
Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: TBC

Consideration of consultation responses

(Formally proposed parking controls in Various Roads, St Nicholas, Ward)

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1. PURPOSE

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

2. RECOMMENDATIONS

- 2.1. That the proposed restrictions are implemented as proposed except for plan TPE/03/24-2/15 where the yellow lines have been reduced to allow for parking to take place. This is now shown in plan TPE/03/24-2/15 Rev 01.

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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 the past years the Council received complaints and reports about unsafe parking taking in place at various locations throughout St Nicholas area of Stevenage. The data held in the parking team's street files was reviewed and approval was given by the Portfolio Holder for the Parking Team to carry out investigations to determine where interventions were needed against unsafe parking such as vehicles parked in proximity of junctions.
- 4.3. Following several site visits carried out in the St Nicholas Ward area at various times including weekends and night, Traffic Regulation Orders were prepared.
- 4.4. Order reference TPE/03/24-2 proposes to introduce 'no waiting at any time' restrictions at various locations in the St Nicholas Ward as specified in the Schedule of The Borough of Stevenage (Various Roads in St Nicholas Ward, Stevenage) (Restrictions of Waiting) Order 2025.
- 4.5. Order reference TPE/03/24-2(16-19) proposes to introduce a verge and footway parking ban at various locations in the St Nicholas Ward as specified in the Schedule of The Borough of Stevenage (Iona Close, Lincoln Road, Salisbury Road, and Winchester Close, Stevenage) (Prohibition of Verge and Footway Parking) Order 2025.
- 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 St Nicholas Ward, Stevenage) (Restrictions of Waiting) Order 2025, The Borough of Stevenage (Iona Close, Lincoln Road, Salisbury Road and Winchester Close, Stevenage) (Prohibition of Verge and Footway Parking) Order 2025 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 St Nicholas Ward, Stevenage) (Restrictions of Waiting) Order 2025 would be to introduce "no waiting at any time" parking restrictions in parts of Beverley Road, Canterbury Way, Durham Road, Exeter Close, Iona Close, Lincoln Road, Pilgrims Way, Ripon Road, Salisbury Road, Southwark Close, Wedgewood Court,

Winchester Close and York Road, Stevenage, where parking 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 (Iona Close, Lincoln Road, Salisbury Road and Winchester Close, Stevenage) (Prohibition of Verge and Footway Parking) Order 2025 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.
- 4.9. Deposited documents including the Notice of Proposals and a Statement of Reasons for proposing to make these Orders, together with copies of the draft Orders and maps showing the locations and effects of the Orders, were made available for the public to inspect at the Council’s offices in Daneshill House and via its website.
- 4.10. The 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. 53 written responses were received from 2627 letters sent to residents (response rate of 2.02%) about the proposed parking restrictions during the formal public consultation stage, with twenty-five responses in favour of the proposals, fourteen objecting and fourteen with general comments or mixed opinions. 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 1-7 below.

- 5.1.3. 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 always managed to park and if the restrictions are implemented as proposed they are concerned over the likelihood of vehicle displacement to other locations. 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. 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. 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 paragraphs 2.1 above.

5.2. Plans TPE/03/24-2/01 and TPE/03/24-2/02– proposed double yellow lines at various locations in York Road, Stevenage

5.2.1. Proposals shown below on Plans TPE/03/24-/01 and TPE/03/24-/02 consist of double yellow lines at its West and East junctions with Canterbury Way and at various junctions with its cul-de-sacs.



- 5.2.3. Whilst 5 consultation responses were in favour, 8 objected and 5 submitted mixed comments. 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 cul-de-sacs. Several comments suggested that the multi occupancy properties contribute to the existing high parking demand for on-street parking in York Road.
- 5.2.4. Whilst the responders in favour of the proposals stated that they think that the proposed restrictions do not go far enough due to the obstructive parking that they have witnessed, 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. Motorists that are currently parking their vehicles within 10 metres of a junction are in breach of the Highway Code, so by potentially adding restrictions to these locations no designated parking spaces are being lost. 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 plans TPE/03/24-2/01 and 02 is that the restrictions are implemented as proposed.

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
15	<p>i. This email is submitted in response to your York Road formal parking consultation, reference TPE/03/24-2/F. While I was not able to find any further information or detail on your website under “Current Consultations”, your letter did provide sufficient information to provide the basis for my response. I would like to endorse the planned double-yellow striping on York Road cul-de-sac junction curb returns, as shown on the reverse of your letter. As a regular pedestrian, cyclist, and driver residing in this area, I’ve been experiencing increased difficulty and hazard navigating onto, off of, or across York Road because of the excess number of vehicles parked on these corners (even though such corner parking is already prohibited in the Highway Code even without painted lines).</p> <p>ii. In addition to your draft traffic order, I would request some combination of further double-yellow striping and parking enforcement at the eastern end of the cul-de-sac containing York Road evens 408-504. Specifically, the pedestrian access from the end of the cul-de-sac between 478 and 480 York Road to the adjacent primary pedestrian path is frequently blocked by cars either immediately in front of the path or also commonly parked in the grass on top of that path. I have previously reported this on a few instances but have also witnessed more instances that I’ve not had opportunity to report at the time.</p> <p>Thank you for your consideration of my input to this process and for your effort in undertaking this necessary traffic order.</p>	<p>i. Your comment of support is noted.</p> <p>ii. Your request has been saved for future projects related to York Road, to add the new parking restrictions would require a new Traffic Regulation Order with a further public consultation which is not possible at this time due to our works programme being fully planned for this year.</p>

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Response reference number	Response summary	Comments on response
16	<ul style="list-style-type: none"> i. Thank you for your letter regarding the proposed parking restrictions in York Road. Whilst we agree with the need for improvements regarding hazardous parking, we are concerned that there will be displacement of vehicles due to the expanse of the restrictions that will cause residents issues and disagreements in relation to parking. ii. We currently rent a garage (xxx York Road) from the council in our cul-de-sac. Our garage is at the very bottom of the road, and we are regularly prevented from either parking on the forecourt in front of the garage or from leaving due to vehicles parked at the bottom of the road. (We actually pay an enhanced rental rate for the privilege of being able to park by the garage as it has parking!) iii. In the past garage services have painted keep-clear markings at the bottom of the road and in front of the garage to try to deter parking, however the current placement of the keep-clear markings seems to encourage people to simply park in between them only making it more difficult to manoeuvre our vehicle in and out safely. In addition, parking in the turning circles means sometimes we have to reverse out onto the main road as it's the only way to get out past cars parked at the bottom which is extremely unsafe and difficult. iv. We were told we could not have yellow lines painted as a standalone project due to the expense of advertising a TRO and getting a lining team to visit the area. 	<ul style="list-style-type: none"> i. Your concerns have been noted. ii. Your comments have been passed to our Garage Services Team, if you would like to contact them directly then please email garage.services@stevenage.gov.uk iii. Please see point 16.ii above. iv. Formal parking restrictions such as yellow lines schemes can only be introduced by creating a Traffic Regulation Order (TRO). This is a formal legal document, requiring considerable consultation with the public, stakeholder organisations, and statutory bodies such as the Police and County Council, without which restrictions would not be enforceable. Progressing a TRO can take many months, and cost several thousand pounds, and given the consultative nature of the process no particular outcome can be guaranteed. The Council

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	<p>v. Please could we ask that consideration is now given to providing yellow lines at the bottom of our road and include them in this TRO application, to protect residents with garages as we believe the displaced parking from the restrictions will make things worse for us by forcing people off the main crescent of York Road and down into the cul-de-sacs.</p>	<p>receives many requests for different parking restrictions, each of which must be considered according to the observed nature and severity of the problem, the range of complainants, the history of the site, and any other factors. They must then be prioritised for action according to resources available and can only be brought forward through our regular programme as other schemes are completed. Please note that I saved your comments in our records to help show the need for restrictions in this location when new projects will be prioritised in future.</p> <p>v. Your request has been saved for future projects related to York Road, to add the new parking restrictions that have not been proposed in the current consultation would require a new Traffic Regulation Order with a further public consultation which is not possible at this time due our works programme being fully planned for this year.</p>
19	<p>i. My issue is not with the proposals themselves. It's more to do with the lack of parking improvements in your proposals. As all these parking restrictions. Where will these vehicles go. Except make parking harder for many people. So, I would hope you are looking at parking improvements in the road. Or are you going to be like the government blame on previous party in power and do nothing that improves parking for everyone.</p>	<p>i. 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>

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Response reference number	Response summary	Comments on response
20	<p>i. I would like to formally object to the proposed changes to parking on York Road, by adding double yellow lines. I live in a row of houses that is completely inaccessible by car (see annotated map attached). We purchased our house despite this unusual feature, based on the fact that there is always plenty of on-street parking at the top of our nearest cu l-de sac, on the main road.</p> <p>ii. Other residents of York Road – who already have driveways – also park at the top, as they own multiple vehicles. If there is even less space, the residents in my row may end up with nowhere to park! I am disabled and can manage the 150m walk to where we currently park, but if I suddenly find myself having to park on Canterbury Way, I will not be able to manage.</p> <p>iii. There are parking bays along York Road (see photo); if these could be allocated to residents in my row (204-188) as well as the adjacent row (146-138), this might mean those of us who cannot access our properties by car would still have some chance at getting parked within half a mile of our homes, should the proposal be successful.</p>	<p>i. Your objection has been noted.</p> <p>ii. We do not have the power to stop motorists from parking their vehicles legally on the public 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>iii. As York Road is a public road part of the public Highway Network open to all road users, we do not have the power to allocate individual parking bays to a specific individual or household.</p>
21	<p>i. I am in favour of the double yellow lines in the proposed plan of York Road. I agree that there are many cars that park on the corners and it is difficult to drive on the road, especially mornings and evenings. This kind of parking is in violation of the driving code. Having the double yellow lines on the road and having cars parked on the lines could</p>	<p>i. The support is noted. York is part of the regular patrol schedule for the St Nicholas Ward on a daily basis by our Civil Enforcement Officers and will continue.</p>

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Response reference number	Response summary	Comments on response
	bring in significant revenue to the council, if you have the area patrolled.	
22	<p>i. Whilst I agree in principle with the need for regulation of the parking in the York Road area, I have to object to the proposal as it has been made currently.</p> <p>ii. The cause of the issue of obstructive parking is due to the insufficient provision off street parking in the whole of York Road and the surrounding area and also multiple HMOs with insufficient parking provided for the number of occupants.</p> <p>iii. Restrictions to the available areas will not reduce the number of vehicles parking and will also have the possible consequence of moving the issue into surrounding areas.</p> <p>iv. Parking in the side streets is being restricted further by refuse and recycling containers being stored on the highway in various roads.</p> <p>v. As I am sure you are aware there are already regulations regarding causing an obstruction when parking as detailed below that should be enforced as an initial measure to prevent the issues before resorting to an overreaching and poorly thought-out response.</p>	<p>i. Your objection is noted.</p> <p>ii. The high demand for on-street parking cannot justify parking a vehicle unsafely such as near a junction. Whilst the Borough Council spent significant amount of money in the past in creating additional parking in residential streets, motorists remain responsible for the storage of their cars and if parking on a public road they must do so in a safe and legal manner.</p> <p>iii. 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> <p>iv. To report a specific item causing an obstruction of the highway please contact Highways - contact us Hertfordshire County Council as they are the highway authority in Stevenage and have the legal power to take action against this.</p> <p>v. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code. However, it is only the Police that can enforce obstructive parking near a junction without yellow lines in place. Unfortunately, the Police resources are generally prioritised towards more serious crimes and parking enforcement remains</p>

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		under the Council's responsibility. Double yellow lines are needed for us to be able to enforce junction parking.
24	<p>i. I have received a letter from the council and I'm not too sure in regard to what it's about. The ref number is TPE/03/24-2/F My address is xx York Road. Please could you shed some light on what this is regarding please. I look forward to hearing from you.</p>	<p>i. The consultation is taking place so that residents have their say in respect to these proposals, we have received reports from residents and witnessed ourselves on multiple site visits that entering and exiting the junctions is not made safe by vehicles blocking sightlines by parking around junctions.</p>
28	<p>i. I am lodging this objection. It will stand until after you have provided sufficient alternative parking provision and have removed the roundabout - actually done, not just promised.</p> <p>ii. The first bit of the proposed parking restrictions, as we turn off Canterbury Way, is something that I have asked the council for more than once over the years as that corner became a deathtrap when you put the roundabout out there. Please remove that roundabout while you are doing your works. It was not in the master plan and the junction was FAR better before you put it there - about 25 years ago.</p> <p>iii. Most of your other proposals are within 10 meters of a corner and so only really enforcing the law as it stands. However, people only choose to park so dangerously because you are providing insufficient alternative parking. What additional parking will you be providing as part of your planned works? I understand that there is not a lot of scope for additional parking in York Road but there is council land which could be used for a little more zig zag</p>	<p>i. Your objection is noted.</p> <p>ii. Removal of the roundabout / physical alteration of the highway network is a matter for Hertfordshire County Council who has the legal power to approve and carry out such works. This suggestion has been shared with them but they can be contacted directly at Highways - contact us Hertfordshire County Council</p> <p>iii. 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</p>

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Response reference number	Response summary	Comments on response
	<p>parking. These will be far short of a 1:1 replacement but we need all we can get. Please also implement these additional spaces in your works.DO NOT remove any parking until AFTER you have already added in the total possible additional parking.</p> <p>iv. Also, when you have put the new restrictions in place, please can you restore the bus route around York Road which was removed because of the car situation.</p>	<p>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 role in the street's landscape and as such we are unable to remove the grass verges to create additional parking.</p> <p>iv. Public transport in Stevenage is also a matter under the management of Hertfordshire County Council. Please see comment 28.ii above</p>
30	<p>i. Thank you for your communications regarding proposals for yellow lines in danger spots for parking. My husband and I totally agree this is much needed.</p> <p>ii. However, although this makes the close safer, it does not alleviate the need for parking, or the number of vehicles that do park in the close. I feel many residents park their vehicles without any consideration for neighbours. Parking on an angle, leaving too much room between their vehicle and the one next door are examples. Currently there are at least two SORN vehicles in the close.</p> <p>iii. May I suggest that white lines be painted on the parking that is not along the pavements. I believe this would encourage neighbours to park with some thought and</p>	<p>i. Your comment of support is noted.</p> <p>ii. Whilst vehicles parking as you describe cause issues, without a formal parking restriction we cannot take any action. If this parking is deemed to be obstructive or hazardous and formal parking restrictions do not exist, then this should be reported to the Police on their non-emergency number of (101). SORN vehicles parked on a public highway can be reported to DVLA at GOV.UK - Vehicle details</p> <p>iii. A site survey visit will be planned to assess the location.</p>

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Response reference number	Response summary	Comments on response
	make at least 3 other parking slots. I am aware that white lines such as I suggest were painted in Exeter Close, which was helpful.	
31	<p>i. I am writing to express my objections to the proposed parking restrictions on York Road</p> <p>ii. I do not understand why you have proposed this as it's hard enough to park anyway with the number of vehicles in the area, and this is going to make it so much worse.</p> <p>iii. I also fail to understand why the proposals will make a difference in giving access for emergency services/bin collection etc - the restrictions on the corners of the roads - as far as I can see this is not an issue as the road 'mouths' are very wide. Can you give examples of when there has been an issue, please?</p> <p>iv. Where do you think, everyone is going to park - it's bad enough at the moment! Seriously - where? I would be grateful if you could let me know.</p> <p>v. If it's a ploy to make people give up their cars and use public transport, and therefore cut emissions then that won't work either. People need their own transport to be able to get to a place of work and public transport isn't convenient and takes too long. It also isn't cheap either!</p> <p>vi. It's also not safe for single women (me) to walk a further distance from car to house than necessary. It's very dark with poor street lighting - it's like a maze of rat runs between houses and I do not feel safe. It feels menacing.</p>	<p>i. Your objection is noted.</p> <p>ii. See comments 22 ii. above.</p> <p>iii. Multiple parking reports have been received in the past regarding parking issues in York Road at various junctions. Our site observations confirmed that at times vehicles are parked contrary to the Highway Code recommendation and the Council has a statutory requirement to act against such parking.</p> <p>iv. See comment 22 ii. above.</p> <p>v. It is agreed that public transport is not always a solution for everyone, some residents need to use a personal vehicle as their main method of transport. The proposed yellow lines do not prevent motorists from driving a vehicle, it only ensures that unsafe and illegal parking can be enforced against.</p> <p>vi. Your concerns are noted and will be shared with the Community Safety team. Also, to suggest improvements to the street lighting in a specific area please contact Highways - contact us Hertfordshire County Council</p>

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Response reference number	Response summary	Comments on response
	<p>vii. I pay my Council Tax and my road tax - what rights does that give me? I don't see any benefit of paying either if I can't park near to where I live. I truly hope you reconsider this proposal as it's not going to solve anything - it will just cause a lot of problems with the residents."</p>	<p>vii. Whilst taxpayers/motorists are entitled to use the public roads for driving and parking their cars, they must park their vehicles in a safe and legal manner. Local Authorities responsible for parking enforcement such as Stevenage Borough Council have a statutory requirement to act where dangerous or hazardous parking is taking place.</p>
32	<p>i. Having lived in the area and more recently visiting the area I have found that the main issue is commercial vehicles. They take up residential parking in the streets and along York Road because they won't all fit into the streets. If the commercial vehicles and cars are unable to park along York Road, where will they park. The reason they're there is because there is no room in the streets. Some houses in York Road do not have a cul-de-sac to park in at all. My fear is that they will block the cul-de-sacs which will prevent any other vehicles accessing the cul-de-sacs.</p> <p>ii. One idea is that the council make council car parks available to commercial vehicles for overnight parking for a reduced fee!"</p>	<p>i. A Commercial Vehicle parking ban already exist in Stevenage's residential streets, the restriction relates to commercial vehicles with a gross weight of 5 tonnes or more and passenger vehicles designed or constructed to carry 12 or more passengers in addition to the driver. This restriction is enforceable from: 8pm until 7am Monday to Friday; and 8pm Friday until 7am Monday. Commercial vehicles parked in contravention of this restriction should be reported directly to the Parking Office via telephone on 01279 502039 or email at tro@stevenage.gov.uk and enforcement officers will inspect the location as soon as operationally possible.</p> <p>ii. Your comments have been noted for future consideration. Please note that colleagues from the Garage Service department are currently investigating this option.</p>
34	<p>i. "We would like to object to the proposal for yellow lines on York Road. The reasons are as follows:</p> <p>ii. The road has no bus that goes down it.</p> <p>iii. Residential area</p>	<p>i. Your objection has been noted.</p> <p>ii. Junction parking is considered unsafe for all classes of traffic, the absence of a local bus route doesn't justify dangerous parking.</p> <p>iii. In residential areas the number of pedestrians including children is likely to be higher, this makes it even more important that drivers' sightlines when approaching junctions are not obstructed by parked cars.</p>

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Response reference number	Response summary	Comments on response
	<p>iv. No problems currently with neighbours and visitors parking however it appears there will be due to the reduced availability of spaces in your proposal.</p> <p>v. One side of the road (the left) should be kept for parking (residents only would prevent school traffic and work lorries etc)</p> <p>vi. The left-hand side of turn offs into residential should remain free.</p>	<p>iv. The restrictions only seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code.</p> <p>v. Comment noted. Any lines installed will be monitored post implementation to assess the impact on vehicle displacement.</p> <p>vi. See comment 34. iv above.</p>
41	<p>i. I have received your letter dated 6 January 2025 regarding the proposals to introduce parking restrictions in York Road, Stevenage. Whilst I am broadly in support of the proposals, having had a few near misses myself pulling out of my cul-de-sac, the thing that really worries me is where the cars will end up being parked when cul-de-sac's such as mine are already heavily used for parking, unless of course consideration is being done at the same time to increase considerably the parking bay options to allow for those cars previously parked on the road to be parked off the road.</p> <p>ii. The cul-de-sac that I live in consists of quite a few 5-bedroom homes, some of which are used as HMO's and others have large families and therefore the occupiers tend to have multiple cars, more so than a normal 3/4 bedroom. I am aware of at least three homes with three or more cars each and none have areas where they can park off the road adjacent to the houses. There are others with some off-road parking.</p>	<p>i. Your comment of support is noted. 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> <p>ii. Residents are entitled to buy, drive a vehicle, and park it legally on a public road. The Borough Council cannot prevent that. The only legal power we have is to implement and enforce parking restrictions such as these yellow lines at junctions.</p> <p>iii. The proposed yellow lines seek to prevent junction parking and if implemented then any vehicle displacement will be</p>

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>iii. Currently, at least some will park either in the limited parking bays or on the road, others have decided that they cannot walk that far and must park in the cul-de-sac whether there is room for any emergency vehicle to access the cul-de-sac or not. In fact, the day after we got your letter, as i was leaving for work early that morning cars were already parked both sides of the cul-de-sac close to the York Road entrance, meaning i had to be careful driving through and an ambulance would have struggled to get through, let alone any other emergency vehicle or the refuse collection lorries. All the hardstanding at the top end of the cul-del-sac was already fully occupied, and then some.</p> <p>iv. For myself, i already have issues with the general parking and the blocking of my gateway for access. My elderly Mother who has mobility issues lives with me and currently, when her walking is particularly bad, I have to stop in the middle of the cul-de-sac road to help her into the house as i cannot get near to my gate for her to access it easily. I've also had to take her mobility scooter across to the garages to load it into my car which although it is considered a lightweight version is still 15kg, and I am also now over State pension age and I do not have anyone to assist me. After calling through to the department, i have now put in an application for a disabled parking spot to assist with this, but that is not guaranteed. I hope you will take my comments into consideration. "</p>	<p>monitored before deciding if/what further interventions might be required.</p> <p>iv. The Borough Council will assess the disabled parking space application if submitted to us. However, on-street disabled parking spaces applications are approved by Hertfordshire County Council.</p>
42	<p>i. Further to your letter dated 6 January 2025, we are writing to formally object to the council's proposal to paint double yellow lines on the area covering York Road from No 1 to No 326. As a long-term resident, we have several</p>	<p>i. Your objection is noted.</p>

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>concerns regarding the potential negative impact this will have on the community.</p> <p>ii. Firstly, it is crucial to highlight that around 30 houses on our stretch of York Road do not have access to driveways or private parking. There are also several blocks of flats that lack sufficient parking spaces, making street parking essential for many residents. The proposed double yellow lines would significantly disrupt their daily lives and parking arrangements, leading to unnecessary inconvenience and potential conflicts. We strongly believe that there would not be enough required spaces for residents' cars. Secondly, the council's justification for implementing double yellow lines to facilitate the movement of buses, emergency, and refuse vehicles is not substantiated by current usage patterns. the street in question is not a designated bus route and has not been for several years.</p> <p>iii. it is mentioned that the current unrestrictive parking is liable to cause an obstruction to refuse collection and emergency vehicles, but the introduction of double yellow lines will likely force residents to park their vehicles in the nearby cul-de-sacs, which are already congested. This shift could, ironically, create new obstructions for emergency and refuse vehicles and exacerbate the very issue the council aims to resolve. Only yesterday there was an ambulance parked down one of the cul-de-sacs opposite another car and there wasn't enough gap for another car to drive through. If residents were forced to park down cul-de-sacs, it would mean in other instances it would be the ambulance who wouldn't be able to get through.</p>	<p>ii. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code. Junction parking is considered unsafe for all classes of traffic, the absence of a local bus route doesn't justify dangerous parking.</p> <p>iii. 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 York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>iv. Thirdly, having seen firsthand the number of cars parked on York Road during the day on a daily basis, if double yellow lines were introduced, all the proposed remaining spaces would constantly be taken. This would have an impact on: any visitors that residents may wish to have; Carers/district nurses who are on a schedule to visit their patients and shouldn't have to spend precious time finding a space; tradespeople needing to park near the residents' homes where work is being carried out; Delivery drivers – in an age where most people shop online, there are constant delivery vans up and down York Road; Grocery shopping – supermarkets may refuse to deliver if there is no safe and accessible parking available which would be unacceptable if it was a delivery for an elderly or vulnerable person whose only way of getting essentials was by means of delivery; Residents returning home from work with the added pressure of not knowing whether they'll be able to park. Residents should have the ability to park their car near their home.</p> <p>v. Fourthly, a couple of the areas highlighted do not make any sense. Two of the parking bays on the drawing (by No 222 and No 254) have a line marked so that both bays will be unable to be used. Also, the area between Nos 89-91 and Nos 286-288 hasn't been marked for double yellow lines on either side of the road. This is difficult for cars to pass each other with a car parked on one side of the road even now but would be impossible if both sides had cars parked, which would inevitably be the case due to the shortage of spaces. View of second only planned area to remain as parking with no double yellow lines either side.</p>	<p>iv. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code except a small number of cases such as emergency vehicles.</p> <p>v. Your comments have been noted and the any implemented lines will be monitored for 6 months to assess if any amendments are required. Your comments will be reviewed post implementation. In regard to the parking bays any line implemented will not impact the availability of these bays.</p>

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>vi. In light of these points, we would appreciate the Council taking the time to reconsider the current proposal and consider some alternative solutions, i.e.: Only put double yellow lines on the side cars are leaving the cul-de-sac as we agree parking there could be hazardous to people turning left. Most of the cul-de-sacs at this end of York Road are wide enough for cars to park as you come in so as not to impede with people turning into the cul-de-sac. We live at the top of the cul-de-sac and can confirm that we have no issue with cars being parked opposite us. There are sometimes two cars parked and we are still able to get out of our garage with no problems.</p> <p>vii. Extend the existing parking bays either side and create a new parking bay outside the flats (Nos 7 – 17);</p> <p>viii. The only real place that requires double yellow lines is from the corner of No 39 as this is a blind corner.</p> <p>ix. We understand that some of the above suggestions are affected by cost and environmental implications. However, it is completely unreasonable to take away most of the parking for residents, which are in constant use when there</p>	<p>vi. Junction parking is contrary to the Highway Code recommendations, it is unsafe, and the Council has a statutory requirement to act against it.</p> <p>vii. 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.</p> <p>viii. Your support for yellow lines at this location is noted. The need for additional lines will be monitored post implementation of any yellow lines marked as part of this proposal.</p> <p>ix. The proposed yellow lines mainly cover areas near junctions and do not remove any designated parking spaces.</p>

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)		
Response reference number	Response summary	Comments on response
	would be no other place to park other than in the cul-de-sacs which would have a detrimental effect on residents, refuse collections and so many other services. We would be grateful if the Council would reconsider their plans to find a solution to handle the several reports that they have received in relation to hazardous and obstructive parking, given our observations and explanations, thus preserving the residents' ability to park safely and conveniently and preventing a negative impact on most of the residents of York Road instead of fixing the problem for a select few.	
44	<p>i. We have received the letter regarding the parking issue in York Road. We agree to double yellow lines at the entrance of York Road, but it is unnecessary to have them down the entire road.</p> <p>ii. In doing this you will be taking away too many parking spaces, and it is bad enough finding a space now. So where do you propose we all park instead?</p>	<p>i. Your comment of support is noted. After taking in consideration the past reports, residents' comments, and following site observation it is believed that the proposed yellow lines are needed as detailed on the proposed plan. However, if the proposed restrictions are implemented, they will be monitored for several months to assess the impact and amendments can be made such as adding new or remove restrictions.</p> <p>ii. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code. It's the responsibility of any individual driver to park their vehicles in a safe and legal manner on the public highway.</p>
48	<p>i. I object to the proposals set out in the draft Order.</p> <p>ii. I object because:</p> <p>1. The proposals will not meet their stated objectives</p>	<p>i. Your objection has been noted.</p> <p>ii. All the comments included in this objection have been noted.</p> <p>1. At present parking at locations in various roads in the St Nicholas Ward are reported to cause a hazard and/or an obstruction. Concerns were raised</p>

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Response reference number	Response summary	Comments on response
	<p>2. Existing parking patterns do not impede the traffic flow on this area of York Road</p> <p>3. The proposed parking restrictions will not change traffic flow</p> <p>4. Current parking patterns on York Road do not impede the current bus route on Canterbury Way, nor would it impact a potential future bus route on York Road. No bus route currently exists on York Road and there is no foreseeable need for one</p> <p>5. Current parking patterns do not impede refuse collection vehicles in all the years I have observed their movements</p>	<p>regarding vehicles parking dangerously causing obstructions at several junctions or other locations in the named roads and/or obstruction to the route of the public bus service. Our site observations confirmed that. The proposed double yellow lines would prohibit parking at those locations.</p> <p>2. The proposed yellow lines are proposed primarily for junctions or bends where parked vehicles may obstruct the sightlines of motorists, cyclists, and pedestrians.</p> <p>3. The proposals seek to prevent dangerous parking that leads to road safety concerns not to change the traffic flow.</p> <p>4. See comment 34.ii. above.</p> <p>5. Junction parking is considered unsafe for all classes of traffic including refuse collection vehicles.</p>

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>6. Current parking patterns do not impede emergency vehicles in all the years I have by chance observed their movements</p> <p>7. Current parking patterns do not obscure drivers' sightlines, not even at the junction of York Road with Canterbury Way, because the curvature of York Road is straight enough to allow for good visibility</p> <p>8. The proposals will not increase capacity for parking o I live in an HMO that contains five separate households. This property has four cars. It was originally a three-bedroom house that would have been built for one single household with parking provision for one car. o The draft Order makes no mention of converting any unused land into parking spaces o To be relevant to the residents of York Road, the Order should increase parking spaces before considering restrictions</p> <p>9. The proposals will decrease capacity for parking, which will increase parking pressure, resulting in more dangerous parking practices elsewhere on York Road and Canterbury Way.</p> <p>10. I am not convinced that the Council has received any supposed concerns from residents, councillors, bus</p>	<p>6. See comment 48.ii.5 above.</p> <p>7. Past reports received from residents and our own site investigations show a need for the proposed restrictions. The highway code specifies that vehicles should not be parked in proximity to junctions.</p> <p>8. Whilst the Council has no statutory requirement to provide parking, we will aim to help where possible if funds will be allocated in future and the required approvals will be given.</p> <p>9. The high demand for on street parking does not justify unsafe parking, the impact of any restrictions implemented will be monitored for 6 months to assess the impact.</p> <p>10. The council maintains a database of parking reports and complaints for the past several years, also the</p>

Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>operators and others. I would be grateful to see some evidence that there is sufficient critical mass that such concerns have indeed been expressed to the Council. In the absence of such evidence, I assume the draft Order is spurious and contrived</p> <p>11.</p> <p>The proposals reflect a broader, ongoing governmental effort against motorists, seemingly designed to increase council revenue through parking fines.</p>	<p>consultation responses received as part of this project, acknowledge that unsafe parking takes place at various locations in York Road. Any request for data should be sent to Freedom of Information.</p> <p>11. The proposals objectives are clearly specified in the Statement of Reasons, they seek to prevent unsafe parking.</p>
51	<p>i. Further to your letter dated 6th January about hazardous or obstructive parking taking place in York Road, I am writing to ask if you are aware of a similar issue with parking in the cul-de-sac off Canterbury Way opposite the shops and also within the car parks at the front and back of the shops? This problem has escalated in the last year so you may already be aware as I believe that some neighbours have already raised the issue with SBC and the police. Residential parking in the cul-de-sac is being used to store cars that are being, or have been, repaired and are then sold on. This business is being operated by a couple of households at the start of the turning who can be seen working on the cars. This has had a very detrimental effect on the ability of local residents to park near their own properties in the cul-de-sac and adjoining car park and has recently resulted a number of times in cars being parked in front of the rented garages blocking access as well as cars being parked in non-designated spaces causing obstruction and also parking on the grass damaging the verges. People, particularly women, returning home from work late at night</p>	<p>i. From a parking enforcement powers viewpoint unless the vehicles are parked in contravention of a formal parking restriction such as yellow lines there is no action that we can take but further investigations in those areas will be undertaken in near future. Furthermore, our Communities and Anti-Social Behaviour teams will be made aware of the situation to possible investigate that location regarding vehicle repairs in unauthorised areas.</p>

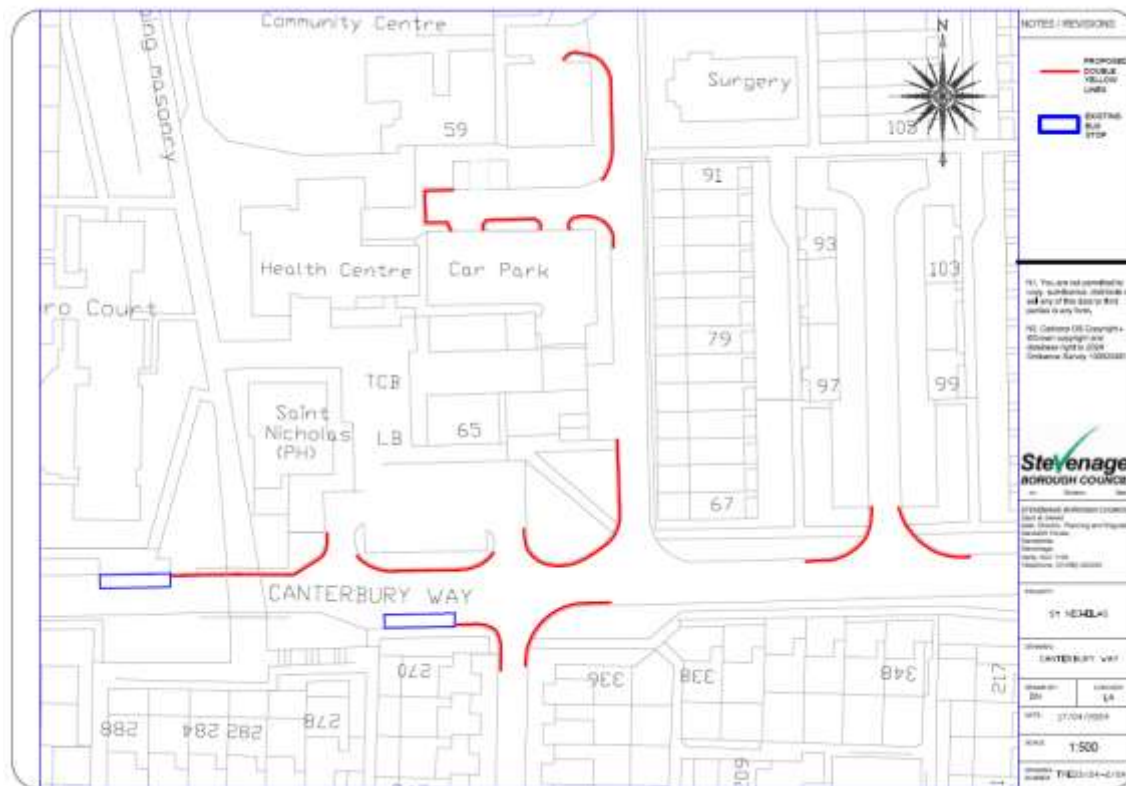
Table 1: Summary of responses for proposed double yellow lines on York Road (plans TPE/03/24-2/01 and 02)

Response reference number	Response summary	Comments on response
	<p>want to be able to park near their home for safety reasons but this is becoming almost impossible, and the situation is resulting in hazardous and obstructive parking which also causes difficulties for refuse collection lorries, emergency vehicles, delivery vehicles etc.</p> <p>ii. The community car parks by the shops and doctor's surgeries is also being used by the same people for their business purposes. Parking over the shops is becoming more difficult as spaces are permanently occupied which will be having a knock-on effect for the economy of the local shops as people will go elsewhere if they can't park. Not really fair on the businesses and shop keepers who are paying business rates. If you are aware of this situation, could you let me know what, if anything, you can and are doing to ensure that this abuse of Council parking facilities is addressed so that residents can park safely near their own homes and to ensure there is sufficient parking for the local neighbourhood shops and facilities.</p>	<p>ii. At present the car parks at the shops are not restricted to the maximum amount of time that motorists are allowed to park their cars. We will continue to monitor this issue and discuss it in near future with the Medical Centre/surgery and local shops to see whether restrictions are needed in any of those car parks to help facilitate short stay parking for customers/patients.</p>
53	<p>i. The private resident of xx York Road would like to register his objection to proposed double yellow lines at York Road. (via SBC Housing Officer)</p>	<p>i. The objection has been noted.</p>

5.3. Plan TPE/03/24-4/03,04,14 & 15 – proposed double yellow lines in Canterbury Way

5.3.1. This proposal consists of double yellow lines at various locations, with a priority to protect the junctions to cul-de-sacs in Canterbury Way as shown below in plans TPE/03/22-3/03,04,14 &15.





accident data received showed that there was a recent Road Traffic Collision at the junction of Canterbury Way and Pilgrims Way, the proposed lines here aim to improve safe entry and exit at these junctions.

- 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 the cul-de-sacs on the Canterbury Way have reduced visibility when vehicles park in proximity to the junction. Plan TPE03/24-4/15 has been amended as shown in TPE03/24-4/15 Rev 01 after Arriva, the local bus operator, confirmed that the bus stop located at the northern side of the central reservation is not in use, as such a section of the previously proposed double yellow lines has been removed to allow for additional parking.
- 5.3.5. Therefore, it is recommended that proposed double yellow lines are implemented as proposed with the noted amendment to plan TPE03/24-4/15 Rev 01.

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
7	<p>i. Hello and thank you for taking the time to read this email. As a resident of Canterbury Way, I have received a letter of the proposed parking restrictions. I do not have any objections to the restriction of parking on the entrance corners of the roads as I fully agree with the fact that parking a van on corners can severely restrict the line of sight when exiting the turnings.</p> <p>ii. My main concern is that I regularly park my car on the corner as I is the only space left to park. Recently some bollards were placed across the street to me to prevent people from driving across the grass corner, which is good, but I actually thought that the contractors were possibly going to put a parking bay in as that would have made more sense. As parking being so limited in Canterbury Way with the way that houses are packed in without the provision of suitable parking space. Although there are garages in the streets hardly any of the owners actually use them for cars and most are owned by people from other turning of the road and use them for storage instead.</p> <p>iii. What my proposal is to use some of the grass verges between the turnings, as parking bays, along the main road, like in some other roads in Stevenage. I tried many years ago to get a garage near my house but was offered one about 300 meters away from my house and another time was even offered one in York Road.</p>	<p>i. Your comments have been noted.</p> <p>ii. If residents would fully use their off-street parking facilities such as garages or driveways it is likely that the on-street parking congestion could be reduced. However, the Borough Council does not have the legal power to dictate who parks on-street as Canterbury Way is a public highway road that can be used by all road users to park their cars legally.</p> <p>iii. 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. In most streets there is little or no suitable land now 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</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	<p>iv. The parking here is a problem, it is pretty bad here and the new restrictions will only make the situation worse. So, without any new proposed parking it will be time for me to find a new location to live, as living here is hell, with the way parking is at the moment in the evening and weekends. Thanks again for taking the time and I look forward to hearing about any proposals to fix the parking problem</p>	<p>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.</p> <p>iv. Your comment related to the existing parking pressure has been noted and added to the residential parking database.</p>
10	<p>i. My husband and myself would like to say that we are fully in support of the parking restrictions being proposed along Canterbury Way as vehicles parking on corners of junctions have always been hazardous.</p> <p>ii. The only problem we can see is people having to find parking elsewhere or double parking. Also, we have a neighbour who takes up 2 parking spaces when he has 3 garages which he could use.... he doesn't even use the hardstanding in front of his garage. Can anything be done about that?</p>	<p>i. Your comment of support is noted.</p> <p>ii. See comment 7.ii above</p>
12	<p>i. Here at Morrisons daily the difficulty of being able to get our delivery parked up I believe the double yellow line should be extended where I have highlighted as the cars here cause an obstruction when the lorry is trying to</p>	<p>i. The comments have been noted. Although no amendments will be made to the proposals at this time, However, we will continue to investigate and monitor the area for several months</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	reverse in to give enough space to allow traffic to pass converting we have delivery's 5 days a week some time the lorry is having to wait before being able to unload and no consideration to this the other side of the road should also be double yellow as cars do also park here	and we may be able to make modifications or remove restrictions or propose different/new restrictions.
14	<ul style="list-style-type: none">i. I do not agree with the proposal of make the corners double yellow.ii. I agree that that the drop kerb pathway should as people block the path but I don't agree with the corners being double yellow as there are too many cars in Canterbury way but not enough parking spaces that why people myself included have to park on the corners I do rent a garage from you but my husband uses that as he is a lower leg amputee veteran.so if you put yellow lines on the corners where do you expect the residents to park or are you going to make more parking available for us the bin men get down my road perfectly fine it also does not affect the buses as they don't come down the my turning I pay my council tax and road tax and now will not be able to park anywhere maybe the council should come in the evening after everyone has finished work and see how bad the parking is before making your decision.	<ul style="list-style-type: none">i. Your objection has been noted.ii. Site investigation visits were carried out before proposing the restrictions. These visits were made on different days of the week and at different times of the day to gain a clearer picture of the parking situation throughout the week. For example, visits were carried out at 5am and 10pm, and unsafe parking has been found taking place at various junctions. It is believed that proposed yellow lines are needed to improve road safety at locations such as junctions where vehicles should not be parked as recommended by the Highway Code.
17	<ul style="list-style-type: none">i. I am writing to formally object to the council's proposal to introduce new parking controls on Canterbury Way.ii. This plan raises significant concerns for me, my household, and many of my neighbours, as it would create considerable difficulties for residents and is unnecessary given the current circumstances on our street. Firstly, parking is already a challenge for many residents, me	<ul style="list-style-type: none">i. Your objection has been noted.ii. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code. It's the responsibility of any individual driver to park in a safe and legal manner on the Highway. Residents with mobility issues such as blue badge

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	<p>included. The introduction of additional restrictions would exacerbate the situation, making it even harder to find a parking space. This would impose an undue burden on residents who rely on convenient parking near their homes, especially those with mobility issues. Several of my neighbours already struggle to walk long distances to their cars, and this proposal would further disadvantage them. Secondly, Canterbury Way is not a particularly busy street, and the cars currently parked in the areas designated for double yellow lines do not pose a safety risk.</p> <p>iii. The bus stop is located far from where cars are usually parked, and its operation would remain unaffected. Additionally, refuse collection is mainly carried out off the main road and has ample space for manoeuvring. Emergency services also have sufficient access to all properties in the area under the current parking arrangements. The proposed changes therefore appear unnecessary and disproportionate to any potential benefit. Instead, they would impose significant inconvenience on local residents and create hardship for those with mobility issues.</p> <p>iv. I would also like to stress that this proposal has been met with strong opposition from myself, my household, and many of my neighbours. We urge the council to reconsider and abandon this plan in light of the adverse impact it would have on the community. I trust you will give serious consideration to the concerns raised in this objection. Please do not hesitate to contact me should you require</p>	<p>holders should contact the Council to discuss their needs as designated parking can be introduced for those eligible.</p> <p>iii. Vehicles parked near junctions can pose a danger to all traffic as there are likely to obstruct drivers' sightlines when approaching the junction increasing the risk of collisions. It is the responsibility of SBC as the local council responsible for parking enforcement to propose parking controls as deemed necessary in the interests of road safety.</p> <p>iv. All objections received have been included in this report so that they can be taken into consideration by those involved in the decision making.</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	further information or wish to discuss this matter in more detail.	
29	<ul style="list-style-type: none">i. I have looked at the proposals for parking restrictions and would like clarification on a couple of points: Will the restrictions include markings on the dropped kerbs. Vehicles constantly park obstructing the dropped kerbs making those with mobility issues having to walk on the main road until a suitable location can be found. I believe this is prohibited in the Highway Code, but drivers choose to ignore this, and I have experience of them getting the hump if I ask them to move so I can cross the road safely.ii. There is an increased risk that vehicles will park behind the back of 93 Canterbury Way down towards the entrance of that cul-de-sac. This is already becoming more prevalent when drivers can't find a space in the car parks serving the shops/surgery/community centre, and will no doubt increase upon the proposed restrictions being implemented ,The house backs onto one of the proposed restrictions areas and have observed so many times the inconsiderate parking affecting the refuse lorries and those with mobility issues. The parking issues will only move to the other side of the St Nicholas shopping area unless both are included in the proposed areas	<ul style="list-style-type: none">i. Most proposed double yellow lines are for junction areas where there are dropped kerbs and if implemented then these will be enforced accordingly. Also, Civil Enforcement Officers have the power to issue a Penalty Charge Notice against any vehicle obstructing access to a pedestrian dropped kerb under a special enforcement contravention.ii. If the proposed parking controls are implemented, the area will be monitored post-implementation to see whether other interventions are needed due to a potential vehicle displacement.
37	<ul style="list-style-type: none">i. We acknowledge receipt of your communication dated the 6th of this month. In your correspondence, you state that concerns raised by residents, councillors, bus operators, and other services have been duly considered following a site investigation. However, it is important to note that no consultation has been undertaken with Stanmore Medical	<ul style="list-style-type: none">i. The letter that was sent to St Nicholas Health Centre was the same consultation letter that was sent to all residents and business in the area as part of the formal public consultation process.

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	<p>Group, which operates two General Practitioner (GP) surgeries from the premises located on Canterbury Way. Furthermore, I must highlight that there is no public transport or bus service operating within the confines of the close itself.</p> <p>ii. Stanmore Medical Group is a healthcare provider responsible for the care of over 50,000 registered patients, and as such, parking availability is a critical issue. We have consistently faced, and continue to experience, significant challenges due to residents utilising our designated driveway at 91A Canterbury Way for parking. This often results in our patients being compelled to use the car parks, which are frequently occupied by residents' vehicles during both daytime and overnight hours. Consequently, residents themselves contribute significantly to the parking congestion, as they appear to utilise any available spaces indiscriminately.</p> <p>iii. The proposed installation of double yellow lines directly in front of the St Nicholas Health Centre car park and 91A Canterbury Way would not alleviate the existing parking challenges. In fact, the current parking provision is already inadequate, and the proposed measures would exacerbate what is already a highly problematic situation. Our St Nicholas Health Centre serves as a hub for vital healthcare services, including COVID-19 and flu vaccination clinics, where patient attendance can reach up to 2,000 individuals per day during weekend clinics.</p> <p>iv. Introducing double yellow lines without a nuanced solution risks creating unnecessary complications for our patients,</p>	<p>ii. This matter should be reported to the landowner of the driveway of the health centre who manage any parking issues as this is private land and we do not have any powers to implement parking restrictions. However, the car parks opposite this location are currently unrestricted and can be used by any motorist to park their vehicle for as long as is required. Nevertheless, your comments regarding limited parking times have been noted and a review of the car parks will take place in due course when resources allow.</p> <p>iii. The proposed yellow lines are not removing any designated parking spaces and instead will help facilitate access for emergency vehicles to the area, assist larger vehicles with turning and improve entry and exit to the car park.</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	<p>who may struggle to find suitable parking and could potentially face penalties for parking in restricted areas.</p> <p>v. A more pragmatic and equitable solution would be the introduction of limited or restricted parking zones, which would ensure that our patients retain the ability to park and attend their appointments without fear of fines. Such measures would better address the underlying issues without disproportionately impacting the accessibility of healthcare services. Resolving this matter requires a balanced approach, and I do not believe that the current proposal, which could be likened to using a sledgehammer to crack a nut, is in the best interest of all parties involved.</p> <p>vi. We would strongly welcome an open dialogue with the Council to explore alternative solutions that consider the needs of our staff, patients, and the broader community. The implications of these changes are significant and warrant a collaborative approach to ensure an outcome that serves all users effectively.</p>	<p>iv. Yellow lines are only being proposed at junctions and or locations deemed to be causing a hazard or obstruction.</p> <p>v. The on street and off-street car parks in the area will be reviewed in due course when our resources will allow it. A future project will be required, and a new consultation to be held with local residents and businesses to see if there is support for limited stay restrictions.</p> <p>vi. SBC Parking Officers visited The GP Surgery to discuss the new parking restriction proposals, the receptionist commented that vehicles parking opposite the surgery make it difficult for large vehicles and emergency vehicles to access the turning area at that location. The proposed restrictions opposite the Surgery were seen as a positive measure to prevent such issues. They also commented that all day parking in the car parks on this road meant that there is a lack of available spaces for their patients to park and attend appointments. They suggested that an idea may be to change the car parks to restrict the amount of time a vehicle can stay, for example a max stay of 2 hours could be introduced to help the turnover of vehicles visiting the Surgery, Health Centre and shops. A visit was also made to the Manager of the Morrisons Daily store who raised the same issue of all day parking taking place. These suggestions will be investigated in a future parking project when resources allow.</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
38	<p>i. I and my family and probably many others are very pleased with the proposal of introducing the double line in Canterbury way as it gets hectic to pass through the cup-de-sac because of parking on both sides which is annoyingly congested. I am supporting this plan and al the best and thank you for considering the difficulties.</p>	<p>i. Your support has been noted.</p>
45	<p>i. I submit a formal objection in relation to the proposed plans to implement double yellow lines in and/or around the residential car park in Canterbury way drawing number TPE03/24-2/15 on the following grounds.</p> <p>ii. As a local resident getting on for almost 12 years now I have never in all the years had a missed refuse collection, seen emergency vehicles attending any number of incidents in that time struggle to access any local properties or buses fail to stop at the local bus stop, however what many of the local residents have been witness to, is, irresponsible drivers ploughing through residential fences opposite the T junction where Canterbury way meets with pilgrims way on many of occasions, yet no speed limits or preventative measures have been implemented.</p> <p>iii. The proposed double yellow lines would significantly reduce parking options, forcing residents to park farther away from their homes. This would disproportionately affect vulnerable members of our community, such as the elderly and those with mobility issues as there are also no designated safety crossings to allow residents to safely crossroads be it the elderly, disabled or those with young children from alternative surrounding areas as a result of</p>	<p>i. Your objection has been noted.</p> <p>ii. See comment 17 iii. above.</p> <p>iii. The restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code. It's the responsibility of any individual driver to park in a safe and legal manner when using public roads for parking. Residents with mobility issues such as blue badge holders should contact the Council to discuss their needs as designated parking can be introduced for those eligible.</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	<p>having to find alternative parking, in the surrounding roads that are also already limited.</p> <p>iv. Would it be possible to consider alternative solutions? For example, moving the bus stop from its current location and opening up the area to accommodate the residential overflow maybe? These solutions would better suit our community's needs.</p> <p>v. I feel I would be speaking on behalf of many of the local residents when I suggest the proposal to install double yellow lines for what equates to 9 possibly 10 vehicles at most that frequently park in the areas highlighted in the proposal diagram of Canterbury way would be a complete waste of resources and would therefore be better spent elsewhere.</p>	<p>iv. Public transport is managed by Hertfordshire County Council as the Highways Authority for Stevenage, to contact them please visit: https://www.hertfordshire.gov.uk/about-the-council/contact-us/contact-highways.aspx# . However, the current locations of bus stops were designed to facilitate easy access to residents from nearby location including those vulnerable such as disabled, elderly and children. Therefore, it is unlikely that these can be relocated in order to create parking for private vehicles.</p> <p>v. Improving road safety is considered a good use of Council's budgets.</p>
46	<p>i. We object to the lack of parking provision in the proposal for Canterbury Way. While the new road markings will make the junctions safer, we support and understand the need for restrictions on the road corners, the lack of parking for the cars that will be displaced from the bus stop area will cause dangerous situations in other close proximity areas.</p> <p>ii. We need more parking provision in the area. Where are these cars going to park in an already crowded area? Parking is difficult with the 'spaces' in the bus stop area, it's going to be hideous without them. The cars are not going to disappear. We need more parking not less. The lack of parking in the area is</p>	<p>i. Your comments have been noted.</p> <p>ii. The initially proposed restrictions to the east of the bus stop have been removed to allow parking to continue in that area. Any implemented yellow lines will be monitored for several months to assess if any further amendments are required.</p>

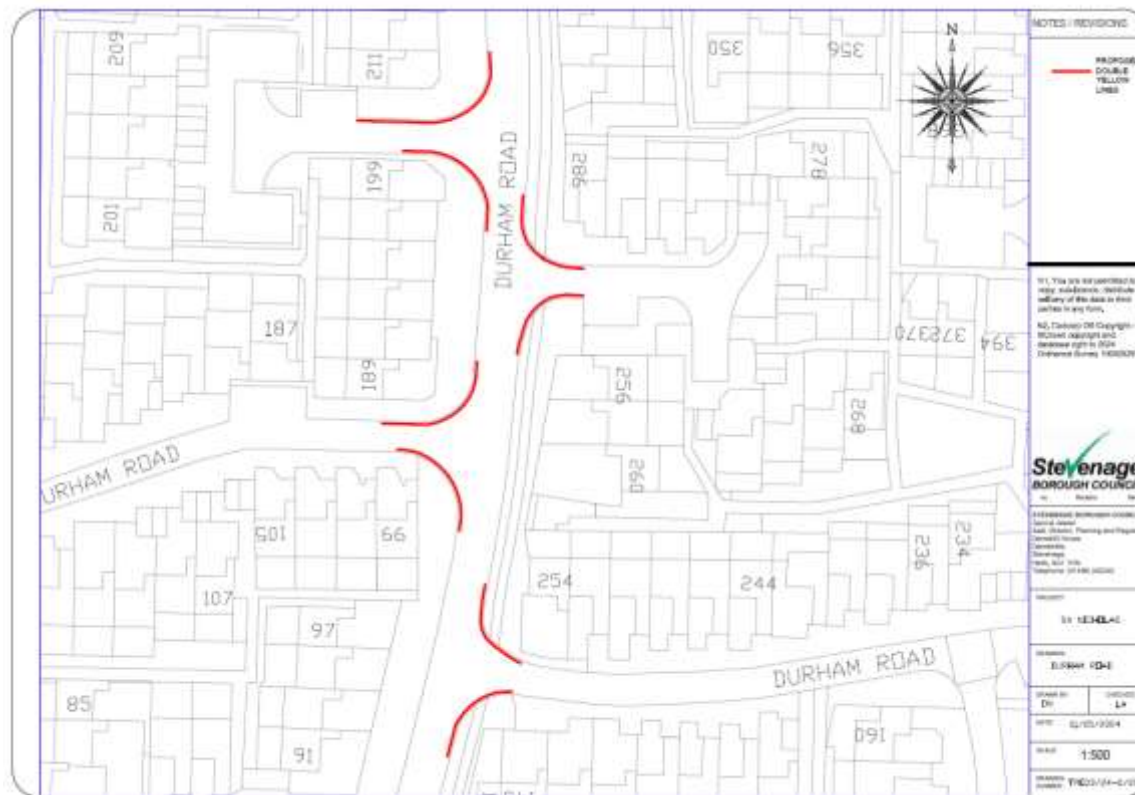
Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)

Response reference number	Response summary	Comments on response
	<p>going to move the difficulties into a different area along the road, perhaps parking both sides of Pilgrims Way causing an already dangerous road to be more precarious.</p> <p>iii. On a personal note, we live in Canterbury Way near to the bus stop. We ourselves feel restricted by when we can go out in our car for worry of not being able to park when we get home. This is going to be even worse once the road markings are completed. I've had my parked car crashed into along Pilgrims Way, and our eldest son's parked car was crashed into and written off on Pilgrims Way, we hope you can understand our apprehension of the parking situation.</p> <p>iv. Having children in receipt of DLA, one with a blue badge, being Autistic, ADHD and having hypermobility, parking close is needed. We understand this is to make the bus stop safer to use and the junctions safer, but the bus stop is an outdated 'turnaround' bus stop. There are bus stops in close proximity in both directions. Taking away the space to park here is going to displace cars.</p> <p>v. Where are these cars going to park in an already crowded area? Does the council have a solution? Is there to be parking bays introduced, perhaps along both sides of Pilgrims Way to make it less dangerous? Parking bays along Canterbury Way to make extra parking in place of the space taken away. Other areas have parking bays, for example previously Broadwater Crescent and Oaks Cross areas along bus routes with parking issues had parking bays added, why hasn't our area? If you add the proposed parking restrictions with no parking solution alternatives, then where are the cars to go? Car ownership is increasing, there are already too many cars to the available spaces in this area, we need parking solutions, not just</p>	<p>iii. The proposed yellow lines seek to protect the junctions and aid the safe passage of traffic as shown in plan that covers the proposed parking restrictions along Pilgrims Way, TPE03/24-2/06.</p> <p>iv. As a Blue Badge Holder you can apply for a Disabled Persons Parking Place on the public highway or SBC maintained land. To apply please visit https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/disabled-parking-bay/disabled-parking-bay.aspx</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. Your comments related to additional parking bays have been added to the residential parking database. Whilst the Council has no statutory requirement to provide parking, we will aim to help where possible if funds will be allocated in future and the required approvals will be given.</p>

Table 2: Summary of responses for proposed double yellow lines in Canterbury Way (Plans TPE/03/24-4/03,04,14 &15)		
Response reference number	Response summary	Comments on response
	restrictions. There should be adequate car parking provision, currently there is not.	

5.4. Plan TPE/03/24-2/05 – proposed double yellow lines at junctions in Durham Road

5.4.1. These proposals consist of double yellow lines at the junctions to cul-de-sacs shown in plan TPE/03/24-2/05 below.



- 5.4.2. Public notices highlighting the proposals were displayed on local street furniture and 214 consultation letters were sent to properties likely to be affected by these proposals. 4 comments of support, 1 objection and 3 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 due to the fact they may have to find a parking space further from their homes and concerns over what they perceive to be the already limited available parking spaces on street. 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.
- 5.4.4. The comments of support submitted by other residents raised concerns over pedestrian safety with cars parking in proximity of junctions obscuring sightlines. These residents also stated that they have witnessed near misses involving vehicles, in particular at school peak drop-off and pick-up and drop off times.
- 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/03/24-4/05.

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
1	<ul style="list-style-type: none"> i. I am emailing to voice my support for the prospective restrictions in Durham Road. ii. During school drop off and pick up many people park all over the junction making it very difficult to sometimes impossible to leave my driveway. If I can get out of my driveway, I usually find myself on the wrong side of the road with very little visibility of traffic. People parking opposite our driveway at all other times also causes a similar issue that I end up on wrong side of the road when exiting and I always worry about vehicles coming round the corner at the same time, it is only a matter of time before someone does hit my vehicle. I have said for a long time that all the junctions on Durham Road need double yellow lines, so I was very pleased to see this proposal this morning and I sincerely hope it goes ahead and as soon as practically possible. 	<ul style="list-style-type: none"> i. Your comment of support is noted. ii. The proposed yellow lines seek to protect the junctions to allow safe entry and exit without obscured sightlines from vehicles parked in close proximity to the junction especially during peak times.
2	<ul style="list-style-type: none"> i. As a resident of Durham Road, I received a letter this morning regarding the proposed Order regarding parking controls in St. Nicholas. I'm writing to support these plans. We have had a lot of dangerous parking in the area which makes it hard to pull out onto Canterbury Way safely whilst also damaging the grass verges. 	<ul style="list-style-type: none"> i. Your comment of support has been noted.
3	<ul style="list-style-type: none"> i. I have lived at this address for 8 years and I am quite concerned about the proposal for double yellow lines in a particular area you have proposed. See image 	<ul style="list-style-type: none"> i. Comment and concerns noted for further investigation.

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
	<p>attached. The red area is the area of concern. Having lived here for 8 years, this space fits up to three car spaces and has never been an issue. In fact, at peak times around the evening and weekends, these are needed as no other street spaces are free.</p> <p>ii. I have proposed an alternative solution, marked in yellow. Often this space is unusable anyway as it blocks exit of cars parked to the side of this section, but when people DO park there, it does restrict the access to the road. By double yellowing this section, you resolve access to the road in a space which is rarely used and can cause the problem you are suggesting. Again, and just to reiterate, the area marked red has never been an issue and it would seriously affect parking spaces to the street, as our street parking must already sometimes spill out onto Durham Road proper anyway.</p>	<p>ii. Another site visit has been completed after receiving this comment and road measured, it is believed that the proposed restrictions should go ahead as a car was witnessed leaving the parking bays and turning left out of the road with a car parking where the yellow lines are proposed causing an obstruction to the sightline before the junction. Nevertheless, your comments have been noted and if the proposed yellow lines will be implemented then will be monitored for several months to assess if any amendments are required.</p>
4	<p>i. Whilst I agree that people parking at the corners of turnings needs to be addressed, I do also feel that the council may be treating a symptom, not a cause.</p> <p>ii. I would like to see the verges cut to make adequate room for safe parking, the reality here is that people need to drive and get their children dropped off and get to work. Just refusing to let them park is unfair and unrealistic.</p>	<p>i. Your comment has been noted.</p> <p>ii. 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 role</p>

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
	<p>iii. The Giles school could help by staggering it's start and finish times and by allocating some of its considerable carpark to parents, their field is extensive, could some of that be made into a parent carpark.</p> <p>iv. Is there room to create parking bays on Canterbury way rather like the ones on Meredith Road. Honestly part of the problem recently has been that large chunks of resident parking have been taken up by equipment for the council to improve the flats. That was finished some time ago, but the detritus is lingering for extensive time.</p> <p>v. From what I have seen in other areas the council is both unrealistic and unreasonable with the needs of its residents. Just endlessly putting in restrictions and moving the problem elsewhere. People have a right to own cars and as a council I feel you should not be victimising people for having transport needs.</p> <p>vi. Improvement to the efficiency of public transport, especially busses would help. Careful consideration of planning for new estates would also help. For those of us now living in areas</p>	<p>in the street's landscape and as such we are unable to remove the grass verges to create additional parking.</p> <p>iii. Your suggestion will be passed to the school's management team.</p> <p>iv. See comment 4.ii above.</p> <p>v. Individuals have a right to own and drive vehicles but when leaving their car on a public road, they must do so in a safe and legal manner. The Council has a statutory requirement to take action where this is not the case through implementing and enforcing parking restrictions.</p> <p>vi. Your comments have been noted and passed to the planning team at Stevenage Borough Council for their consideration.</p>

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
	built for a 1970s lifestyle and inadequate for the 21st century this small, minded approach is neither fair nor reasonable.	
6	<p>i. Thank you for your letter regarding the new parking restrictions in Durham Road. I wholeheartedly support the proposal.</p> <p>ii. Furthermore, I would appreciate better enforcement of the existing double yellow lines in the main road around Giles School especially at school opening and closing hours. Parents picking up their kids park on the double yellow lines and do not observe the give way traffic calming measure already in place. This creates a great deal of hazard for the kids coming out of and going into the school and local residents trying to navigate this stretch of road safely.</p> <p>iii. It would also help if there were restrictions on the bends within the cul-de-sac turnings. I often see refuse trucks, delivery trucks and ambulances having trouble getting by because of poor parking there. I have included your plan with an example indicated.</p>	<p>i. Your comment of support is noted.</p> <p>ii. Our Civil Enforcement Officers visit each School as part of a regular rotation patrol schedule. School safety is a high priority, however daily visits cannot be guaranteed due to demand on our limited operational resources considering that there are over 30 educational centres across Stevenage that require patrolling.</p> <p>iii. Your comments have been noted and the area will be monitored in due course to assess if any new restrictions are required.</p>
23	<p>i. I would like to write in support of the proposed yellow lines on Durham Road. During school pick up and drop off times the parking makes the road dangerous with pedestrians in the road trying to pass the parked cars on junction corners whilst other drivers are trying to pass the same parked cars to get into or out of the side roads. Often during these times, the whole area becomes gridlocked, and drivers sound their horns in frustration. Inconsiderate car parking makes it difficult for residents to get into or out of their off-road parking and we have had a couple of near misses with drivers speeding around</p>	<p>i. Your comment of support is noted.</p>

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
	the corner and nearly into manoeuvring cars. We greatly look forward to having yellow lines.	
33	<p>i. A few thoughts in relation to TPE/03/24-2/F, double yellow lines in Durham Road. I live at xxx Durham Road which is situated in the first cul-de-sac on the right as you enter Durham Road from Canterbury Way. In general, I agree that the corners need to have double yellow lines. However, I disagree with the parking causing obstruction on a constant basis. The only time obstructions happen is during the school runs each day. All other times the parking is fine and causes no obstruction, to what I've seen anyway.</p> <p>ii. I also didn't realise Durham Road was on a bus route. I've never seen a bus on Durham Road.</p> <p>iii. In my particular cul-de-sac I disagree with the proposed double yellow lines going all the way up to the parking bays on the right-hand side. You can park two to three cars along there and they don't cause any obstruction and are much needed for the cul-de-sac.</p> <p>iv. Where you should have double yellow lines is on the left-hand side of the cul-de-sac all the way up and round the corner to the parking bays on the left at the top. Cars parked along there make getting cars out of the parking bays on the right very difficult.</p>	<p>i. Your comments have been noted. Site visits carried out in the evening and weekends confirmed that unsafe parking takes place, albeit not at levels seen at school peak hours.</p> <p>ii. This is noted, this was an error within the details of the letter. The comment about bus route was related to other streets such as Canterbury Way.</p> <p>iii. Your comments have been noted. Whilst it is believed that these proposed restrictions are needed, if implemented the area will be monitored for several months and a decision will be taken whether amendments are required.</p> <p>iv. The suggested lines cannot be added to at this time, but comments have been recorded and the area will be investigated in due course.</p>

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
47	<p>i. I am writing to formally object to the proposed introduction of double yellow line restrictions on [Specify Road/Street Name] in [Your Area]. As a resident of this area, I strongly believe that this change will have a significant negative impact on my family and the wider community.</p> <p>ii. Parking in this area is already extremely limited, and the introduction of additional restrictions will exacerbate the problem. Many residents, including myself, rely on the available street parking due to the absence of sufficient off-road alternatives. The loss of these spaces will make it increasingly difficult for families, especially those with young children, to access their homes safely and conveniently. For families like mine, who have small children, being forced to park further away or in unsafe locations could pose a serious safety risk. Walking long distances with young children, particularly during adverse weather conditions or late at night, raises concerns about road safety and personal security. This issue is further worsened by poor street lighting in our area, which makes visibility at night a serious concern. The lack of adequate lighting increases the risk of accidents, crime, and general unease for those walking to and from their homes.</p> <p>iii. Additionally, the absence of a pedestrian crossing near our home makes it even more dangerous for residents, particularly children and the elderly, to cross the road safely. Without a safe designated crossing, the increased traffic flow caused by</p>	<p>i. Your objection is noted.</p> <p>ii. The proposed yellow lines seek to protect the junctions to allow safe entry and exit without obscured sightlines from vehicles parked in close proximity to the junction especially during peak times. The high demand for on-street parking cannot justify parking a car unsafely. Your concerns over the safety of the area have been passed to the Community Safety Team here at SBC. The issue that you have raised with the street lighting has been passed to Hertfordshire County Council for their attention.</p> <p>iii. Your suggestion has been shared with Hertfordshire County Council who is the highway authority in Stevenage and has the legal power to implement pedestrian crossings. If you wish to contact directly about this matter</p>

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
	<p>restricted parking could pose an even greater hazard to pedestrians.</p> <p>iv. Many residents depend on the ability to park near their homes, not only for convenience but also for essential daily activities. Those with mobility issues, young children, or elderly family members will face unnecessary hardship due to these restrictions. The changes may also affect local businesses, visitors, and service providers who rely on available parking to operate effectively.</p> <p>v. I respectfully urge the council to reconsider the implementation of these restrictions and explore alternative solutions that balance the need for traffic management with the needs of local residents. Possible solutions could include:</p> <ol style="list-style-type: none"> 1) Implementing resident-only parking zones instead of full restrictions. 2) Introducing time-limited parking rather than outright bans. 3) Conducting further consultation with residents to assess the full impact before proceeding. 4) Improving Street lighting and installing a pedestrian crossing to address the existing safety issues in the area. I appreciate your time and consideration of this matter and look forward to your response. I would welcome the opportunity to discuss this issue further and would be happy to attend any meetings or 	<p>you can find their details here Highways - contact us Hertfordshire County Council</p> <p>iv. The proposed yellow lines seek to primarily protect the junctions to allow safe entry and exit without obscured sightlines from vehicles parked in close proximity to the junction especially during peak times. The high demand for on-street parking cannot justify parking a car unsafely.</p> <p>v. 1) 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 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>2) The proposed yellow lines mainly cover locations such as junctions where parking is considered unsafe at any</p>

Table 3: Summary of responses for the proposed double yellow lines in Durham Road (plan TPE03/24-2/05)

Response reference number	Response summary	Comments on response
	<p>consultations regarding this decision. Thank you for your attention to this urgent matter.</p>	<p>time as mentioned in the Highway Code, therefore, we are unable to allow time-limited parking within a junction.</p> <p>3) This will take place if amendments are needed to the original proposal.</p> <p>4) Your concerns regarding street lighting have been passed to Hertfordshire County Council for their attention as they are the Highways Authority for Stevenage. If you would like to contact them directly, please do so at Highways, roads and pavements Hertfordshire County Council</p>

5.5. Plan TPE/03/24-2/06 – Proposed double yellow lines at the Pilgrims Way junctions.

- 5.5.1. These proposals consist of double yellow lines on Pilgrims Way with its junctions at Lincoln Road, Beverly Road, Salisbury Road and Winchester Close as shown below on plan TPE/03/24-2/06 below.
- 5.5.2. Public notices highlighting the proposals were displayed on local street furniture and 280 consultation letters were sent to properties that may be affected by these proposals. Two responses were received in support, one objection and one general enquiry. The recommendation is to implement the restrictions as shown in the attached plan TPE/03/24-2/06 below.
- 5.5.3. One response in support said that the proposed restrictions did not go far enough to address their concerns. Additional restrictions suggested would require a new traffic order with a further public consultation which we are unable to carry out at this stage due to resource constraints. Therefore, these suggestions have been saved for future investigations. The objector suggested that the proposed lines are not required; however, the proposed restrictions seek to prevent parking at locations such as junctions where vehicles should not be parked as recommended by the Highway Code.

Table 4: Summary of responses for the proposed double yellow lines in Pilgrims Way and junctions (plan TPE03/24-2/06)

Response reference number	Response summary	Comments on response
8	<ul style="list-style-type: none"> i. I am writing to formally object to some of the proposed parking controls for Lincoln Road. ii. These resulting lines will be near my property, and I feel we are being singled out for penalty. I am disabled and a blue badge user and this proposal leaves no parking outside our house. We don't use this area (as marked out on the plan) to park regularly, instead using the rear of the property. However, from time to time it is necessary to offload shopping etc or suitcases after returning from holiday. The rear of the property has no easy direct route from the house to the car because there are two garages directly outside the rear of the house which have to be walked around. Neither of the garages are ours. 	<ul style="list-style-type: none"> i. Your objection has been noted. ii. The proposed yellow lines seek to protect the junctions to allow safe entry and exit without obscured sightlines from vehicles parked in close proximity to the junction. However, loading and unloading is permitted on yellow lines.
18	<ul style="list-style-type: none"> i. I have no objections with the proposed changes as I think this will stop people parking along the side of my house, and also in our close. The only concern I have is the fact that there are limited parking spaces in the close for the residents that live here. ii. My suggestion is that each house is allocated one parking space, where there are numbered bays, i.e. 1-14 painted on each bay for that houses use. This way it would stop people from 	<ul style="list-style-type: none"> i. Your comment is noted. ii. The Borough Council has no legal power to allocate parts of the public highway to a specific individual or household, instead the available on-street parking can be used by motorists on first arrived first parked basis. In the Old Town area of

Table 4: Summary of responses for the proposed double yellow lines in Pilgrims Way and junctions (plan TPE03/24-2/06)

Response reference number	Response summary	Comments on response
	<p>other areas parking in the close. My son lives in the old town where he has a parking space allocated, and this seems to work well.</p> <p>iii. There could also be a sign at the entrance to the close indicating parking for residents only.</p>	<p>Stevenage, we introduced a resident permit parking scheme where permit holders only can park within the permit zone during its operational hours.</p> <p>iii. This could only be legally enforced by introducing a Residential Permit scheme. However, such schemes are normally recommended for areas where the parking congestion is mainly caused by commuters. If the pressures are caused by residents of the local area, then for a permit scheme to be efficient it would require enforcement 24 hours a day and weekends which would lead to very high permit fees. From experience we know that it is unlikely for such scheme to be supported by majority residents.</p>
26	<p>i. I am happy with yellow lines in Pilgrims Way, but they don't go far enough. Vehicles are regularly parked in Pilgrims Way opposite roads e.g. Winchester Close, Ripon Road and worst of all Canterbury Way. Cars are parked all the way down Pilgrims Way.</p>	<p>i. Your comment of support is noted. We will continue to monitor the area mentioned.</p>
35	<p>i. Thanks for your letter regarding the proposals for new parking regulations in the Pin Green area. My concern would be there are parking restrictions placed in Lincoln Road this would mean more cars being parked in the parking areas in Beverley Road which are already stretched due to the number of cars and small</p>	<p>i. Your comments are noted. 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,</p>

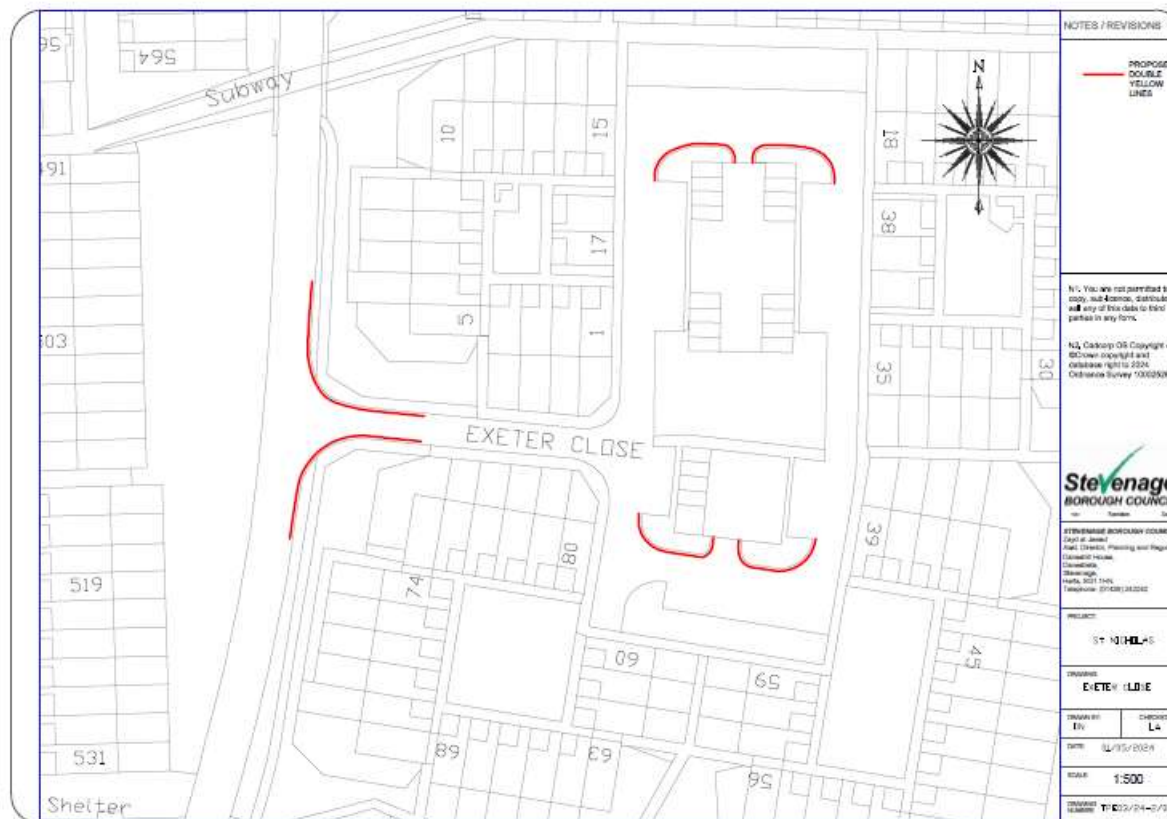
Table 4: Summary of responses for the proposed double yellow lines in Pilgrims Way and junctions (plan TPE03/24-2/06)

Response reference number	Response summary	Comments on response
	<p>commercial vehicles that park in Beverley Road currently.</p> <p>ii. What is needed in Beverley Road are double yellow lines on the corners leading into the communal parking areas. Since the regulation was put in force stopping cars being parked on the grass verges and the ability of people being unable to park close to the kerb it often means we have difficulty in pulling out of our garage area because at times without having to do several movements we would not be able to get out of our garages. I am sure that the Council refuse collections vehicles must have difficulties in reversing into the communal parking area were collecting the refuse due to cars being parked on the corner's, (which used to be an offence stated in the Highway Code) and being parked away from the kerb.</p> <p>iii. Beverley Road already suffers from people who do not live in Beverley Road parking their cars in the parking areas who have relations living in the area. Some are left here all day and at holiday times can be parked for more than a week. I am lucky enough to have a garage and other cars parking in the area does not affect me to much but my daughter who lives with us, often has to park in other areas away from our immediate communal parking area, if your proposals restrict parking or reduce the number of parking areas in other roads that will mean</p>	<p>Beverley Road will continue to be monitored and other interventions can be proposed if required.</p> <p>ii. This suggestion has been noted and will be considered in a future project. Additional restrictions cannot be added to the project at this point as it would require a new Traffic Regulation Order with a further consultation.</p> <p>iii. Beverley Road is a public road and as such motorists are allowed to park their vehicles legally in these streets on a 'first arrive-first park' basis regardless of if they are residents of this street or nearby roads.</p>

Table 4: Summary of responses for the proposed double yellow lines in Pilgrims Way and junctions (plan TPE03/24-2/06)		
Response reference number	Response summary	Comments on response
	more vehicles trying to park in Beverley Road and i would object to these proposals	

5.6. Plan TPE/03/24-2/07 – proposed double yellow lines in Exeter Close

5.6.1. These proposals consist of 'no waiting at any time' restrictions in Exeter Close as shown below on plan TPE/03/24-2/07 below.



5.6.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 80 properties. No responses were received during the consultation period.

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 happy with the proposals; therefore, the recommendation is to implement the proposed double yellow lines as shown in plan TPE03/24-2/07.

5.7. Plan TPE/03/24-2/08 – proposed double yellow lines at the junctions of Coventry Close and Chester Road with Pilgrims Way

5.7.1. These proposals consist of 'no waiting at any time' restrictions in Coventry Close and Chester Road and the junctions with Pilgrims Way as shown below on plan TPE/03/24-2/08 below.



- 5.7.2. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to 154 properties. Three responses were in support of the proposals and 1 general enquiry. The comments of support shared concerns over the availability of the on-street parking at present, however these restrictions only seek to protect the junctions as per the highway code rules.
- 5.7.3. Whilst attending a site visit with a resident, the SBC waste collection team could not access the cul-de-sac near the turning area at the bottom end of Chester Road which we were not aware of previously. This location will be investigated as part of a future project when resources allow it.
- 5.7.4. 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 happy with the proposals; therefore, the recommendation is to implement the proposed double yellow lines as shown in plan TPE03/24-2/08.

Table 5: Summary of responses for proposed double yellow lines at the junctions of Coventry Close and Chester Road with Pilgrims Way (plan TPE03/24-2/08)

Response reference number	Response summary	Comments on response
38	<ul style="list-style-type: none"> i. Thank you for your communications regarding proposals for yellow lines in danger spots for parking. My husband and I totally agree this is much needed. ii. However, although this makes the close safer, it does not alleviate the need for parking, or the number of vehicles that do park in the close. I feel many residents park their vehicles without any consideration for neighbours. Parking on an angle, leaving too much room between their vehicle and the one next door are examples. Currently there are at least two SORN vehicles in the close. iii. May I suggest that white lines be painted on the parking that is not along the pavements. I believe this would encourage neighbours to park with some thought and make at least 3 other parking slots. I am aware that white lines such as I suggest were painted in Exeter Close, which was helpful. I would appreciate this being considered. Thank you., I am biased towards considerate parking as I have a chronic condition that is highly likely to deteriorate, which is why I feel white lined parking bays would help ensure all parking space is used efficiently. 	<ul style="list-style-type: none"> i. Your comment of support is noted. ii. Whilst we can help by introducing restrictions where unsafe parking is found or advisory parking bay divisions to assist with efficient use of existing parking area, it remains the responsibility of each driver to park their vehicle legally and safely. To report SORN vehicles parked on the public highway please visit Report an untaxed vehicle - GOV.UK iii. Your request has been noted and will be investigated during a future parking maintenance visit.

Table 5: Summary of responses for proposed double yellow lines at the junctions of Coventry Close and Chester Road with Pilgrims Way (plan TPE03/24-2/08)

Response reference number	Response summary	Comments on response
39	<p>i. I am writing on behalf of my Father, who lives at xx, Chester Road in Stevenage, and I believe also, on behalf of many residents in the street. My Father received your letter related to the Formal parking consultation and we agreed I would respond on his behalf. We appreciate what you are trying to do as the parking has become very awkward around that street and people are parking too close to the entrance to Chester Road. However, we do not think painting Yellow Lines to stop people parking is the answer. It just moves the problem somewhere else and will no doubt result in many people parking illegally and hoping to get away with it.</p> <p>ii. The problem is not that big an issue for my father (or me) as he has a garage and I can park in front of his garage so parking for us is not an issue, and that is why I feel I am writing on behalf of other residents. However, he is very old, and he does have to navigate his way around all the parked cars which at times can be quite dangerous.</p> <p>iii. One thing we know for certain is that the number of cars in the street is not going to reduce, and if anything from experience, is likely to increase. So surely, we need a solution which gives people more options, not just move the problem elsewhere. So, this is our proposal: Either side of the entrance to Chester Road there are 2, very large, grass verges with the odd small tree on them. Nobody uses these large grass areas, and</p>	<p>i. Your comments have been noted. Any implemented restrictions would be regularly patrolled, and a vehicle found to parked illegally may be issued a Penalty Charge Notice by our Civil Enforcement Officers.</p> <p>ii. Comment noted, the proposed restrictions aim to address the issue of vehicles parked in close proximity to the junction which as you state can cause a danger.</p> <p>iii. 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</p>

Table 5: Summary of responses for proposed double yellow lines at the junctions of Coventry Close and Chester Road with Pilgrims Way (plan TPE03/24-2/08)

Response reference number	Response summary	Comments on response
	<p>whilst it is nice to have some greenery, there is plenty of green space around the area, and the area could still have a decent grass verge but could be reduced to allow more parking. In the attached image I have suggested a rough plan of how parking could be added to that part of Chester Road without losing all the green space and allow more people to park sensibly. In addition, if the parking spaces were created at 90 degrees to the road so people had to park into the space, people would stop parking on the entrance part of Chester Road, as they would be blocking people in. I know we want to retain as much green space as we can, but at the same time, we want people to be able to park sensibly and safely, and I am not sure yellow lines does anything to help that.</p>	<p>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 role in the street's landscape and as such we are unable to remove the grass verges to create additional parking.</p>
49	<ul style="list-style-type: none"> i. We have no objections to the proposals about the plan for the new parking controls if it makes it safer to exit Coventry Close. ii. However, we have lived in Coventry Close for over xx years and we do not consider this is an accurate assessment of the concerns being reported. iii. The bus stop located in Pilgrims Way is a big issue, along with the bushes adjacent to the bus stop when they are not cut back regularly. The parking further down into Coventry Close is where the problem is - see attachment where we have marked a few of the issues in red. 	<ul style="list-style-type: none"> i. Comment noted. ii. Comment Noted. Our site inspections found vehicles to be parked within 10 metres of the junction with Pilgrims Way on multiple occasions, drivers' sightlines were obscured exiting or entering the junction. iii. Comments and plan have been noted. We will investigate area highlighted in your plan in regard to parking. The request for bush cutting will be passed to

Table 5: Summary of responses for proposed double yellow lines at the junctions of Coventry Close and Chester Road with Pilgrims Way (plan TPE03/24-2/08)

Response reference number	Response summary	Comments on response
		HCC as the Highways Authority responsible for its maintenance.
52	<p>i. Thank you for your email and coming out to meet with us. Please find attached a copy of the photos that you requested and an explanation for each one of them to help you.</p> <p>1)Picture 1 as you enter Chester Road 2 cars parked on the left so dust carts fire engines or ambulances can't get passed only cars.</p> <p>2)Picture 2 men had to go all the way to the cul de sacs at the bottom to collect the refuse and bring back up to the dust cart. My husband helped them do this as it caused a traffic jam. He spoke to the operators, and they said we are dammed if we do and dammed if we don't.</p> <p>3)Pictures 3/4 Registration Number of vehicles blocking and on the wrong side of the road.</p> <p>4)Pictures 5/6 people having to go in and out of the vehicle parked on the wrong side of the road.</p> <p>5)Picures7/8 have a job reversing around the corner into the cul-de-sac due to parked car.</p> <p>6)Picture 9 tyre marks from the dust cart on our driveway. My husband moved his car out of the way to make it easier for the dust cart to reverse</p>	<p>i. The photos and your comments have been recorded.</p> <p>ii. In reference to the photos provided (i,1-9), these have been saved as evidence for a future traffic order project as to add additional yellow line restrictions the parking team would need to create a new Traffic Regulation Order with a new formal public consultation. It was witnessed at the site visit that vehicles parking on the corners of the cul-de-sacs are obstructing access for the SBC waste collection team. This had not been raised with the Parking Team by the Stevenage Direct Services prior to the start of the project and as was not included in the current projects proposals.</p>

Table 5: Summary of responses for proposed double yellow lines at the junctions of Coventry Close and Chester Road with Pilgrims Way (plan TPE03/24-2/08)

Response reference number	Response summary	Comments on response
	<p>into the cul de sac. He did this willingly to help them as he was an ex-employee.</p> <p>7)Picture 10 Gas van parked on the corner making it difficult for people to turn into and for people turning onto the main thorough fare.</p> <p>8)Picture 11 white car parked on the wrong side of the road and right on the corner.</p> <p>9)Picture 12 car parked on the corner making it difficult to reverse into</p>	



the displacement of vehicles to other streets, large parking project such as this one are monitored several months post-implementation to assess their impact and to make changes or apply additional interventions if required.

5.8.4. After taking the residents' concerns into consideration it is recommended that the proposed double yellow lines are implemented as proposed and shown in plans TPE03/24-2/09,10,11,12.

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

Response reference number	Response summary	Comments on response
5	<ul style="list-style-type: none"> i. I Totally agree with new restrictions. ii. Could you please send a copy of the letter to the Leys school & also ask that the school ask parents who pick up their children to not park in front of the garages opposite the school as I'm disabled & cannot at times get into my garage, I'm fed up with the excuse of, I will only be 5 to 10 minutes. 	<ul style="list-style-type: none"> i. Your comment of support is noted. ii. Leys Primary School has been contacted as part of the formal public consultation and have been made aware of the specific parking issues at peak drop off and pick up times.
9	<ul style="list-style-type: none"> i. It was with great interest I read your proposal for formal parking along Ripon Road. I have been a resident here at xx Ripon Road for over xx years and whole heartly support this proposal. ii. Having been resident for such a long time, we have witnessed many collisions and near misses on this curve in the road, the most recent being a couple of months ago where our neighbour across the road had his fence destroyed by a motorist. Sadly, some years ago an elderly pedestrian and his dog were fatally injured while delivering the local newspapers. These parking proposals has been long overdue as I have always had concerns for the safety of my house and exiting the cul-de-sac. iii. However, I would like to kindly suggest the following minor amendments if possible: Article 109, Ripon Road, East side, From the junction with its cul-de-sac serving no's 44-68 Ripon Road, northwards for a distance of 10 metres really needs to be EXTENDED to and slightly past the electric 	<ul style="list-style-type: none"> i. Your comment of support is noted. ii. The main objective of these proposed restrictions is to improve road safety for all road users. iii. Adding new yellow lines at this stage is not possible as it would require a new Traffic Regulation Order. Your suggestions were noted and will be investigated for a future project when resources allow it.

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

Response reference number	Response summary	Comments on response
	<p>substation and possibly to the corner of number 70. Article 105, Ripon Road, West side, From the junction with its cul-de-sac serving no's 89 -139 Ripon Road, northwards for a distance of 10 metres really needs to be EXTENDED to and slightly past the electric substation and possibly further. Reason being that many people will still park their commercial vans etc. past the double yellow lines on both sides of blind curve. Drivers having to exit the cul-de-sac serving no's 44-68 Ripon Road (as this also bordered on the back of 70 Ripon) need to drive out further than necessary to see oncoming traffic because the obstruction these vehicles cause.</p> <p>iv. I would also like to strongly suggest that Residents Only parking signs in particular at entrance to the cul-de-sac 44-68 and others as we have often seen people parking up their commercial vans in the cul-de-sac and walking up the Ripon Road and not leaving spaces for the residence of the cul-de-sac, who have to try and find spaces elsewhere. Placing the parking restrictions on the road will push these illegal parkers to take over the cul-de-sacs and prevent the residents from parking next to their property. I know the signs are not enforceable by law however it should make the non-residence of these houses aware.</p>	<p>iv. We are unable to install 'resident only' signs because Ripon Road is a public highway road and as such any motorist may park their vehicle in a safe and legal manner on a principle of 'first arrive-first park' basis.</p>

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

Response reference number	Response summary	Comments on response
11	<p>i. I write in response to your letter of January 6th (Ref: TPE/03/24-2/F) in relation to parking within Ripon Road. Firstly, I commend you for acting here - these changes have desperately been needed for some time. So, thank you for this, the parking has been troublesome particularly on when turning into my road.</p> <p>ii. I do have a few general questions for you, in strict confidence. As you may be aware, there have been a number of conflicts/disputes over parking within Ripon Road over the years, which I have tried to stay out of, so this is my basis for asking for confidentiality.</p> <p>iii. Firstly, I have noticed that there has been a slow increase of cars parking on both sides of the road within the main stretch of road within Ripon Road. This causes a number of access issues. Once the yellow lines are in place, I am concerned that this will see more people parking on both sides of the road. Effectively the obstruction will move from areas that have yellow lines to areas that don't. Do you have any plans in place to monitor this in the longer term?</p> <p>iv. Secondly, in relation to disputes around parking. There have been a number of issues around people parking in front of garages they do not rent from the council Are there any paths of escalation for such incidents? When this occurs (and should</p>	<p>i. Your comment of support is noted.</p> <p>ii. Comment is noted and GDPR rules apply for all consultation responses received.</p> <p>iii. Concerns of vehicle displacement have been noted and if the proposals are implemented then this area will be part of a 6-month monitoring and assessment period.</p> <p>iv. If this is a Council Garage compound, then all issues should be reported to garage.services@stevenage.gov.uk</p>

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

Response reference number	Response summary	Comments on response
	<p>this increase), there seems to be nobody to contact as the police informed me that they do not want to act.</p> <p>v. Finally, there are a number of shady activities around parking within our neighbourhood. Residents swapping cars to reserve parking spaces, fraudulent use of disabled badges to reserve spaces (which has been reported). I appreciate that this is difficult to monitor and manage, but in light of the conflict it causes are there any paths of escalation in relation to this? As I suspect this could cause issues going forward.</p> <p>vi. I respect and appreciate the horrid position that the council is in here, there are simply far too many cars for the number of spaces available. Again, I thank you for taking positive action to at least stop the turning of our road from being obstructed.</p>	<p>v. Hertfordshire County Councils Licensing and Enforcement Team, and Fraud Prevention teams are aware and may investigate these matters further.</p> <p>vi. Your comments are noted.</p>
13	<p>i. Though I agree the current parking situation is problematic, and these yellow lines would likely improve the situation,</p> <p>ii. I would also like to ask you to consider the following. Whilst painting the double yellow lines, it would be beneficial to also paint white parking bays into the residential parking spaces. There are countless times that parking in the corners, thus causing blockages, is caused by multiple vehicles parked irresponsibly, taking up spaces that would fit</p>	<p>i. Your comment of support is noted.</p> <p>ii. Your comments are noted, the suggestion to mark parking bays has been added to the lining maintenance list for investigation when resources will allow it.</p>

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

Response reference number	Response summary	Comments on response
	multiple vehicles. It would add some order to the parking situation, allowing more vehicles to park 'properly' without the need to block entry to these areas on the corners.	
25	<p>i. I write in reference to your letter dated 6th January 2025, reference number TPE/03/24-2/F. While the school gives full support to the outlined plans to improve the parking and road safety along Ripon Road and the surrounding areas.</p> <p>ii. Please could you provide more information as to how any new restrictions will be monitored?</p> <p>iii. The proposed restrictions allow for additional "double yellow lines" on access roads leading directly off Ripon Road adjacent to the school. There are currently double yellow lines which run from the corner of 332/330 to approximately 324 Ripon Road. These existing lines are already disregarded and are most often parked on. With the proposed building application with Stevenage Borough Council for works to property number 332/330 (application number 24/00490/FP) will the existing lines be fully instated along with all new additions?</p> <p>iv. I have contacted SBC in the past in relation to issues with parking along Ripon Road with little response other than "there is no resource to patrol every school", so the concern is how this will be</p>	<p>i. Your comment of support is noted.</p> <p>ii. Any lines that may be implemented will be regularly patrolled by our contracted Civil Enforcement Officers.</p> <p>iii. Planning permission has not yet been granted for I application number 24/00490/FP. The legal agreement could take several months and then a period of 3 years to commence works. The proposed restrictions for Ripon Road would be implemented at the same time as the other locations across the St Nicholas Ward as detailed in the schedule of the order which can be found here Proposed Traffic Orders</p> <p>iv. To confirm, our Civil Enforcement Officers are not able to visit every school every day because there are over 30 educational centres across Stevenage, but each school will be visited several times throughout the month especially larger schools which are monitored several times a week. If the proposed new yellow lines</p>

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

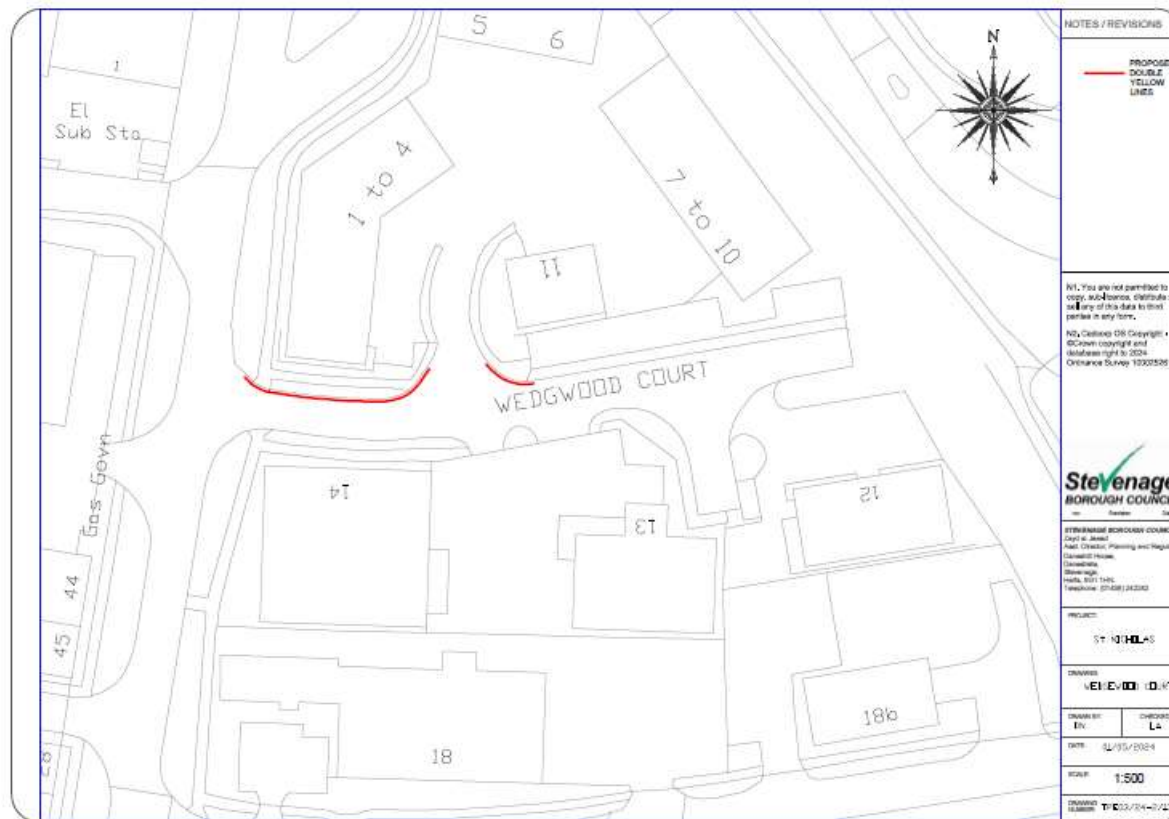
Response reference number	Response summary	Comments on response
	<p>controlled? Will the issue simply be pushed into residential spaces and garages?</p> <p>v. Perhaps the idea of a suitable crossing point such as a "zebra" crossing could be looked into as an option for the safe crossing for our pupils, staff, visitors and the wider community with this application.</p>	<p>are implemented, then additional visits will be made to make sure that these are enforced strictly.</p> <p>v. Your suggestion for a zebra crossing will be shared with Hertfordshire County Council as the Highway Authority for Stevenage. If you would like to contact them directly, please visit Highways - contact us Hertfordshire County Council</p>
40	<p>i. I currently receive your letter regarding the parking to make double yellow line on the corner of my road I live at xxx Ripon Road and the parking is a complete joke, I can even get park outside my own house there people parking all long Ripon Road and they don't even live in the road so residence that live in the house can't even park outside their own house it's an absolute nightmare. There needs to be some kind of parking restrictions in place.</p> <p>ii. So when myself and my husband come home from work late we have to park 1/2 street down the road, I see why people park on the corner is due to no parking outside their own home, to put double yellow line you should look at parking down the road where school is because I come work early some days and cause all the parents parking were</p>	<p>i. Non-residents can only be prohibited from parking through the implementation of permit parking controls. However, 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 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>ii. Parking within 10 meters of a junction can obstruct the view of other road users potentially leading to accidents, so this is the main reason for the proposed yellow lines at the junctions. Parking near the school will be actively monitored and enforced where possible by our Civil Enforcement Officers.</p>

Table 6: Summary of responses for proposed double yellow lines at various locations in Ripon Road (plan no. TPE/03/24-2/09,10,11,12)

Response reference number	Response summary	Comments on response
	<p>they want and blocking the road if fire engine was to come down there they wouldn't get pass.</p> <p>iii.</p> <p>Also, with children running around it completely dangerous so I think there should be some kind permit that people that live on Ripon Road can park outside their own house. I would hear more about this topic work and see what you going do about it it's really unfair people that can't park one lady puts here wheelie bin in parking space so when she comes home from work she park outside here house it's a nightmare you really need look into further before putting yellow lines with permits for people that live in road there has been a van in road not moved within a month and just taken up space.</p>	<p>iii. See comment 40.i above. If the van is believed to be abandoned this can be reported to Abandoned Vehicles</p>

5.9. Plan TPE/03/24-2/13 – proposed double yellow lines in Wedgewood Court

5.9.1. This proposal consists of 'no waiting at any time' restrictions in Wedgewood Court as shown on below plan TPE/03/24-2/13.

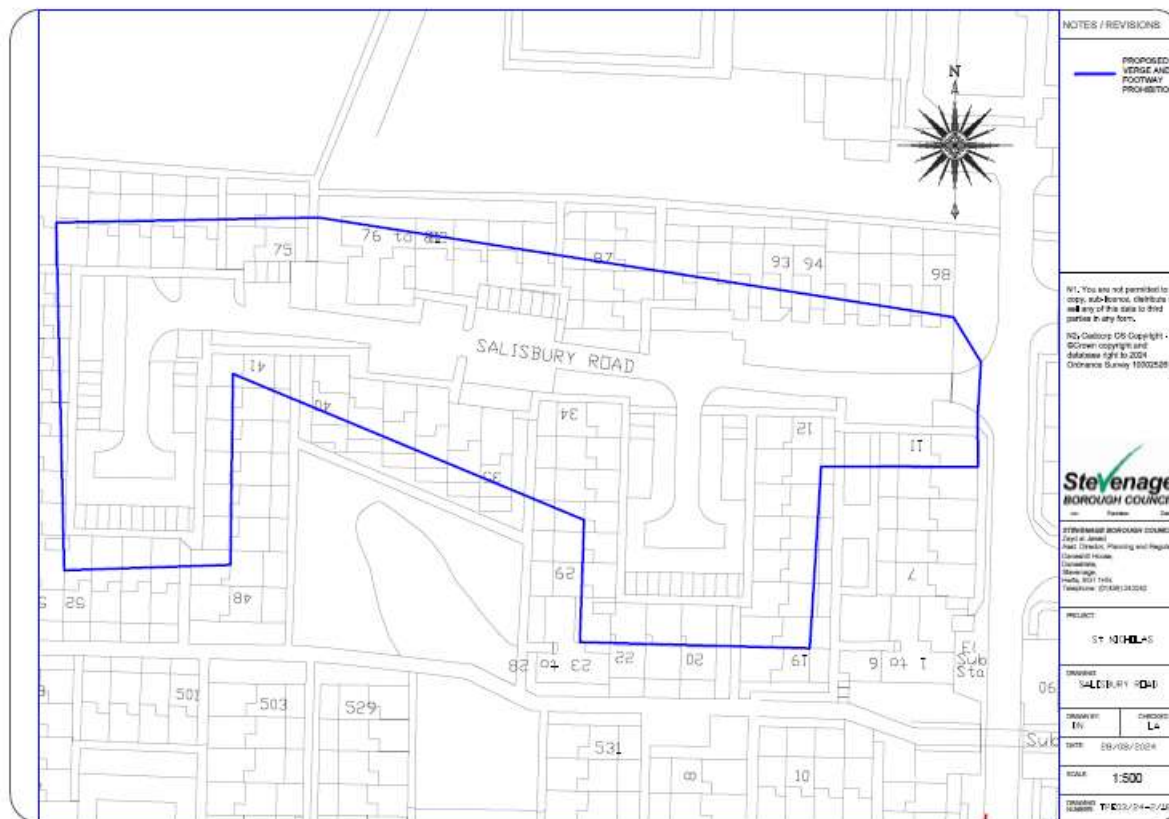


- 5.9.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to fourteen properties in proximity to the location of these proposed restrictions. Consultation responses were received regarding these proposed double yellow lines and a summary of these responses can be seen in Table 7 below.
- 5.9.3. Two consultation responses were received both in support of the proposed restrictions. The main concerns raised related to parking on the northern side of Wedgewood Court which has reportedly caused missed deliveries to businesses due to the delivery lorries not being able to access the road. There were also concerns over the obstruction of sightlines to vehicles and cyclists alike due to vehicles parking within 10 metres of the junction with Wedgewood Way.
- 5.9.4. After taking the residents' concerns into consideration it is recommended that the proposed double yellow lines are implemented as proposed as shown in plan TPE03/24-2/13.

Table 7: Summary of responses for proposed double yellow lines in Wedgewood Court (plan no. TPE/03/24-2/13)

Response reference number	Response summary	Comments on response
27	<p>i. I am writing to express our support for the scheme, in fact we would like the restricted area to be extended, if possible, at lease stop them parking on the pavement. There have been rows, failed deliveries and numerous near-miss because of the parking mayhem, so, please implement it ASAP.</p>	<p>i. Your comment of support is noted. A verge and footway ban will be investigated in a future project.</p>
43	<p>i. We reside in xxx of Wedgewood Court and would make the following comments: We welcome the introduction of parking restrictions to the entrance of Wedgewood Court as delivery vehicles struggle to get through cars parked on both sides of the road.</p> <p>ii. We have staff members who cycle into work who consider navigating the cars parked, as well as other traffic trying to negotiate passing them, as dangerous.</p> <p>iii. I attach a photo taken from our Unit which shows that as you enter the turning for units' cars starting to park on both sides of the entrance road. We recently encountered a HGV trying to enter this area whilst cars were parked on both sides of the road which was not only dangerous but took such a long time to navigate. There are clearly empty parking</p>	<p>i. Your comment of support is noted.</p> <p>ii. Your comment is noted, and the safety concerns are the reason for the proposed no waiting restrictions. The proposed yellow lines seek to protect the junctions to allow safe entry and exit without obscured sightlines due to vehicles parked near the junction.</p> <p>iii. The suggestion has been recorded and may be investigated in future subject to available resources.</p>

Table 7: Summary of responses for proposed double yellow lines in Wedgewood Court (plan no. TPE/03/24-2/13)		
Response reference number	Response summary	Comments on response
	<p>spaces outside of the units to the left of the road and an empty parking space between the black and red cars shown, so why someone has to park so dangerously is beyond me. It would make sense to have a single yellow line so that vehicles can only park down one side – this would give HGVs a fighting chance of entering the area.</p> <p>iv. If you do introduce parking restrictions, as proposed, and without including parking restrictions to the entrance to units xxx then our current parking problem will just be exacerbated.</p>	<p>iv. If the proposed restrictions will be implemented, then the area will be monitored for several months and concerns of vehicle displacement would be assessed, and additional restrictions can be proposed.</p>







5.10.2. Public notices highlighting the formal proposals were displayed on local street furniture and consultation letters were sent to two hundred and twenty-eight properties within the areas affected. Zero responses were received throughout the public consultation.

5.10.3. 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 including the amendment as shown in plan TPE/24-2/03/15 Rev 01.

5.11. 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.

5.12. If it is decided to proceed as recommended, it is anticipated that the scheme could be implemented Winter 2025.

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