

Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: TBC

Consideration of consultation responses (Formally proposed parking controls in Boswell Gardens, Foster Close and Wansbeck Close, Stevenage)

Author – Liviu Azoicai (Traffic and Parking Enforcement Manager)

Contact Officers – Liviu Azoicai (extension 2955)

1. PURPOSE

- 1.1. To detail responses received to a statutory public consultation on proposed parking controls in Boswell Gardens, Foster Close and Wansbeck Close 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. Proposed parking controls are implemented as formally proposed except for the changes specified in paragraph 2.2 below.
- 2.2. That proposed single yellow line in Foster Close is implemented with a reduced length as shown in revised plan TPE/03/21-2/01Rev2.

3. BACKGROUND

- 3.1. 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.
- 3.2. Following a number of reports regarding obstructive parking in Boswell Gardens, Foster Close and Wansbeck Close investigation of restrictions to address this was included in our work plan for 2021-2022. An informal parking consultation and a number of site visits were carried out. The results of this informal consultation and all previous reports and complaints about parking issues in this area were taken into consideration before we drafted this Traffic Regulation Order.
- 3.3. 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 (Boswell Gardens, Foster Close and Wansbeck Close, Stevenage) (Restriction of Waiting) Order 2022 for public consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 3.4. The effect of The Borough of Stevenage (Boswell Gardens, Foster Close and Wansbeck Close, Stevenage) (Restriction of Waiting) Order 2022 would be to prohibit parking Monday-Friday between 10-11am and 2-3pm in parts of Boswell Gardens and to prohibit parking at any time in close proximity to a number of junctions in Boswell Gardens and Wansbeck Close. A further effect of this Order would be to prohibit parking between 9am-5pm Monday to Friday in Foster Close opposite its junction with Boswell Gardens.
- 3.5. These formal proposals for statutory public consultation were advertised through a Notice of Proposals that was published in the Stevenage edition of The Comet on 10 February 2022. Copies of this notice were also erected on local street furniture, and notification letters were sent to addresses in the immediate vicinity of the proposals and to statutory consultees. The consultation continued until 5 March 2022.
- 3.6. Deposited documents including the Notice of Proposals and a Statement of Reasons for proposing to make this Order, together with copies of the draft Order and maps showing the locations and effects of the Order, were made available for the public to inspect at the Council's offices in Daneshill House and via its website.
- 3.7. The consultations 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 parking restrictions that have been proposed.

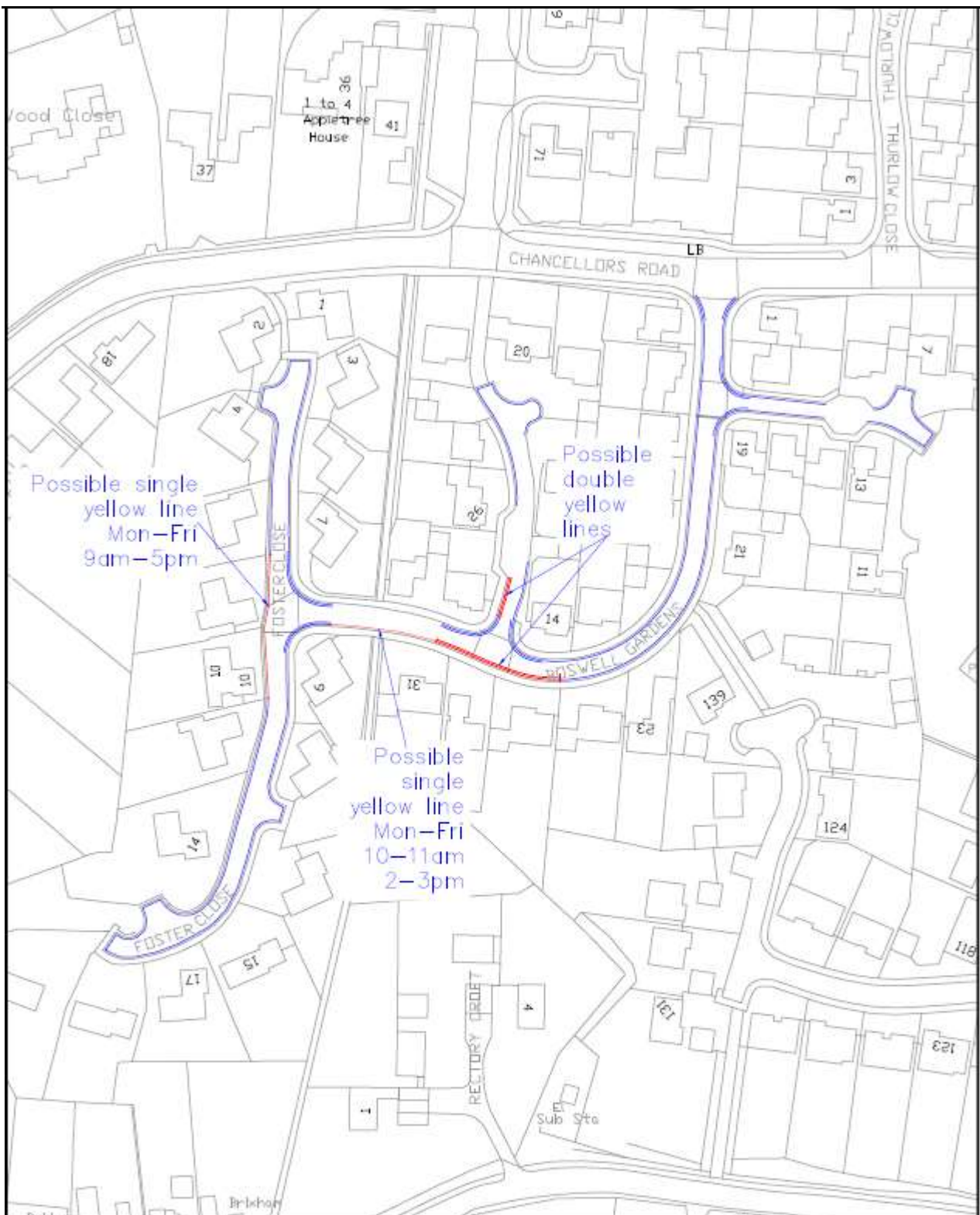
4. REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

4.1 Consultation responses to proposed restrictions in Boswell Gardens and Foster Close



4.1.1. A total of 39 responses were received about the proposed parking restrictions throughout the informal and formal consultations. Copies of those responses are included 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.

4.1.2. Thirty-four responses were received as part of the informal consultation about the initial proposed restrictions shown below on plan TPE/03/21-2/01. This initial plan proposed double yellow lines in Boswell Gardens adjacent to property number 28 and opposite its cul-de-sac serving numbers 14-26 Boswell Gardens. A single yellow line prohibiting parking between 10-11am and 2-3pm Monday to Friday was proposed in Boswell Gardens for the remaining unrestricted area on the south side of the road. Also, the plan proposed to prohibit parking between 9am and 5pm Monday to Friday in Foster Close opposite its junction with Boswell Gardens.



STEVENAGE BOROUGH COUNCIL
Zayd Al-Jawad
Assistant Director, Planning and Regulation
Daneshill House,
Danestrete,
Stevenage,
Herts, SG1 1HN.
Telephone: (01438) 242242

PROJECT:
Woodfield

DRAWING:
Possible new parking
restrictions in Boswell
Gardens and Foster Close

DATE:
16-09-2021

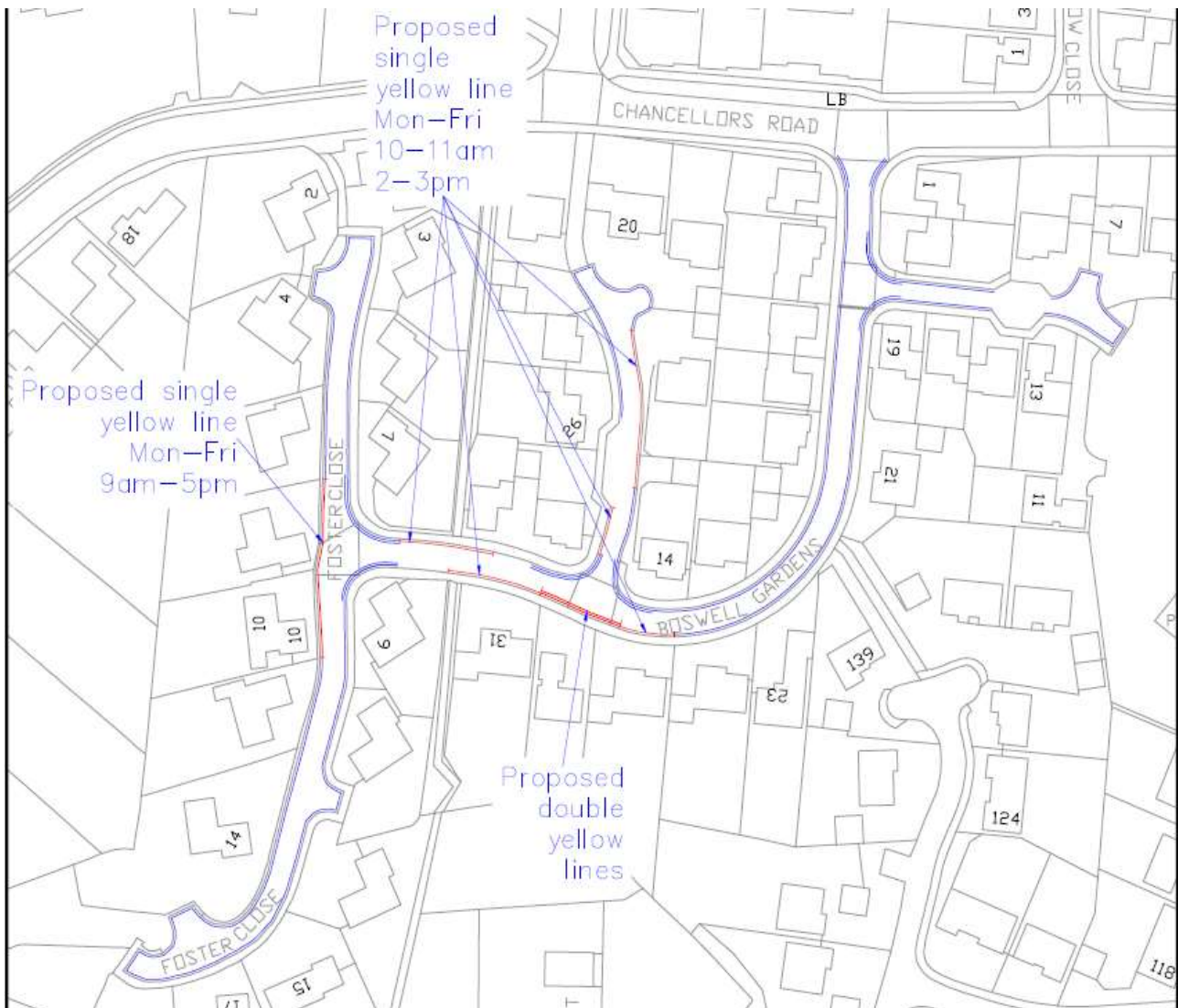
DRAWN BY:
LA

CHECKED:
PJH

SCALE:
1:1250

no.	Revision	Date
DRAWING NUMBER: TPE/03/21-2/01		

- 4.1.3. Nine responders to our informal consultation did not agree with the proposal and nine responders suggested that the proposed restrictions should be modified whilst 16 households expressed their support for the proposed restrictions.
- 4.1.4. After taking into consideration the feedback received and carrying out additional site investigations, following an informal discussion with the local Councillors a decision was taken to modify the initial plan and formally propose waiting restrictions as shown below on plan TPE/03/21-2/01Rev1.



STEVENAGE BOROUGH COUNCIL
Zayd Al-Jawad
Assistant Director, Planning and Regulation
Daneshill House,
Danestrete,
Stevenage,
Herts, SG1 1HN.
Telephone: (01438) 242242

PROJECT:
Woodfield

DRAWING:
Proposed parking
restrictions in Boswell
Gardens and Foster Close

REV 1 NOV 2021

no: Revision Date:

DATE:
16-09-2021

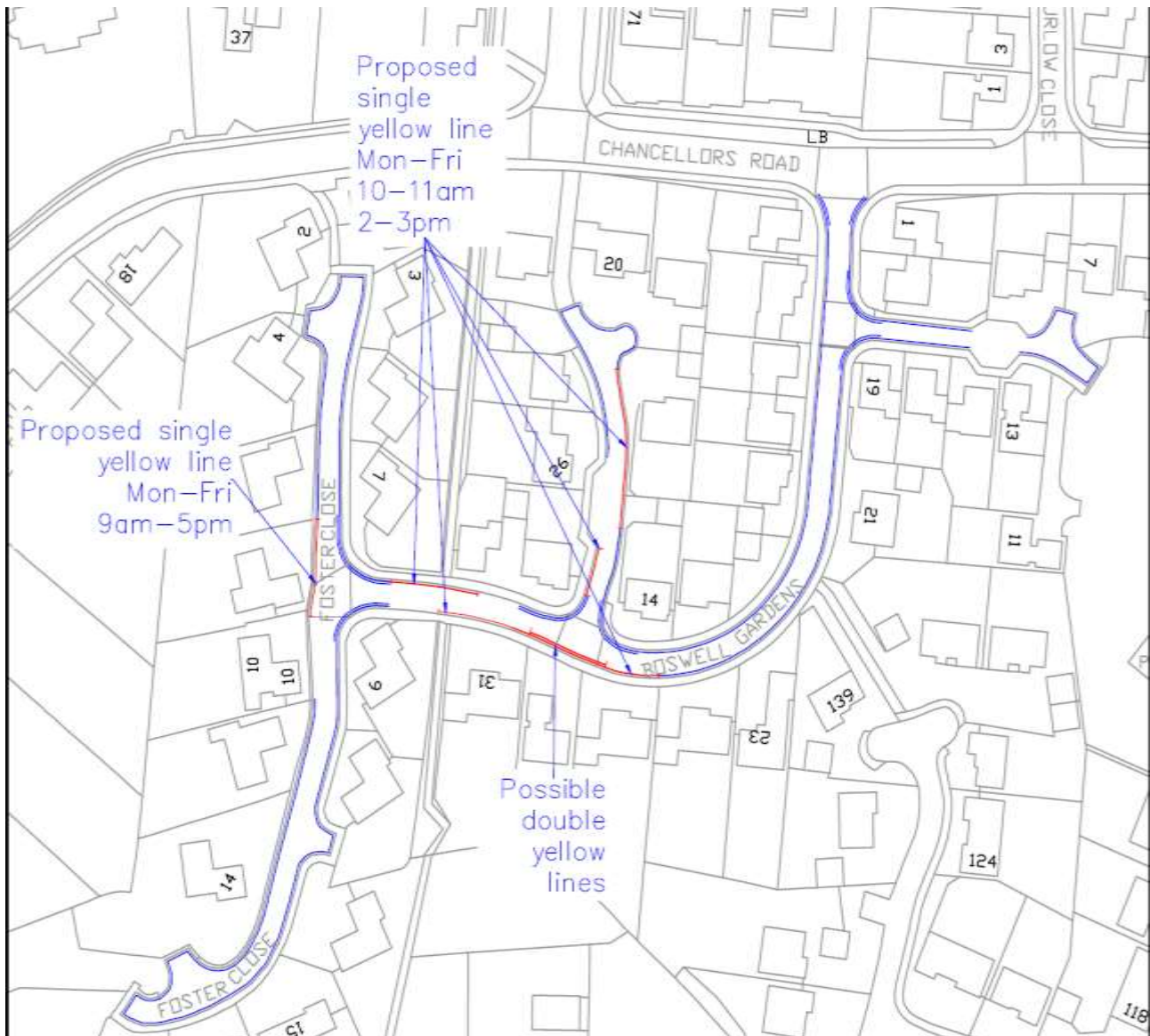
DRAWN BY:
LA

CHECKED:
PJH

SCALE:
1:1250

DRAWING
NUMBER: TPE/03/21-2/01

-
- 4.1.5. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all properties likely to be affected by these proposals. Five responses were received during the public consultation relating to these proposals and a summary of these responses can be seen in Table 1 below. One response expressed support for the proposal, three objected and a further response suggested that formally proposed restrictions are modified.
- 4.1.6. Considering these in combination with the responses to the informal consultation it appears that the majority residents agree that restrictions should be implemented in Boswell Gardens and Foster Close.
- 4.1.7. The main concern raised by residents in response to our formal proposal referred to the limited on-street parking availability which may negatively impact their visitors' ability to park their vehicles on-street. However, the main restriction proposed in Boswell Gardens would prohibit vehicles from parking between 10-11am and 2-3pm Monday to Friday and is similar with existing restrictions in other parts of this street for which residents have previously expressed positive feedback. The new restrictions were proposed in order to prevent all day commuters parking which residents highlighted as the main reason for existing congestion and general obstructions, and to prohibit vehicles from parking near junctions.
- 4.1.8. A small number of responses suggested that a residential parking permit scheme would be their preferred solution to prevent the existing parking issues caused by commuter parking. Introducing a permit scheme would mean that those who benefit from it pay for the necessary enforcement to be provided and the scheme to be administered, which would otherwise fall on all council tax payers meaning others were effectively paying to be forbidden from parking. However, the result of the informal consultation shows that there wasn't sufficient support from residents for a permit scheme so that the Council can formally propose such scheme.
- 4.1.9. Two objections referred to the proposed single yellow lines in Foster Close for the only remaining unrestricted parking area in this street. After taking these comments in consideration and further site investigations, it is recommended that the proposed single yellow lines to be implemented with a reduced length so that parking can remain unrestricted where it is believed not to cause an obstruction to the passage of traffic.
- 4.1.10. Following our site observations and based on the feedback received throughout both consultations, it is recommended that the formally proposed restrictions in Boswell Garden are implemented as proposed and the proposed single yellow line in Foster Close is implemented with a reduced length as shown below on plan TPE/03/21-2/01Rev2.



STEVENAGE BOROUGH COUNCIL
Zayd Al-Jawad
Assistant Director, Planning and Regulation
Daneshill House,
Daneshill,
Stevenage,
Herts, SG1 1HN.
Telephone: (01438) 242242

PROJECT:
Woodfield

DRAWING:
Possible new parking
restrictions in Boswell
Gardens and Foster Close

REV 2 APR 2022

no. Revision Date:

DATE:
16-09-2021

DRAWN BY:
LA

CHECKED:
RW

SCALE:
1:1250

DRAWING
NUMBER: TPE/03/21-2/01

Table 1:

Content of responses to formally proposed parking controls in Boswell Gardens and Foster Close

Item number	Response	Comments on response
1	<ul style="list-style-type: none">i. We wish to reiterate our previous objections as a single yellow line will prohibit our visitors from parking from 9 am to 5pmii. It will also create a problem when trades people need time to do work at our property.iii. We have lived here for 30 years and have never had any trouble from people parking and have never felt it to be a hazard.	<ul style="list-style-type: none">i. The objection is noted.ii. Most properties in this area benefit from off-street parking facilities such as garages and/or driveways and the main proposed restriction consists in a single yellow line prohibiting parking between 10-11am and 2-3pm Monday to Friday. This restriction was proposed to specifically prevent all day commuter parking, therefore improving parking facilities for residents and their visitors. Loading and unloading is permitted on single yellow lines. Also, dispensations can be granted by the parking office to a trader to park their vehicle in contravention of a single yellow line for specific reasons such as building works.iii. After taking in consideration the residents' comments and following additional site investigations, it is believed that the current unrestricted parking in Foster Close south of its junction with Boswell Gardens is not likely to cause an obstruction to the passage of traffic on this road. However, vehicles parked directly opposite the junction are likely to cause an obstruction especially to large vehicles such as refuse collection trucks. Therefore, it is recommended that the proposed single yellow line is implemented as shown in plan TPE/03/21-2/01 Rev2.

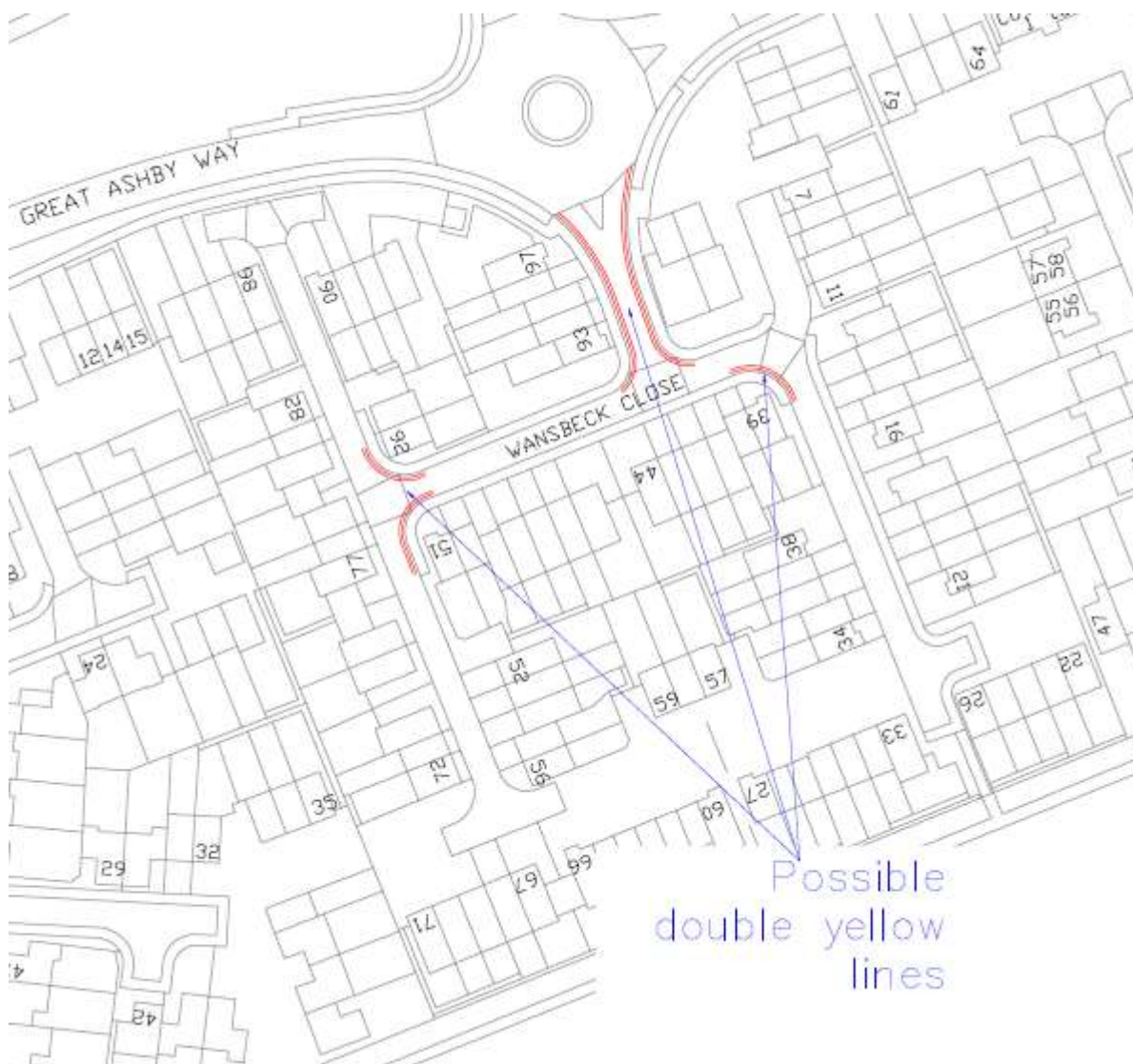
Item number	Response	Comments on response
2	<p>i. I would like to make a formal objection to your parking proposals.</p> <p>ii. At present there is available street parking for around a dozen cars in these two streets. As you have clearly recognised, most houses have sufficient parking on their own driveways for everyday needs. On occasion spill over space is needed. Because of heavy use by non-residents, the street spaces available under your plan would not be sufficient, and there is no nearby alternative.</p> <p>iii. Most of the two roads can indeed be single and double yellow lined as you suggest. But a number of bays can be designated paid-for parking permit spaces for residents. This would give residents the flexibility we occasionally need, while moving the troublesome commuter traffic back to its official car parking. The sale of “scratchcard” permits would give the council some revenue.</p>	<p>i. The objection is noted.</p> <p>ii. See comment 1 ii.</p> <p>iii. A resident permit scheme would mean those benefiting from the scheme will be charged for permits/vouchers to cover the cost of enforcement and administration. Therefore, such schemes cannot be implemented without the majority support of residents of that area. A previous informal consultation with the residents of Boswell Gardens and Foster Close highlighted that there is more support for current proposal and only a small number of households suggested a permit scheme as their preferred choice.</p>
3	<p>i. Thank you for your letter dated 10th February 2022, re the above. We have since spoken via telephone about the single yellow line. Many thanks for listening to our concerns and for your suggestions.</p>	<p>i. The support is noted. The initially suggested restrictions were modified after taking in consideration the residents’ comments received throughout the informal parking consultation and after we carried out additional site observations.</p>

Item number	Response	Comments on response
4	<ul style="list-style-type: none"> i. I would like to register my objection to the proposals that have been suggested. ii. The principal objection is that there is no apparent need for them. iii. The proposed lines will restrict the ability for residents to be able to relocate cars to on days when (for example) repairs need to be carried out to their premises or they have visitors. Having parking restrictions as described would therefore have an adverse effect on the amenity of the area for residents. 	<ul style="list-style-type: none"> i. The objection is noted. ii. The parking obstruction reports and complaints received by the Council in the past few years and the results of the recent informal parking consultation clearly show that the majority residents believe that restrictions are needed to prevent vehicles from parking in close proximity of the junctions and to prevent general obstructions and congestion caused by all day commuter parking. iii. See comment 1 ii.
5	<ul style="list-style-type: none"> i. We are writing to formally object to some or part of the proposals for Boswell Gardens and Foster Close, Stevenage. ii. The proposed double yellow lines on the curve in the drawings is a good idea to not to obscure drivers' sightlines. iii. Our main concern is that we need some unrestricted parking spaces on Foster Close for visitors and/or tradespeople. 	<ul style="list-style-type: none"> i. The objection to part of the proposal is noted. ii. The support for the proposed double yellow lines is noted. iii. See comment 1 ii.

Item number	Response	Comments on response
	<p>iv. There must be double yellow lines on both sides at the end of Boswell Gardens leading to Foster Close to have unrestricted access to our road without having to always manoeuvre away from the parked cars on the corner as mentioned above. We are all fully aware that staff working at Lister hospital regularly park on these roads. Both these roads are virtually empty over the weekends, but for the 2 white cars belonging to () Boswell Gardens.</p>	<p>iv. Double yellow lines are already present on both sides of Boswell Gardens at its junction with Foster Close. It is believed that the current congestion and general obstructions are mainly caused by the significant number of non-residents parking their vehicles in this location and this the reason why we proposed additional single yellow lines for that length of road leading to Boswell Gardens junction with Foster Close. If the proposed restrictions are implemented, we can continue to monitor the area and decide at a later date whether more restrictive measures are required.</p>

4.2. Consultation responses to proposed restrictions in Wansbeck Close

- 4.2.1. A total of 50 responses were received about the proposed double yellow lines throughout the informal and formal consultations. Copies of those responses are included in Appendix 2, but contain personal data so cannot be publicly released. A redacted version with all personal data removed, Appendix 2(i), will be released to the public alongside this report.
- 4.2.2. Forty-four responses were received as part of the informal consultation related to the proposed restrictions shown below on plan TPE/03/21-2/02. This initial plan proposed double yellow lines in Wansbeck Close on both sides of its bottleneck entrance and adjacent to properties 39, 51 and 92 Wansbeck Close.



STEVENAGE BOROUGH COUNCIL
Zayd Al-Jawad
Assistant Director, Planning and Regulation
Daneshill House,
Daneshill,
Stevenage,
Herts, SG1 1HN.
Telephone: (01438) 342242

PROJECT:
Woodfield

DRAWING:
Possible parking
restrictions in Wansbeck
Close

DATE:
16-09-2021

DRAWN BY:
LA

CHECKED:
P.J.H.

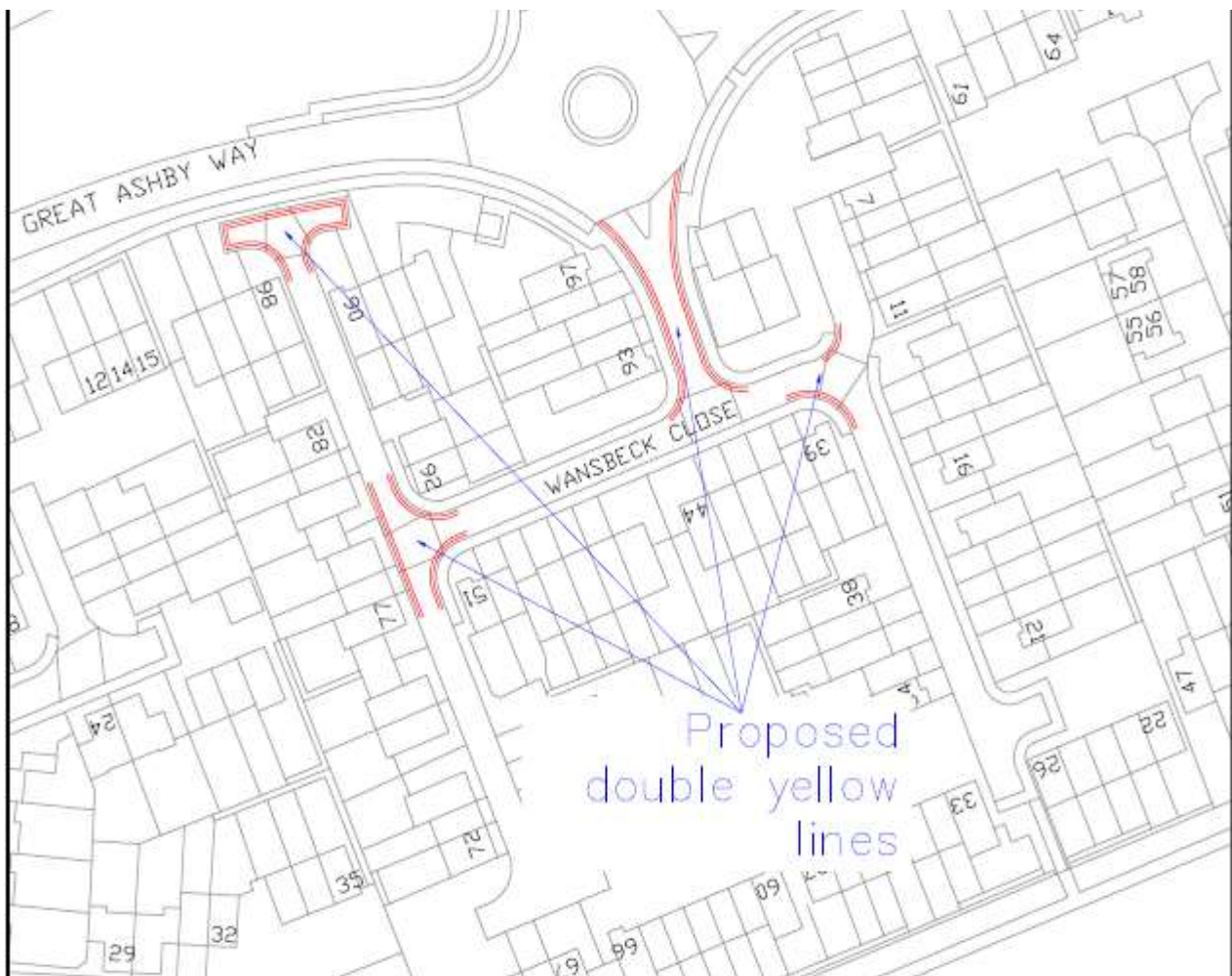
SCALE:
1:1000

no.	Revision	Date

DRAWING
NUMBER TPE/03/21-2/02

4.2.3. Thirty informal consultation responses provided comments in favour of restrictions being introduced and 14 did not agree with the possible double yellow lines. A number of those who responded suggested that additional double yellow lines should be proposed in other locations in Wansbeck Close.

4.2.4. After taking into consideration the feedback received we carried out additional site observations and following an informal discussion with the local Councillors, a decision was taken to modify the initial plan and formally propose double yellow lines as shown below on plan TPE/03/21-2/02Rev1.



STEVENAGE BOROUGH COUNCIL Zayd Al-Jawad Assistant Director, Planning and Regulation Daneshill House, Danestrete, Stevenage, Herts, SG1 1HN. Telephone: (01438) 242242	PROJECT: Woodfield	DRAWING: Proposed parking restrictions in Wansbeck Close	REV 1	NOV 2021
	DATE: 16-09-2021	DRAWN BY: LA	CHECKED: PJH	SCALE: 1:1000
			no:	Revision
			DATE:	
			DRAWING	NUMBER: TPE/03/21-2/02

-
- 4.2.5. Public notices highlighting the proposals were displayed on local street furniture and consultation letters were sent to all properties likely to be affected by these proposals. Six responses were received during the public consultation relating to these proposals and a summary of these responses can be seen in Table 2 below. Two responses expressed support for the proposal, three objected and a further response expressed a mix view. Considering these in combination with the responses to the informal consultation it appears that the majority residents of this area agree that restrictions are needed in Wansbeck Close.
- 4.2.6. The main concern raised by residents in response to our formal proposal referred to the existing high demand for on-street parking in Wansbeck Close and that the proposed double yellow lines may increase the parking pressure in their street which can lead to some residents being required to park their vehicles further away from their property.
- 4.2.7. The proposed double yellow lines in Wansbeck Close are mainly for areas in close proximity of junctions, locations where the Highway Code clearly specifies that vehicles should not be parked. The proposed restrictions do not remove any designated parking spaces and is intended to only prohibit parking in locations where parked vehicles are likely to cause access difficulties especially to emergency vehicles and/or refuse collection trucks.
- 4.2.8. Following our site observations and based on the feedback received throughout both consultations, it is recommended that the formally proposed restrictions in Wansbeck Close are implemented as proposed.

Table 2: Content of responses to formally proposed parking controls in Wansbeck Close

Item number	Response	Comments on response
1	<p>i. Looking at your proposals, the entrance to Wansbeck close DEFINITELY needs addressing. People park there and on the bend which is hazardous.</p> <p>ii. Regarding the yellow lines outside 77-80 I don't believe needs to be done and nor does outside 92. I don't feel down the bottom near numbers 86</p>	<p>i. The support for part of the proposal is noted.</p> <p>ii. The proposed yellow lines adjacent to properties 77-8, 92 and 86 are locations where the Highway Code specifies that vehicles should not be parking as are likely to cause an obstruction to passage of traffic especially to large vehicles such as emergency</p>

Item number	Response	Comments on response
	<p>needs to be done either.</p> <p>iii. If the lines are placed outside 77- 80, 92, and by numbers 86, I honestly believe and know, that people will just park outside numbers 81 & 82 and 91 as well as numbers 72 - 76. If you visit the close those houses have a 1m squarish front garden which their front doors pretty much stepping out onto the road. Are you saying cars can legally park there? How is a disabled person or mother with a buggy supposed to get out their front door of cars are allowed to park there?</p> <p>iv. I would like to request, that should the proposed plans go ahead, which I hope they do not , the council mark the visiting bays with a yellow V at the same time as marking the road this way visitors to close can see clearly where to park.</p>	<p>services, refuse collection trucks or deliveries.</p> <p>iii. Whilst a minor vehicle displacement can be expected, there is no guarantee that drivers will be parking their vehicles in the locations mentioned. It is illegal to park a vehicle across a property entrance where there is a dropped kerb/raised carriageway and this can be enforced against by the Police and/or by Civil Enforcement Officers. Also, if the proposed restrictions are implemented we will monitor the feedback residents will provide and additional restrictions can be proposed if required.</p> <p>iv. The area where those off-street parking bays are located is not classed as public land and therefore we are unable to introduce road markings in that location.</p>
2	<p>i. As a resident of Wansbeck Close, I previously objected to your suggestion of adding double yellow lines to several parts of the close.</p> <p>ii. I am wondering where you are suggesting that people who use some of these areas to park would then park their cars. Unfortunately not every house in the close is given a 'driveway'</p>	<p>i. The objection is noted.</p> <p>ii. The high demand for on-street parking it is not an excuse for anyone to park their vehicle illegally. Drivers are responsible for the safe storage of their vehicle and to ensure is parked in a safe and legal way when left on a public road. The proposed restrictions would not remove any existing dedicated parking</p>

Item number	Response	Comments on response
	<p>or 'parking spaces'. With most households having two or possibly more cars if they are a big family, this is pushing the problem elsewhere.</p> <p>iii. This also restricts anyone having visitors or family over due to the risk of being fined which will do nothing to benefit us and will only line the councils' pockets further.</p>	<p>spaces and instead is simply prohibiting parking mainly at locations where the Highway Code already mentions that vehicles should not be parked.</p> <p>iii. The significant number of complaints received in the past years from residents of this area about vehicles parked at some of these locations and the results of a recent residents survey shows that the majority of Wansbeck Close residents are worried about illegal parking taking place in their street and the Council has a responsibility to take action against it. The aim of the proposed restrictions is not to generate income through issuing penalty charge notices and instead is to ensure the road remain passable at all times including unhindered access for emergency vehicles.</p>
3	<p>i. The purpose of this email is to provide a formal objection to the proposals for double yellow lines to be marked in a number of areas along the access roads. Whilst we agree that parking is a problem, particularly on the entrance to the Close, we object for the following reasons.</p> <p>ii. We are aware that some properties particularly at the entrance of the Close have more cars than they have bays. It is highly unlikely for these properties to find alternative parking arrangements or remove them from the Close. Therefore if yellow lines are marked, they are likely to park in other areas of the estate which will remain unmarked. I.e directly outside of my</p>	<p>i. The objection is noted.</p> <p>ii. The effect of the proposed restrictions is to prohibit parking mainly at junctions, locations where parked vehicles are likely to obscure drivers' sightlines and cause an obstruction to the passage of traffic. Whilst a minor vehicle displacement can be expected if restrictions are implemented, it is not illegal for a vehicle to be parked on a public road outside a property if does not obstruct its entrance. However, we will monitor the feedback residents will</p>

Item number	Response	Comments on response
	<p>property. This therefore does not stop the problem, but simply moves the problem to another area which will lead to continued blocked access for emergency vehicles and refuse lorries. I do not wish for any vehicle to park directly outside of my property, as it is unsightly and inconvenient. In addition to the above, if cars were to be parked opposite my property this will cause great obstruction and difficulty in accessing our driveway.</p> <p>iii. Lastly, the design and planning of the estate is poorly thought out and doesn't meet the needs of modern families who all tend to have more than one vehicle as well as visitors, contractors etc attending who will also require parking. Double yellow lines will make parking even more difficult for visitors/workmen.</p>	<p>provide and additional restrictions can be proposed if required.</p> <p>iii. See comment 2 ii.</p>
4	<p>i. Just a note to say I am in favour of the yellow parking lines in Wansbeck Close. Especially as you come in to the close very good idea.</p>	<p>i. The support is noted.</p>
5	<p>i. I agree with the proposal, if people are against it they should ask themselves the below.</p> <p>ii. Are they aware that the Highway code states the below which is part of the</p>	<p>i. The support is noted.</p> <p>ii. The Highway Code does indeed specify that drivers should not park their vehicles in close proximity or opposite a junction except</p>

Item number	Response	Comments on response
	<p>passing the driving test? This is to allow emergency (vital second's lost means life and death), delivery vehicles and vehicles to get through and to avoid accidents. Wansbeck Close has few pavements so pedestrians need to be considered when parking dangerously.</p>	<p>in an authorised parking space but is only enforceable by the Police. In order for the Council to enforce this type of illegal parking using Civil Parking Enforcement we are required to firstly introduce formal parking restrictions.</p>
6	<p>i. We are against the proposed plans as we live on the stretch of road where the plans are to be implemented and 3 properties on this stretch have young children and babies and occasionally we need to park here.</p> <p>ii. What assistance will the council give to private residents when people park on our private off roads parking? As this already happens and leads to tensions and threatening behaviour.</p>	<p>i. The objection is noted.</p> <p>ii. The Council has no authority to enforce/manage parking on private land but the Civil Enforcement Officers can issue penalty charge notices to vehicles parked on public land across a residential dropped kerb providing vehicular access to a private driveway/garage. Any threatening behaviour should be reported to Police immediately.</p>

-
- 4.3. It is clear that most local residents who are interested in parking controls in Boswell Gardens/Foster Close and Wansbeck Close share the Council's assessment that uncontrolled parking in the locations highlighted in the proposals is liable to cause an obstruction, and would prefer that parking restrictions are implemented.
- 4.4. It is therefore recommended to implement the restrictions as formally proposed except changes specified in paragraph 2.2.
- 4.5. 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 the evidence suggests that the proposed restrictions should go ahead and pursuing alternative solutions would likely take many months, and cost significant amounts, which would not represent the best use of the Council's resources.

5. IMPLICATIONS

Financial Implications

- 5.1. If it is decided to proceed as recommended a capital budget is available for the implementation of the scheme.

Legal Implications

- 5.2. None identified.

Equalities and Diversity Implications

- 5.3. None identified.

Service Delivery Implications

- 5.4. 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

- 5.5. Deposit documents for formal public consultation
- 5.6. Template letters from informal and formal public consultations

APPENDICES

- Appendix 1: Detailed responses to Boswell Gardens/Foster Close consultations
- Appendix 2: Detailed responses to Wansbeck Close consultations