
- 5.15.5. Following a discussion with local councillors and after taking in consideration the responses received throughout the consultation, it has been decided to propose the removal of short lengths of existing double yellow lines near the garage entrances in Scott Road to allow for more on street parking to take place as shown on Plan15A above.
- 5.15.6. One response was received during the formal public consultation regarding the Revocation order for Scott Road, they were in support of this proposal. This response is detailed in Table 15(15A) below.
- 5.15.7. After taking in consideration the recommendations of Ward Councillors and the feedback received from residents of this area throughout this formal public consultation, it is recommended that the proposed double yellow lines and the revocation of the existing sections of yellow lines are implemented as formally proposed.

Table 15 & 15A: Summary of responses for proposed double yellow lines at Scott Road and the removal of sections of existing double yellow lines on Scott Road (plan no. TPE/03/22-3/15 and 15A)

Response reference number	Response summary	Comments on response
5	<p>i. I am contacting you concerning the proposed double yellow lines at the end of Scott Road and the end of Newton Road, Chells. As residents of Scott Road, we use both junctions regularly and have been worried for some time that an accident might happen as we enter and exit both roads due to residents parking right up to the junctions. Therefore, my husband and I are in full support of both proposals and feel this cannot happen soon enough. Both junctions are extremely dangerous at the moment and double yellow lines would certainly improve this.</p>	<p>i. The comment of support has been noted.</p>
6	<p>i. I am contacting you regarding the proposed parking controls, specifically those affecting Scott Road and Newton Road. As a resident of Scott Road, I have no issue with the introduction of yellow lines, especially outside</p>	<p>i. The comment of support is noted.</p>

Table 15 & 15A: Summary of responses for proposed double yellow lines at Scott Road and the removal of sections of existing double yellow lines on Scott Road (plan no. TPE/03/22-3/15 and 15A)

Response reference number	Response summary	Comments on response
	<p>my property, and in fact I believe this should have been done when the parking bays were introduced several years ago.</p> <p>ii. My concern is that introducing parking restrictions in Newton Road will force those residents to park in the bays in Scott Road, as many already do, making it impossible for us residents of Scott Road to park. I also believe that the parking will simply worsen further along Scott Road and people will park on the bend opposite the entrance to the garage block behind the flats.</p> <p>iii. I also understand that some of my neighbours are now looking into having driveways installed outside their properties, ruining the pleasant and green aspect of the street, because of the potential loss of parking.</p> <p>iv. I also notice that the area outside Newton Road Store is not included in your plans, and</p>	<p>ii. Whilst other parts of the street can be potentially affected by a vehicle displacement as you suggested, concerns have been raised about the possibility of vehicles causing an obstruction opposite the parking bays on Scott Road and the junction of Newton Road and Chells Way. This type of parking has an impact on the Emergency Services, and the safety of all road users due to reduced visibility.</p> <p>iii. Residents have the right to apply for a dropped kerb to access their own property. All formal applications for dropped kerbs are reviewed for approval by Hertfordshire County Council as the Highways Authority for Stevenage.</p> <p>iv. The area outside the Shop on Newton Road was not considered during this consultation due to the large number of priority locations already</p>

Table 15 & 15A: Summary of responses for proposed double yellow lines at Scott Road and the removal of sections of existing double yellow lines on Scott Road (plan no. TPE/03/22-3/15 and 15A)

Response reference number	Response summary	Comments on response
	yet this is probably the worst area for parking in the neighbourhood.	included in the proposals and a lack of residents' complaints to highlight any issues. This location has been added to the future projects file.
27	<ul style="list-style-type: none"> i. Please can you advise how many residents have raised concerns about the parking, and what the concerns are specifically. I can't find anything on your website for Scott Road. ii. Can you also advise which councillors and bus operators have passed on concerns. As far as I'm aware no bus services come down here? 	<ul style="list-style-type: none"> i. Multiple complaints were received from residents and others, details are available via freedom of information department. ii. Although not relevant to Scott Road, the Bus route comment was related to restrictions proposed elsewhere in Chells area as part of this consultation.
	<ul style="list-style-type: none"> i. I am objecting to your proposal to put more double yellow lines. ii. If you put the yellow lines as you are proposing this will mean the loss of 4 spaces. Alongside the planned additional lines further around Scott Road/Darwin Road, and Newton Road this is likely to cause absolute 	<ul style="list-style-type: none"> i. Objection noted. ii. 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.

Table 15 & 15A: Summary of responses for proposed double yellow lines at Scott Road and the removal of sections of existing double yellow lines on Scott Road (plan no. TPE/03/22-3/15 and 15A)

Response reference number	Response summary	Comments on response
	<p>chaos and leave residents with nowhere to park.</p> <p>iii. I am proposing an alternative which will mean the loss of just 1 space here in Scott Road. You could paint boxes in the road that clearly indicate parking spaces opposite the existing bays, or just 1 big box, but enough for 3 cars (starting from where the current double yellow lines start that lead onto Newton Road).</p> <p>iv. I tried getting a garage a while ago, but it was pointless as my car only just fit in it, but I couldn't get out of it.</p>	<p>iii. Parking spaces are not generally marked on the public Highway in residential areas as on-street parking area parallel to the kerb can be used more efficiently without marked bays as vehicles differ in length.</p> <p>iv. It is acknowledged that modern vehicles are larger in size, and some may have difficulties in parking in older single garages. However, the Council's Garages team are undertaking a garage improvement scheme across several locations in town, and we hope this matter will be addressed in as many locations as possible.</p>
45	<p>i. "We oppose the double yellow lines on Scott Rd as there simply isn't enough parking in the road as it currently is.</p>	<p>i. Objection noted.</p>

Table 15 & 15A: Summary of responses for proposed double yellow lines at Scott Road and the removal of sections of existing double yellow lines on Scott Road (plan no. TPE/03/22-3/15 and 15A)

Response reference number	Response summary	Comments on response
	<ul style="list-style-type: none"> ii. Residents in Newton Road are using the dedicated parking bays already in Scott Rd so simply cannot see where everyone will park. (Approx. 4 spaces Scott Rd) iii. Ourselves and existing neighbours would consider drive aways/dropped kerbs which could also alleviate the issue if the council are willing to assist in anyway?" 	<ul style="list-style-type: none"> ii. To help with a potential vehicle displacement, it has been proposed to remove some of the existing double yellow lines elsewhere in Scott Road as shown on plan above. iii. All residential dropped kerb applications are dealt with by Hertfordshire County Council as the Highways Authority for Stevenage. The Council does not have any power to agree to any such works. Further information is available at Dropped kerbs Hertfordshire County Council
48	<ul style="list-style-type: none"> i. I am writing to you regarding the planning regulation for the double yellow line for Scott Road. This is not the best option as will create more chaos on the street. The parking space are not sufficient for the cars around the area. We have already some neighbours with driveways who keep getting and the free spaces in the car park. We completely object 	<ul style="list-style-type: none"> i. The objection is noted.

Table 15 & 15A: Summary of responses for proposed double yellow lines at Scott Road and the removal of sections of existing double yellow lines on Scott Road (plan no. TPE/03/22-3/15 and 15A)

Response reference number	Response summary	Comments on response
	with this proposal and hope you can create a better option for this.	
50	i. I'm not asking you to tell me which residents made the complaints, just what the complaints are and how many. That won't breach confidentiality.	i. Eight complaints have been received regarding the parking issues in Scott Road.

5.16. Plan TPE/03/22-3/16 – proposed double yellow lines in Eliot Road



5.16.1. These proposals consist of ‘no waiting at any time’ restrictions in Eliot Road as shown on above plan TPE/03/22-3/16.

- 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 one consultation response received, this being an enquiry regarding introducing parking controls in this street. A summary of this response can be seen in Table 16 below.
- 5.16.4. After consideration it is recommended that the proposed parking controls in Eliot Road are implemented as proposed.

Table 16: Summary of responses for proposed double yellow lines in Essex Road (plan no. TPE/03/22-3/16)

Response reference number	Response summary	Comments on response
	<ul style="list-style-type: none"> <li data-bbox="622 616 1249 847">i. hope you are well. I am writing regarding a letter I recently received in the mail about a formal parking consultation in Eliot Road. This is NOT a formal objection to the proposal. <li data-bbox="622 884 1256 1390">ii. The letter proposes new intended parking controls to extend the double yellow line around the block however the provided drawing of the existing double yellow lines is inaccurate in the junction of Eliot Road and Bernhardt Crescent. The actual double lines opposite of 40 Bernhardt Crescent is shorter than in the provided drawing and does not reach past the house. Please see the attached image of what I am referring to. If the proposed plans do proceed, I 	<ul style="list-style-type: none"> <li data-bbox="1413 616 1715 644">i. Comment noted. <li data-bbox="1413 903 2074 1129">ii. Any physical markings for these proposed double yellow lines will be implemented from the written schedule of the Traffic Order not the plan, this plan is just a visual representation of the proposed restriction and is not to scale.

Table 16: Summary of responses for proposed double yellow lines in Essex Road (plan no. TPE/03/22-3/16)

Response reference number	Response summary	Comments on response
	would appreciate it if the existing double yellow lines matched those in the drawing. Specifically, these lines could be extended in alignment with the enlargement suggested in the original letter about the double yellow lines.	

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 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 late 2023/early 2024.

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