

Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: TBC

Consideration of consultation responses

(Formally proposed parking controls in Ascot Crescent, Mildmay Road, Sefton Road and Vardon Road)

Author – Darren Nottingham (Parking Management Officer)

Contract Officers – Darren Nottingham (extension 2125), Liviu Azoicai (extension 2955)

1. PURPOSE

- 1.1. To detail responses received to a statutory public consultation on proposed parking controls in Ascot Crescent, Mildmay Road, Sefton Road and Vardon Road, 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 double yellow lines are implemented as formally proposed except for the changes specified in paragraphs 2.2-2.4.
- 2.2. That proposed double yellow lines in Sefton Road are implemented with a reduced length as shown on revised plan TPE/03/22-2/01Rev1.

- 2.3. That proposed double yellow lines in eastern arm of Mildmay Road are implemented with a reduced length as shown on amended plan TPE/03/22-2/02A.
- 2.4. That initially proposed double yellow line in Mildmay Road opposite Martins Wood Primary School are not implemented and subsequent proposed single yellow in the same location is implemented as proposed and shown on plan TPE/03/22-2/02A.

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 large volume of reports regarding obstructive parking in Ascot Crescent, Mildmay Road, Sefton Road and Vardon Road investigation of restrictions to address this was included in our work plan for 2022-2023. Multiple site visits were carried out including at peak and off-peak parking times with a focus on the drop off and pick up times during term time at Martins Wood Primary School (Mildmay Road). The previous reports 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 (Ascot Crescent, Derby Way, Mildmay Road, Sefton Road and Vardon Road, 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 (Ascot Crescent, Mildmay Road, Sefton Road and Vardon Road, Stevenage) (Restrictions of Waiting) Order 2022 would be to prohibit parking at any time in parts of Ascot Crescent, Sefton Road and Vardon Road, where it currently causes a hazard or obstruction, or where it may be liable to do so if it occurs in the future.
- 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 08 September 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 30 September 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. Throughout the formal consultation several responses received highlighted that vehicles parked in that length of Mildmay Road adjacent to Martins Wood School are causing congestion and obstruction to traffic including the local bus route mainly at school drop-off and pick-up hours. After additional site investigations it has been decided to amend the initial proposal.
- 3.8. Therefore, the Borough of Stevenage (Mildmay Road, Stevenage) (Restriction of Waiting) Order 2023 was formally proposed and those likely to be affected by this proposal were given the opportunity to make representations from 26 January 2023 until 17 February 2023. The effect of this Order would be to prohibit parking in parts of Mildmay Road Monday to Friday between 8.30-9.30am and 2.45-3.45pm. 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.
- 3.9. 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 and changes to parking restrictions that have been proposed.

4. REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

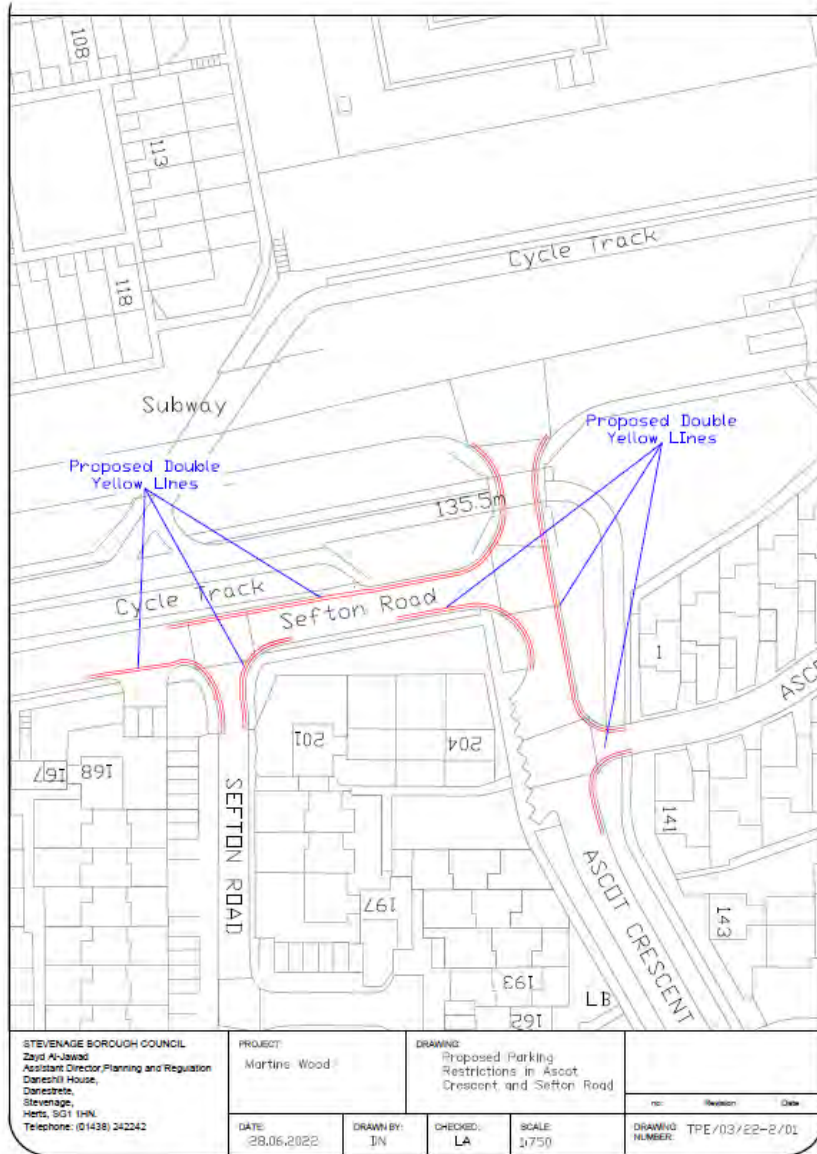
Consultation responses

- 4.1. Forty-eight written responses were received about the proposed parking restrictions throughout both consultations. Copies of the responses are included in attached appendixes. A summary is presented in Tables 1-3 below.
- 4.2. Multiple objections received from the same household were logged as a single objection in this report. The objections received throughout the consultation mainly referred to limited parking available in some of the locations affected by these proposals and how the proposed double yellow lines will cause the residents to park their vehicles further away from their homes.

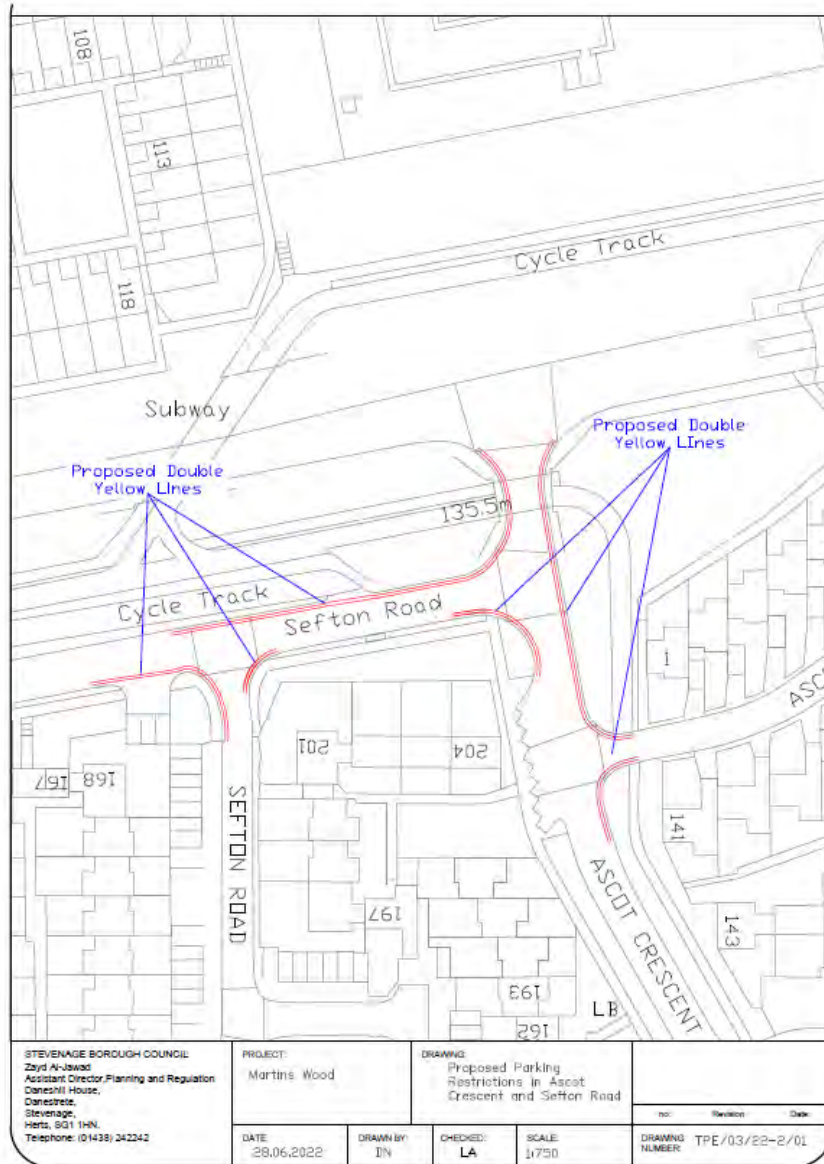
- 4.3. Site observations confirmed that parking restrictions are needed to prevent obstructive parking. Restrictions have also been recommended by the local Bus operator, Council refuse operatives and the emergency services. These proposals are to improve road safety for all highway users and to discourage obstructive parking at these locations. Therefore, it is recommended that proposed parking controls are implemented as specified in paragraphs 2.1-2.4 above.

Consultation responses to proposed restrictions in Ascot Crescent and Sefton Road

- 4.4. Twenty-one written responses and one online petition were received during the public consultation stage in relation to proposed double yellow lines shown on plan TPE/03/22-2/01 below. 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. A summary is presented in Table 1 below.



- 4.5. Nine responses expressed support for the proposed double yellow lines. Whilst a further two responses agreed that restrictions are required, they raised concerns about the high demand for on-street parking in that area and put forward other suggestions such as implementation of shorter length double yellow lines or introduce parking permits.
- 4.6. Ten objections including an online petition (via www.change.org) were submitted throughout the public consultation about proposed double yellow lines in Ascot Crescent and Sefton Road. The main concern raised by objectors referred to the limited on-street parking availability and the residents' ability to park their vehicles near their homes. Several alternative solutions were suggested such as removal of green areas to allow for creating additional parking spaces, allocate a parking space to each household or free parking to be offered to Giles Crescent residents to reduce vehicle displacement to Ascot Crescent and Sefton Road.
- 4.7. The majority responses received agree that unsafe parking does occur in this area near Ascot Crescent junctions with Martins Way and Sefton Road. Following our additional site observations and after taking in consideration all responses received throughout the consultation, it is recommended that the proposed double yellow lines in Ascot Crescent are implemented as formally proposed whilst in Sefton Road are implemented with a reduced length as shown below on plan TPE/03/22-2/01Rev1.



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

PROJECT:
Martins Wood

DRAWING:
Proposed Parking
Restrictions in Ascot
Crescent and Sefton Road

no.	Revision	Date

DATE
28.06.2022

DRAWN BY
IN

CHECKED:
LA

SCALE
1:750

DRAWING NUMBER
TPE/03/22-2/01





Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
1.	<p>i. This will have dramatic negative affect on residents of the area, their guests, and parents of pupils at Martins Wood school who use the area for getting their children safely to school.</p> <p>ii. These proposals do not look at the root cause and appear to be the simplest option for the council to address the road safety issues parking in the area is causing enabling them to 'tick a box' and</p>	<p>i. The proposed double yellow lines seek to improve road safety for all highway users including pedestrians by prohibiting vehicles from parking at locations where can cause an obstruction to improve drivers' sightlines when approaching a junction or pedestrians/cyclists crossing points, maintain access at all times for emergency vehicles, improve access for large vehicles such as bin collection lorries and for the local bus route. A significant number of responses received acknowledged that unsafe parking occurs at most locations affected by the proposed restrictions. It is believed that providing unhindered access for emergency responders and/or reducing the likelihood of a road traffic accident occurring due to hazardous or obstructive parking is more important than the convenience of parking a vehicle as close as possible to the intended destination.</p> <p>ii. The Council has no statutory requirement to provide parking to residents and although double yellow lines are mainly proposed for</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>move on. No provision has been included for additional parking to compensate for the, already oversubscribed, spaces the proposals will remove.</p> <p>iii. No consideration has been made for the residents of Giles Crescent who park in Martins Wood due to the restrictions on the car parks included, for them, when the flats there were built.</p>	<p>lengths of road where vehicles should not be parked as specified in the Highway Code (opposite or within 10 metres of a junction), after taking in consideration similar concerns related to the high demand for on-street parking in this area it is recommended that the proposed double yellow lines in Sefton Road are implemented with a reduce length as shown in revised plan TPE/03/22-2/01Rev1 to allow some on-street parking to continue on the southern and western side of this street adjacent to properties 201-204 Sefton Road.</p> <p>iii. Giles Crescent is a road classed as private land and the law allows the landowner to appoint a management company to manage parking by introducing/enforcing parking restrictions. The Council's Parking Enforcement team asked the management company to discuss with residents their parking requirements and existing parking allocation, but the Council has no legal power to manage parking on private land.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>iv. Similar parking restrictions in Stevenage have been reported, by residents, to have resulted in drivers queuing for parking spaces, creating ill feeling, and in traffic moving faster around corners due to no vehicles being in their way. This has a negative impact on safety and the mental welfare of residents and road/path users.</p> <p>v. This petition is to formally object to the council's current plan and request that they open a full and detailed consultation with local residents to find a viable solution that doesn't simply push the problem</p>	<p>Ultimately motorists are responsible for the safe storage of their vehicles and if they decide to leave their cars on public roads then they must park safely and legally.</p> <p>iv. To improve road safety the Highway Code rule 243 specifies that vehicles should not be parked opposite or within 10 metres of a junction except in an authorised parking space. Therefore, the proposed double yellow lines and others previously implemented by the Borough Council are to improve road safety for all highway users including residents. Parking restrictions schemes previously introduced by the Council were monitored post-implementation including any feedback submitted by residents and amendments were applied where required.</p> <p>v. This objection and all other responses received were taken in consideration as part of a full and detailed consultation carried out by the Borough Council. The consultation included residents within the areas affected by the proposals who were contacted in</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>'down the road' while residents in the newly restricted areas fight for even fewer parking spaces.</p>	<p>writing by the Council and invited to take part in the consultation. After taking in consideration all responses received it is recommended that the proposals are implemented with the amendments listed in paragraphs 2.2-2.4.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
3	<p>i. It's great to see that you are going to put the yellow lines in at the turning of Ascot crescent off Martin way. This has been causing a lot of safety issues for us.</p> <p>ii. The problem only started when the flats on wedge wood way (the old DuPont site) put in their own parking restrictions which then forced the issue elsewhere and again this will just continue to push the issues elsewhere again. I think you need to go back to metropolitan Thames's housing and see if they can re address their parking issues as this may ease it.</p>	<p>i. The support for proposed restrictions is noted.</p> <p>ii. The Council's Parking Enforcement team asked the management company to discuss with residents their parking requirements and existing parking allocation within this private development, but the Council has no legal power to manage parking on private land. However, we have recently engaged with them again to make them aware of the concerns raised by residents throughout this consultation and asked them to ensure the existing parking spaces within their car park are fully utilised to lower the vehicle displacement into adjacent roads.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)		
Response reference number	Response summary	Comments on response
4	<p>i. I'm writing in support of the proposals as the level of parking sprawling around the corners does obstruct sightlines significantly so this will be a good improvement to safety and access/egress.</p> <p>ii. I do have a slight concern that the removal of current parking will push cars onto our road and get in the way of resident parking. If amendments are something other residents who live by the impacted zones object (I imagine they will) then I would support some parking in the section I've tagged in green on the plan provided. This would be a reasonable compromise to the loss of overall parking while keeping a greater level of safety than we have now. Thank you overall for this proposal as it's a good improvement to safety.</p>	<p>i. Comment of support noted.</p> <p>ii. After taking in consideration this and other similar comments related to the high demand for on-street parking in that area, it is recommended that the proposed double yellow lines in Sefton Road are implemented with a reduce length as shown in revised plan TPE/03/22-2/01Rev1 and as suggested in this response to allow some on-street parking to continue in the southern and western side of this street adjacent to properties 201-204 Sefton Road.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
10	<p>i. I support the said parking restrictions proposed and look forward to safer driving in that area.</p>	<p>i. The support for the proposed restrictions is noted.</p>
11	<p>i. The parking in this area for the last year, has been horrendous due to the parking issues when residents in the newly developed flats opposite Sefton Road started moving in, and the parking situation has been almost unbearable. We have had a huge struggle to find parking spaces in Sefton Road and we are having difficulty negotiating corners, leading and coming from Martins Way into Ascot Crescent and Sefton Road. As you pointed out in your letter, buses and refuse lorries are having difficulty negotiating these turnings and we can understand the corner of Ascot Crescent leading to Sefton Road should have double yellow lines.</p>	<p>i. Although it is acknowledged that there is a high demand for on-street parking in this area, this cannot be an excuse for motorists to park their vehicles unsafely on public roads. The proposed double yellow lines were put forward because the Council has a statutory requirement to act against hazardous or obstructive parking.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>ii. However, the proposal for the double yellow lines is too restrictive and will infringe on our already sparse parking. We feel that the double yellow lines on your plan are unnecessarily too long. If you agree to shorten these yellow lines to allow a few more parking spaces, we feel it would be fairer to the people living in houses adjacent to the yellow lines (bottom of their gardens) in Sefton Road to be able to park.</p> <p>iii. Another issue is, why did the Council allow these homes to be sold without ensuring a parking space was included in the sale? I understand that some of these flats (opposite Sefton Road) were sold without parking spaces, as the developers were charging more than £5,000+ for car park spaces on top of the value of the homes, so many of them were not purchased?</p> <p>iv. We also have a problem with parents dropping and picking up their children from the local school. These parents are</p>	<p>ii. See comment 4. ii. above.</p> <p>iii. The Planning Officers confirmed that the residential parking provisions approved and provided for this development were in line with the requirements of a zone 3 location. It is noted that the landowner implemented parking restrictions where some households were allocated one parking space if they applied for a parking permit. However, some households use multiple vehicles leading to displacement to nearby streets.</p> <p>iv. The Council's parking enforcement team has recently contacted the local school and</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>also parking across the garages (restricting access), which doesn't help the parking situation in Sefton Road. The parents who normally park in Mildmay Road have now been asked by the local school to pick up and drop off their children in Sefton Road (because of the congested parking problems. Can you imagine the chaos this is going to cause?</p>	<p>asked them to send out a message to parents attending school using personal vehicle to be considerate when parking cars in residential streets around the school. To further raise awareness, we have provided the school with special school parking signs and increased the number of patrols our Civil Enforcement Officers are carrying out at school times.</p>
15	<ul style="list-style-type: none"> i. I would like to formally object to these proposals as I do not believe they are the correct solution to the issues we are facing. ii. I also feel this consultation only offers a single solution, easiest for the council to implement, and does not fully consider other options (such as timed restrictions, residents permit, or additional parking provision) from which the best or a combination could be chosen. 	<ul style="list-style-type: none"> i. The objection is noted. ii. Timed restrictions would mean that vehicles would only be prohibited from parking in that area between certain times of the day, therefore, not fully addressing at all times those road safety issues observed in our site inspections and reported by many residents. Parking permit restrictions would only prevent non-residents from parking their vehicles within the area affected by that

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>iii. The proposals do not tackle the root cause of the issue. Your proposals remove parking spaces rather than considering where we are all going to park. This is short sighted, and I believe SBC has a responsibility to consider</p>	<p>restriction, therefore, doesn't provide any guarantees that vehicles will not continue to be parked near junctions. Also, those benefiting from the permit scheme (permit holders) would be required to pay for the necessary enforcement to be provided and the scheme to be administered, a cost which would otherwise fall on all council taxpayers meaning others were effectively paying to be forbidden from parking. The cost of a parking permit would be high considering that enforcement will be required a night and weekends for the permit scheme to be successful. From experience we know that the majority residents are unlikely to support such proposal.</p> <p>iii. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past 25 years the Council has spent a significant amount of money from its resources dealing with parking problems in residential streets. This has involved either providing a</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>where residents are going to park their vehicles in relation to their homes.</p>	<p>substantial amount of additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. The type of parking pressure found in Sefton Road/Ascot Crescent is all too common throughout the town and is due to the continued growth in car ownership. Currently Sefton Road and Ascot Crescent are on 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>iv. The Planning Officers confirmed that the residential parking provisions approved and</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>iv. Bad planning implementation by SBC, during the consideration for the new flats built on Giles Crescent, has left that area without sufficient parking provision. This leads these residents to park in Sefton Road and Ascot Crescent, in addition to the residents of these streets. This should be addressed, and parking provision needs to be made available for the people living in the flats on Giles Crescent. The first point of call should be to explore how to utilise the half empty car park, originally built for these flats, which now has parking enforcement pushing the residents into Ascot & Sefton. If necessary legal options should be explored to force the freeholder to make this facility available.</p> <p>v. Your proposed 'yellow line' parking restrictions seem to be overzealous, removing vital spaces for local residents. I agree that corners should be kept clear of vehicles but continuing the restrictions</p>	<p>provided for this development were in line with the requirements of a zone 3 location. The Council's Parking Enforcement team asked the management company to discuss with Giles Crescent residents their parking requirements and existing parking allocation within this private development, but the Council has no legal power to manage parking on private land. However, we have recently engaged with them again to make them aware of the concerns raised by residents throughout this consultation and asked them to ensure the existing parking spaces within their car park are fully utilised to lower the vehicle displacement into adjacent roads.</p> <p>v. See comment 4. ii. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>several car lengths into the side streets is unnecessary.</p> <p>vi. Our streets felt safer to turn in and out of before 'verge parking restrictions' were implemented a number of years ago. These, now 'un parked on', verges could be utilised for additional parking with vehicles being largely off road.</p> <p>vii. Having spoken to people living in areas where SBC has implemented parking restrictions it has had a significant and negative impact on some residents. This includes people queuing for the reduced number of parking spaces and increases in speed due to perceived clearer visibility. This has added to tensions and made residents feel less safe, especially</p>	<p>vi. Vehicles parking on the verge will lead to significant damaged to its surface or any existing underground utilities as they are not able to withstand the weight of a motor vehicle. Such damages will then have to be repaired at significant costs to the taxpayer. Furthermore, locally adopted policies specify that trees and the green area have an important role in the street's landscape. Therefore, vehicles cannot be allowed to park on verges.</p> <p>vii. See comments 1.iv above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>with children, when walking/driving in the area.</p> <p>viii. I've seen your teams visit the area during working hours and spoken with them. During this time most cars are absent from the street due to people working. I must question if you have attended at night? And, if you have, hopefully on more than one occasion? I feel your daytime/limited assessments could have led to underestimating the number of vehicles that will be displaced by these proposals and will need somewhere to park.</p>	<p>viii. Several site visits were carried out including out of hours such as night-time and weekends.</p>
16	<p>i. The problem is enforcement - no one is "punishing " those that are parked on the junctions illegally - certainly not 10M away. There's an accident waiting to happen.</p>	<p>i. For the Council to formally prohibit and enforce against vehicles parked within 10 metres of a junction it is required that yellow lines are introduced following a full statutory process of a Traffic Regulation Order. If the proposals are implemented, then these parking controls will be regularly monitored and enforced by our Civil Enforcement Officer.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>ii. My point was unless parking provision is made available elsewhere all you will do is move the problem somewhere else - solve one problem, cause another. You allowed the building of residences on the old Dupont site with nowhere near enough parking provision. This has only started happening since those were getting near full population.</p>	<p>ii. See comments 15. iv. above.</p>
21	<p>i. Whilst I (and likely many other residents) support the need for double yellow lines to be put in place - I do feel that the double yellow lines should only be put into place along the main corners of Sefton Road and Ascot Crescent/Martins Way. Due to many cars parking on the very corners of these roads it makes it a huge hazard for any vehicles turning in & out of these roads. We are unable to see any oncoming traffic due to the cars blocking the view. It's also a huge danger for pedestrians walking along the pavements as the vehicles on the corner of Sefton Road block the view, meaning</p>	<p>i. After taking in consideration this and other similar comments related to the high demand for on-street parking in that area, it is recommended that the proposed double yellow lines in Sefton Road are implemented with a reduce length as shown in revised plan TPE/03/22-2/01Rev1 and as suggested in this response to prohibit vehicles from parking near junctions whilst allowing some on-street parking to continue in the southern and western side of this street adjacent to properties 201-204 Sefton Road.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>as a dog walker and a parent with a toddler I have to edge into the road just to see if I am able to cross over safely.</p> <p>ii. If the council do put double yellow lines on the roads marked in the Proposed Parking Restrictions drawing sent with your letter, it will mean all the cars that currently park on these roads (outside their own homes and rightly so) will now be flooding the cul-de-sac streets of Sefton Road just to get parked.</p>	<p>ii. If the proposed parking controls are implemented, then the area will be monitored post-implementation to see whether other interventions are needed due to any road safety issues resulting from of a potential vehicle displacement.</p>
22	<p>i. I am emailing today to object your proposed parking restrictions (double yellow lines) on Martins Wood Area, including Sefton Road, Ascot Crescent and Mildmay Road.</p> <p>ii. I feel there is need for the corners on each road entering each road would benefit the double yellows as this area does make it dangerous and blocks the buses from turning.</p>	<p>i. The objection is noted.</p> <p>ii. These are the main reasons why these parking controls were proposed.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>iii. But as for the main roads I feel this is very unfair and will only cause further parking problems for all residents around the area. I myself have to park on these roads due to living in Moxham house Giles crescent which as I'm sure you are aware had no restrictions when first built and I moved in and then restrictions were applied meaning we live on an industrial estate so it's all yellow lines down Wedgewood way and the closest parking is 500yards away across the main road which means we have to park in the streets of other residents.</p>	<p>iii. See comments 21. i. above.</p>
24	<p>i. I hereby email you to formally OBJECT to the proposals set out in ref TPE/03/22-2/F.</p> <p>ii. The proposal of installing yellow lines does not address the ongoing & longer-term issue in supplying enough car parking, especially for those residents in the nearby Apartments. This overspill in parking has been on-going for months</p>	<p>i. The objection is noted.</p> <p>ii. See comment 15. iv. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	and continues not to be addressed at source.	
29	<ul style="list-style-type: none"> i. Bus Users would like to see clarification that bus services are able to safely pull up to and depart from all the bus stops along these roads, to enable them to align with raised kerbs, and so we would expect to see that the restrictions on waiting include the stops and sufficient distances fore and aft to allow the buses safe access. ii. Additionally, the restrictions fail to incorporate the junction leading from Martins Way to Sefton Road passing over the cycle way at the Western end of Sefton Way. Traffic is persistently parked opposite this junction on the southern carriageway of Sefton Road, which as you would expect, causes much the same difficulty for buses as the parking opposite the Eastern end of Sefton Road, at its junction with Ascot Crescent. 	<ul style="list-style-type: none"> i. The proposed double yellow lines seek to facilitate better access for the local bus route. The company operating this bus route was contacted and they supported the proposals without raising any other concerns. ii. This location wasn't included in our previous correspondence with the bus operator, but these concerns were added to our file to be investigated in due course subject to available resources.

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
30	<ul style="list-style-type: none"> i. I am writing to let you know that I support the proposal to add double yellow lanes in the roads mentioned. ii. As a resident of the area, I see the problem caused by vehicles irresponsibly parked almost every day. These vehicles cause restricted visibility, obstruction, and danger to pedestrians, especially schoolchildren. Thank you very much and keep up the good work! 	<ul style="list-style-type: none"> i. The support for proposed parking controls is noted. ii. These are the main reasons why these parking controls were proposed.
31	<ul style="list-style-type: none"> i. We object to your proposals on the grounds that it is not providing a solution and will ultimately exacerbate the parking issues along Sefton Road, Ascot Crescent and Mildmay Road. ii. The introduction of a significant number of double yellow lines whilst providing access for the emergency services, local buses and refuse collectors will not provide any additional parking for local residents nor the additional twenty to thirty parking spaces required by 	<ul style="list-style-type: none"> i. The objection is noted. ii. After taking in consideration this and other similar comments related to the high demand for on-street parking in that area, it is recommended that the proposed double yellow lines in Sefton Road are implemented with a reduce length as shown in revised plan TPE/03/22-2/01Rev1.

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>residents of Giles Crescent. Your proposal will prevent several of our neighbours from parking outside or near to their own properties due to the location and extent of the double yellow lines.</p> <p>iii. In addition, MTVH must be made to address the parking problems they have created for their own tenants and resolve the parking issues immediately at Giles Crescent.</p>	<p>iii. See comments 15. iv. above.</p>
35	<p>i. Firstly, the residents are fully aware of the dangers posed by the number of cars being parked recklessly more than anyone.</p> <p>ii. In my view this problem rests on the shoulders of the council planning department, how can they have granted permission for these apartments to be build and not think or know that these</p>	<p>i. The parking controls were proposed following reports from the public including local residents who raised such concerns related to dangerous parking in Ascot Crescent and Sefton Road area.</p> <p>ii. See comment 15. iv. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>premises did not have sufficient parking for those residing there</p> <p>iii. I would suggest that residents living on Ascot Crescent be issued with certs for the parking bays on that road, anyone else not displaying these badges are fined, failing that at the back of my house off road parking made available to the residents at no cost in both instances to these homeowners. In doing things this way will certainly help with the congestion caused by residents in the Great Ashby apartments causing congestion & hazards in the area, also there's potential revenue for your department.</p> <p>iv. I for one and other residents I've spoken to are against having to walkway up the road to find somewhere to park.</p> <p>v. In the present economic state how are we expected to be paying out for something</p>	<p>iii. The Council does not have the legal power to allocate parts of the public highway land to specific individual/household. For over 20 years Stevenage Borough Council has spent a significant amount of money from its resources dealing with parking problems in residential streets by providing a substantial amount of additional off-street parking spaces in the worst affected areas. Unfortunately, the Council's Engineers are unable to create additional off-street parking at the moment as capital funding is no longer available for such works due to recently adopted national and local transport polices seek to discourage car dependence by promoting active travel.</p> <p>iv. The objection is noted.</p> <p>v. The proposed parking controls seek to prohibit parking at locations where the Highway Code specify that vehicles should</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>that's our right to be able to park near our residence or outside.</p>	<p>not be parking such as near junctions. For avoidance of doubt, parking charges were not proposed, and vehicles can continue to park on-street for free if it is safe and legal to do so.</p>
36	<p>i. I'm writing to object to the plans for parking restrictions in the Martins Wood area of Stevenage. I'm a resident at the newish development off of Wedgewood Way, managed by Metropolitan Thames Valley Homes (MTVH).</p> <p>ii. My flat comes with one parking bay and there are only 5/6 visitor bays, which need to be paid for and these service over 200 homes. MTVH put parking restrictions in place on the development in August 2021 which is manned by a private company (PCM), preventing residents parking anywhere outside of their designated bays or the visitor bays. Which is when residents with more than one vehicle and their visitors started to park on the roads in the Martins Wood</p>	<p>i. The objection is noted.</p> <p>ii. See comments 15. iv. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>Area. I really think Stevenage Borough Council (SBC) and MTVH should work together with residents to actually work to solve this issue instead of pushing it onto the next available roads and repeating the cycle again and again.</p> <p>iii. Also, in future SBC should consider making the parking requirements for new development of homes much stricter as this problem is going to continue with each new development!</p>	<p>iii. The feedback was shared with the Council's Planning Team.</p>
38	<p>i. I would like to share my formal objections to the plans to add double yellow lines to Sefton road and ascot crescent.</p> <p>ii. Although I agree that parking on these roads is not the most ideal situation, my adding double yellow lines, you are not providing any solution to the problem. Adding double yellow lines is not going to reduce the number of cars held by individuals and families in the local area who need somewhere to park their car. You are going to cause a significant risk</p>	<p>i. The objection is noted.</p> <p>ii. See comment 31. ii. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>to people's safety who will have to park even further away from their homes in the dark, cold winter mornings and evenings, with crimes already being reported on these roads and underpasses last wider. You will be making young women and young children walk further in the dark.</p> <p>iii. Instead of providing a solution to the problem, you are considering what Stevenage Borough Council usually do and providing a quick fix to stop complaints from certain individuals without thinking of the significant impact on the residents. Without parking you are also going to force people into further isolation as visitors and guests would not be visible</p>	<p>iii. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past 25 years the Council has spent a significant amount of money from its resources dealing with parking problems in residential streets. This has involved either providing a substantial amount of additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. The type of parking pressure found in Sefton Road/Ascot Crescent is all too common throughout many towns and is due to the continued growth in car ownership.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>iv. Please consider the health, safety and well-being of all those in the local community and consider another alternative</p>	<p>However, this doesn't make the Council any less responsible for acting against unsafe parking.</p> <p>iv. There are no alternative solutions that provides a guarantee that vehicles will not continue to be parked near a junction. Experience and existing data show that some motorists prioritise convenience over road safety by parking their vehicles near junctions even when alternative parking is available within walking distance. The proposal is in line with the objectives of existing national and local transport policies that promote road safety and active travel.</p>
39	<p>i. I Object</p>	<p>i. The objection is noted.</p>
44	<p>i. Firstly, I fully appreciate there is a parking problem almost everywhere. Having lived here for almost 18 years it has NEVER been an issue before the flats at Giles Crescent were built. Some cars are parked in a dangerous position In Ascot Crescent, and some are illegally parked (according to the Highway Code). Some</p>	<p>i. See comment 15. iv. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	<p>flats with NO ALLOCATED PARKING have 2 cars and a works vehicle van or flat back lorry!! I raised this issue by email to my local MP a few months ago showing my concern.</p> <p>ii. The problem will not go away and these people are NOT going to sell their cars, they will just move on to somewhere else and cause obstruction there</p> <p>iii. Yes, I agree yellow lines are required along the strait of Ascot Crescent and a few yards along the corner outside 204 Sefton Road specially to help the 40ft buses that are TRYING TO MAKE THE TURN I do hope this matter can be sorted.</p>	<p>ii. See comment 21.i. above.</p> <p>iii. The support for part of the proposal is noted.</p>
45	<p>i. I am very much In Favour of the proposed regulation order, thank you.it will make driving here a lot safer.</p>	<p>i. The support for proposed parking controls is noted.</p> <p>ii. See comments 21.i. above.</p>

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

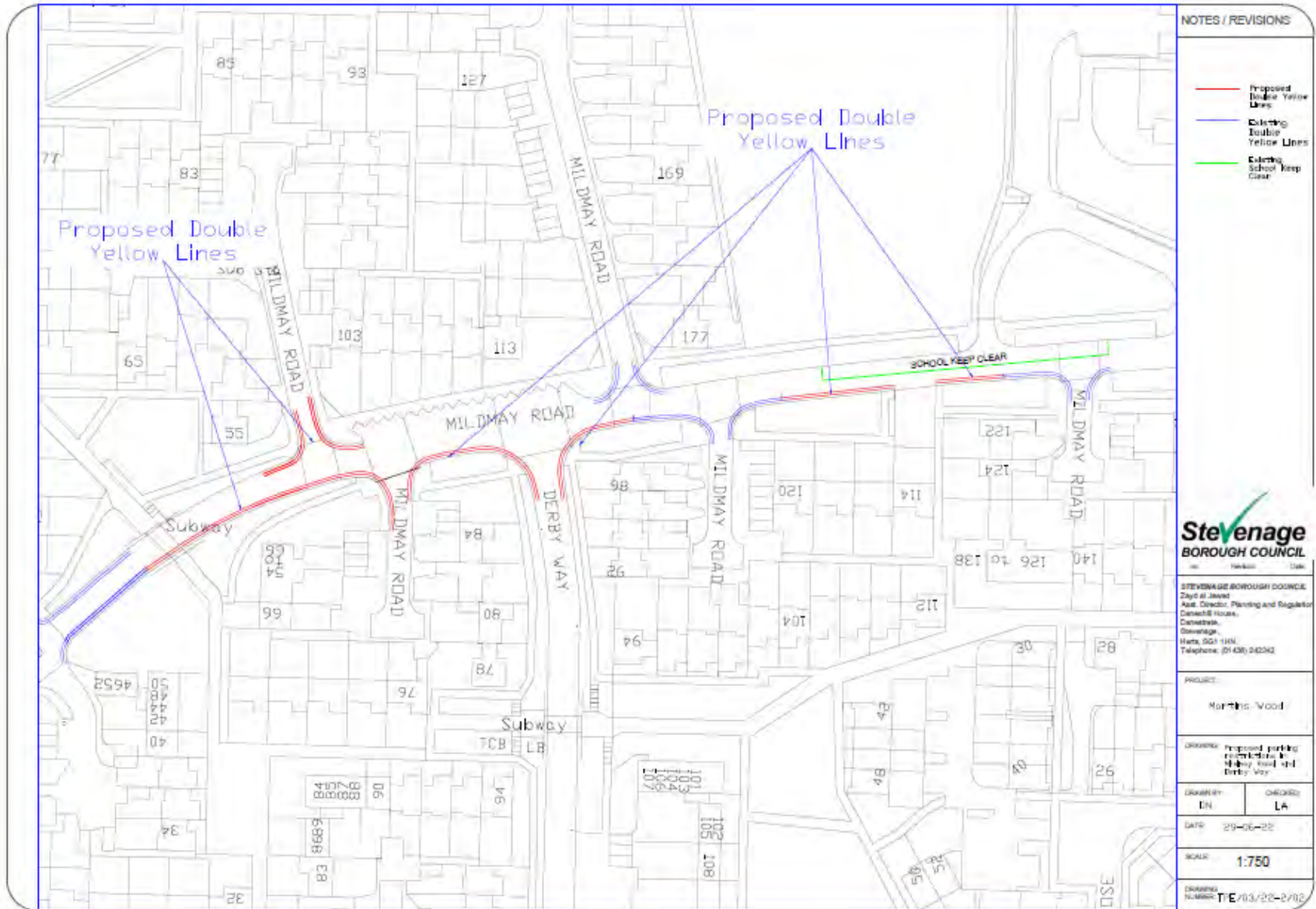
Response reference number	Response summary	Comments on response
	ii. I do wonder though where these people are going to park in the future, it seems to me it will just move the problem to another road	
49	i. I am writing to you to express my objection to the opposed parking restrictions in the Martins wood area. ii. Your proposal does nothing to tackle the cause of the problem and will simply relocate the problem to other areas. I have been a resident in this area for many years and until recently this was not a problem area. The junctions have become crowded because residents of Giles Crescent are parking their cars on the junctions of Ascot crescent and Sefton road. If they were provided with appropriate, free parking outside their own homes they would not park here so dangerously.	i. The objection is noted. ii. See comments 15.iv. above.
51	i. I would like to register our support for the abovementioned waiting restrictions.	i. The support for proposed parking controls is noted.

Table 1: Summary of responses for Ascot Crescent and Sefton Road proposed double yellow lines (plan no. TPE/03/22-2/01)

Response reference number	Response summary	Comments on response
	ii. Visibility to the right when pulling out is non-existent, and there have been several near misses. We have even previously written to the council suggesting these waiting restrictions, due to the danger this parking has created.	ii. Improving drivers' sightlines when approaching junctions is one of the reasons why we proposed to prohibit parking at any time near these junctions.

Consultation responses to proposed restrictions in Mildmay Road and Derby Way

4.8. Thirteen written responses were received during the public consultation stage in relation to proposed double yellow lines shown on plan TPE/03/22-2/02 below. 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 1(ii), will be released to the public alongside this report. A summary is presented in Table 2 below.



NOTES / REVISIONS

- Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing School Keep Clear

STEVENAGE BOROUGH COUNCIL
 Dayd al Javed
 Asst. Director, Planning and Regulator
 Council House,
 Coveridge,
 SteVenage,
 Wilt. SN1 1JN
 Telephone: (01438) 242242

PROJECT:
 North Wood

DRAWING: Proposed parking
 restrictions in
 Derby Way and
 Derby Way

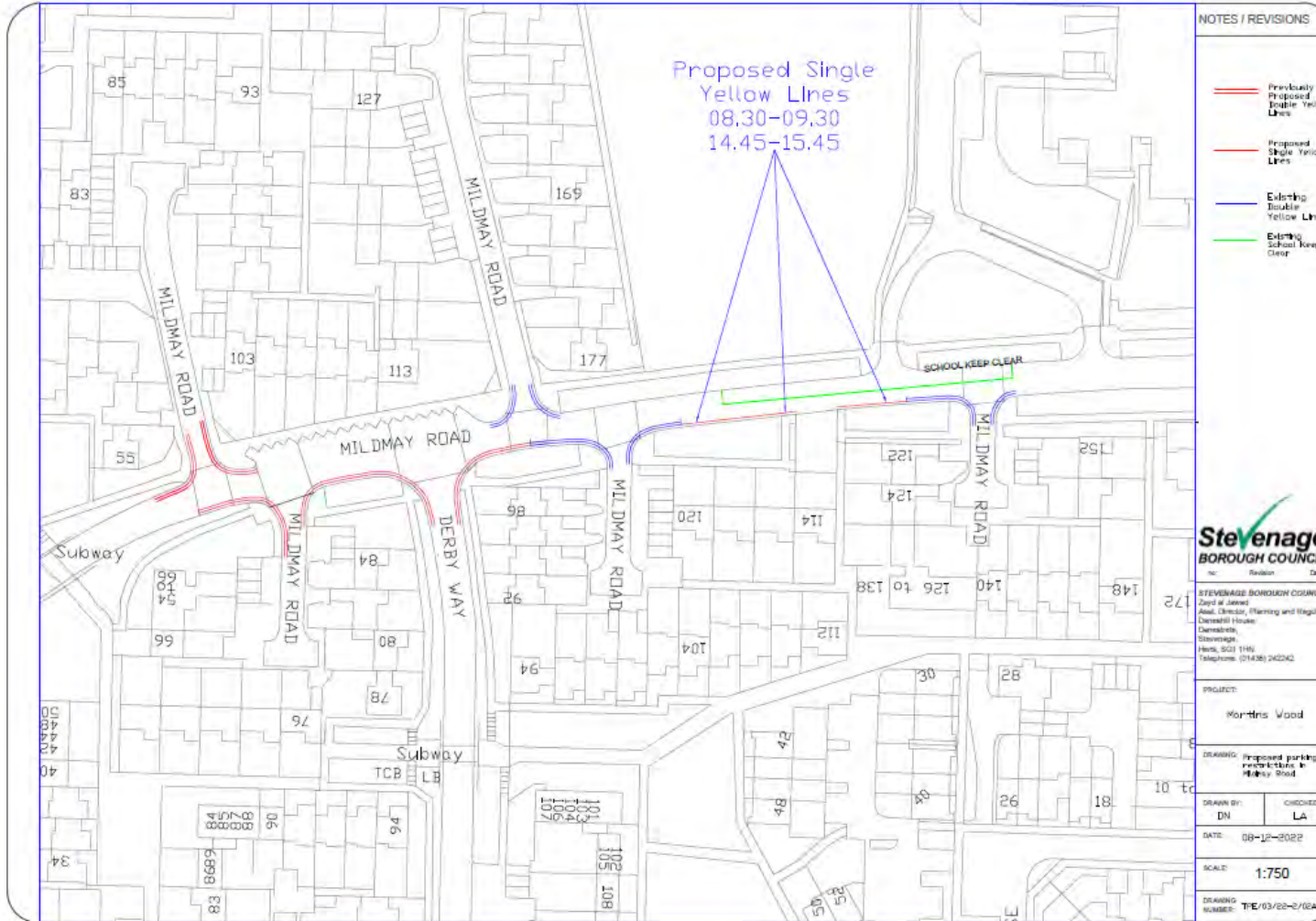
DRAWN BY: EN	CHECKED BY: LA
-----------------	-------------------

DATE: 29-06-22

SCALE: 1:750

Drawing Number: TE/03/22-2/03

- 4.9. Two responses expressed support for the proposed double yellow lines, six were objections and five expressed a mixed view. The main concern raised by residents referred to the limited on-street parking availability and their ability to park their vehicles near their homes. Also, a significant number of these responses specified that most parking issues are occurring at school drop-off and pick-up times.
- 4.10. Several alternative solutions were suggested such as restricting parking at school peak hours only, removal of green areas to allow for creating additional parking spaces or allocate a parking space to each household.
- 4.11. After taking in consideration the consultation responses received and following additional site observations, a decision has been made to amend the proposed parking controls by reducing the length of double yellow lines proposed in Mildmay Road east of its junction with cul-de-sac serving numbers 54 to 84 Mildmay Road. Also, it has been decided not to implement the proposed double yellow lines in Mildmay Road opposite the Martins Wood Primary School instead a new public consultation was carried In January 2023 on a proposal to restrict parking on that length of Mildmay Road only Monday to Friday between 8.30-9.30am and 2.45-3.45pm (term time only) as show on plan TPE/03/22-2/2A below.
- 4.12. Five consultation responses were received on proposed single yellow line in Mildmay Road. Whilst one response supported the new proposal, one objected raising concern related to the high demand for on-street parking and suggested other possible solutions. Three other responses received expressed concerns related to a possible vehicle displacement to that length of Mildmay Road east of its cul-de-sac serving numbers 54-84 Mildmay Road and suggested that double yellow lines are introduced.
- 4.13. Following our site observations and based on the feedback received throughout both consultations, it is recommended that the formally proposed restrictions in Derby Way and Mildmay Road are implemented as amended and shown below on plan TPE/03/22-2/02A.



NOTES / REVISIONS

- Previously Proposed Double Yellow Lines
- Proposed Single Yellow Lines
- Existing Double Yellow Lines
- Existing School Keep Clear



STEVENAGE BOROUGH COUNCIL
 David W. Jones
 Head, Planning, Planning and Regulation
 Democratic House
 Camelside,
 Stevenage,
 Herts, SG1 1TH
 Telephone: (01438) 242242

PROJECT:
 Morris Wood

DRAWING: Proposed parking restrictions in Morris Wood

DRAWN BY: DN
 CHECKED BY: LA
 DATE: 08-12-2022

SCALE: 1:750

DRAWING NUMBER: TE/03/22-2/02A



Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
43	<ul style="list-style-type: none"> i. I would like to formally object to the proposed parking restrictions ii. This will unfairly restrict parking at times not affected by school traffic. This will push traffic into the adjacent roads at times not affected by school traffic. I would like to request that the traffic restrictions that have raised safety concerns are revised, and traffic restrictions are only imposed at times that cause concerns, this would be school drop off and pick up. I propose that the restrictions are from: 0815-0915 + 1200-1300 + 1445-1545. 	<ul style="list-style-type: none"> i. Objection noted ii. After taking in consideration this and other similar comments, the initial proposed parking controls in Mildmay Road were amended and a further consultation was carried out giving those affected by the changes an opportunity to make representation. Based on the feedback received throughout both consultations and following additional site observations it is recommended that the proposed parking controls in Mildmay Road are implemented as amended. This refers to implementing a reduced length of double yellow lines in parts of this street and prohibiting parking only at school peak hours in that length of Mildmay Road opposite the Martins Wood Primary School as shown on revised plan TPE/03/22-2/02A.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
37	<p>i. Although we completely agree something needs to be done about the current unrestricted parking especially at school times, but a no waiting anytime would leave residents with nowhere to park.</p>	<p>i. See comment 43.ii. above.</p>
40	<p>i. I wish to object to the planned double yellow lines in Mildmay Road</p> <p>ii. I do believe something needs to be done about parking around this area, but more parking spaces are needed not to make less space for people to park.</p> <p>iii. The speed some cars drive along Mildmay Road is dangerous so maybe some speed preventing measures would be a good idea.</p>	<p>i. Objection noted</p> <p>ii. Although it is acknowledged that there is a high demand for on-street parking in this area, this cannot be an excuse for motorists to park their vehicles unsafely on public roads. The proposed yellow lines were put forward because the Council has a statutory requirement to act against hazardous or obstructive parking.</p> <p>iii. Traffic calming measures are matters for Hertfordshire County Council in their capacity as the Local Highways Authority in Stevenage and we will share these concerns with them.</p>

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
34	<ul style="list-style-type: none"> i. Overall, I'm against the proposal to have the double yellow lines in front of my home at Mildmay road. ii. I propose the following options which would be more beneficial for the residents of Mildmay Road. 1) a permit system 2) extending the zigzag lines from the school gate. (Residents only park on one side of the road that is adjacent to the driveway to enable traffic to get by which doesn't cause issues outside term time) 3) use single lines instead of double yellow lines during school run times to control congestion on the road but allow residents to park during evening and night. 	<ul style="list-style-type: none"> i. The objection is noted. ii. (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 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. (2) This will not prevent obstructing parking at other location affected by these proposals. (3) see comment 43.ii. above.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
32	<p>i. if this plan is carried through, all the residents parking on the road will cause them to look for parking in the cul-de-sacs, which are already occupied by residents' vehicles. This is a prime example for cutting into the existing grass verges, to create parking bays for the residents.</p>	<p>i. Although there is no statutory requirement for the Council to provide additional off-street parking facilities, over the past two decades the Council has spent a significant amount of money from its resources in dealing with parking problems in residential streets. This has involved either providing a large number of additional off-street parking spaces in the worst affected areas or undertaking some highway improvements to mitigate a potential safety hazard caused by inconsiderate parking. All comments regarding the need for increased residential parking have been added to our Residential Parking database with streets where residents would like us to create additional parking facilities. Unfortunately, this financial year we do not have an allocated budget for creating more parking for motor vehicles in residential streets and such funds are unlikely to be available in the future considering the declaration of climate emergency and the local adopted transport policies in Hertfordshire which seeks to prioritise modal shift away from car use. Furthermore, locally adopted policies specify</p>

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
	<ul style="list-style-type: none"> ii. this will need to be enforced twice daily Monday to Friday throughout the school terms each year iii. I suggest that someone from your office monitors the situation from 8.55a.m.-9.10a.m. and again at 3.25p.m.-3.45p.m. and preferably have a parking enforcement officer in attendance 	<p>that trees and the green area have an important role in the street's landscape and as such we are unable to remove the grass verges to create additional parking.</p> <ul style="list-style-type: none"> ii. Civil Enforcement Officers regularly patrol the school areas as part of a rotational schedule specifically involving visits at peak school hours. iii. Site observation visits have been completed during these times by an Officer from Stevenage Borough Council accompanied by a Civil Enforcement Officer.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
33	i. I am in favour of safety, obviously, for users of Mildmay Rd. at this point. However, I'm not in favour of the proposed double yellow lines as I fear that will merely force 'parking' at peak times further out. There needs to be appropriate parking added for all to use safely.	i. See comment 43.ii above.
27	i. I strongly oppose the parking proposals for Mildmay Road. ii. I do believe there should be parking restrictions during the day to avoid the parents from causing safety issues and also traffic wardens at school times to target the school run traffic. In fact, if you go ahead with this plan you will be putting the residents especially female and children at risk. There is no parking for those that do not have garages and you are expecting these residents to park at the oval shops as there will be nowhere else to park. If this plan goes ahead my safety will be compromised.	i. The objection is noted ii. See comments 43.ii. above.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
28	<ul style="list-style-type: none"> i. Double yellow lines are not required on this road disrupting where local residence can park. The issue is only during the school drop off and collection times and double yellow lines will not prevent people dropping off and collecting children from parking for a few minutes. ii. I would also be very interested to know if the double yellow lines are put in place, how are going to police those that park on the lines during the school drop off and collection times, as this is when this will happen. 	<ul style="list-style-type: none"> i. See comments 43.ii. above. ii. Parking controls are regularly monitored and enforced by the Council's contracted Civil Enforcement Officers with additional attention provided to most affected locations such as school areas.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
25	<ul style="list-style-type: none"> <li data-bbox="539 451 1249 778">i. I strongly disagree with the double yellow lines being put in the proposed locations due to the fact that our house has no car access to either the front or the rear of our property therefore we have to park on the road and there is not enough off-street parking without us having to walk quite a distance potentially in the dark at night to get to our house. <li data-bbox="539 858 1249 1074">ii. I do have kids at the school so I do know what it's like at pick up and drop off times and it is a nightmare but in forcing this would mean we have nowhere to park and could be walking up to 5 minutes to get to our house. 	<ul style="list-style-type: none"> <li data-bbox="1305 451 2045 483">i. The objections is noted. <li data-bbox="1305 866 2045 898">ii. See comments 43.ii. above.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
23	<ul style="list-style-type: none"> i. When the double yellow lines are in place what is the plan for monitoring & enforcement? ii. What is the plan to ensure that side roads will not be clogged up, which will also contribute to reducing the risks of disruption & danger, & that residents will have access to parking at home without disruption? 	<ul style="list-style-type: none"> i. See comment 28.ii above ii. If proposed restrictions will be implemented, then the Council's Parking Management team will monitor the area including a possible vehicle displacement into adjacent roads to see if additional interventions may be required.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
19	<ul style="list-style-type: none"> i. I understand the issues with buses and Refuse trucks etc, but lines need only need to be put at the entrances to the Cul-De-Sacs. The road is wider enough on the straight areas to Park cars. ii. The council seem to find the only answer is to put more yellow lines, causing parking arguments amongst the residences, for the few spaces available. I'm sure putting yellow lines is the cheapest and easiest option to solve the problem but does nothing to help the local residences with the limited Parking issues. 	<ul style="list-style-type: none"> i. See comments 43.ii. above. ii. The proposed double yellow lines look to improve road safety for all highway users including pedestrians by prohibiting vehicles from parking at locations where can cause an obstruction to improve drivers' sightlines when approaching a junction or pedestrians/cyclists crossing points, to always maintain access for emergency vehicles, improve access for large vehicles such as bin collection lorries and for the local bus route. It is believed that providing unhindered access for emergency responders and/or reducing the likelihood of a road traffic accident occurring due to hazardous or obstructive parking is more important than the convenience of parking a vehicle as close as possible to the intended destination.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
	<p>iii. I would implore the Council to look at alternatives, such as extra parking bays. The grass bank and footpath could be reduced to accommodate parking bays or do not put yellow lines on the straight part of the road.</p>	<p>iii. See comment 32.i. above.</p>
18	<p>i. I am wondering if these proposed double yellow line plans a 24/7 plan or a peak hour one as, I of course understand, living so close to the school, just how much of a pain, drop off and pick up times can be but after that, the residents of Mildmay still need somewhere to park outside of the small quantity of spaces currently provided.</p>	<p>i. See comment 43.ii</p>
8	<p>i. I have concerns about the lack of parking that will arise because of this. What is being done to fulfil the parking requirements for the people who won't have those spaces to park there anymore. Most of these (apart from school times) are residents of Mildmay road where people have multiple cars per</p>	<p>i. See comments 43.ii. above.</p>

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)		
Response reference number	Response summary	Comments on response
	<p>household and there are not enough parking bays.</p> <p>ii. I have to object to this proposal until I could see a plan to cope with parking needs arising due to this action.</p>	<p>ii. The objection is noted</p>

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
12	<ul style="list-style-type: none"> i. With reference to the attached notice of proposal I wish to object to this proposal. ii. The only times that there are issues within the road are during drop off and collection times from the school. Having yellow lines added to the road only penalises those that wish to park on the road outside of the school dropping off and collection times, which is usually the residents iii. Who will Police the road during these times to prevent people stopping on the yellow lines for a few minutes during these times? iv. If the double yellow lines are added, will the council provide more off-road parking areas within the road, so we are not made to park far away from our homes 	<ul style="list-style-type: none"> i. The objection has been noted ii. See comment 43.ii iii. Parking controls are regularly monitored and enforced by the Council's contracted Civil Enforcement Officers with additional attention provided to most affected locations such as school areas. iv. See comments 32.i. above.

Table 2: Summary of responses for Mildmay Road and Derby Way proposed double yellow lines (plan no. TPE/03/22-2/02)

Response reference number	Response summary	Comments on response
13	<ul style="list-style-type: none"> i. I do feel that something had to be done about the parking around drop off and pick up times of the school. ii. Would this be timed, i.e., no parking between the hours of **** and ****. The other thing, this may well push the drop off /picking up inconsiderate people to park on resident's drives/across garages etc. iii. The pavement areas around the bends are quite regularly parked on as well. iv. Also, maybe a timed 20 mph limit around school times 	<ul style="list-style-type: none"> i. The comment of support is noted ii. See comments 43.ii. above. iii. This feedback will be shared with Civil Enforcement Officers to regularly monitor the location as pavement parking is formally prohibited in that area of town. iv. Traffic calming measures are matters dealt with by Hertfordshire County Council in their capacity as the Local Highways Authority in Stevenage and we will share these concerns with them.

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
1.	<ul style="list-style-type: none"> i. I would like to formally complain about the proposed parking restrictions that are in consultation on Mildmay Road ii. The proposed restrictions do not take into account on how the parking that is required will be substituted. iii. most of the traffic issues are caused by the bus company themselves by both arriving at the same time on this area of road. 	<ul style="list-style-type: none"> i. The objection is noted. ii. The Council has no statutory requirement to provide parking to residents and although yellow lines were mainly proposed for lengths of road where vehicles should not be parked as specified in the Highway Code (opposite or within 10 metres of a junction), after taking in consideration similar concerns related to the high demand for on-street parking in this area the initial proposed restrictions were amended as shown on plan TPE/03/22-2/02A by reducing the length of proposed double yellow lines and replacing the previously proposed double yellow lines opposite Martins Wood Primary School with a single yellow line prohibiting vehicles from parking at school peak hours only. iii. Buses arrive/travel at peak hours on this road because those are the times when there is high

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
	<p>iv. The proposed plan also places undue stress on residents that park on this road that do not fall into the 9 till 5 working pattern or those that work nights or work from home.</p> <p>v. Other options to aid traffic are listed below and I feel that the consideration of these would be a better option.</p> <p>a) Utilise unused space in the school to provide parking for the parents.</p> <p>b) Introduce additional side on parking by converting the grass land along the proposed routes, this would mean felling some trees,</p>	<p>demand from passengers. Their operational times cannot be changed in order to give priority to other motorists traveling in personal vehicles as this would be against national and local transport policies which seek to encourage more sustainable transports modes such as walking, cycling and public transport.</p> <p>iv. Many residents move their personal vehicles during the day to leave for work or social activity which means those returning from work following a night shift are likely to find parking spaces available in other locations most likely do not have to park their vehicles on that length of road fronting Martins Wood Primary School.</p> <p>v. The comments have been noted, see responses below</p> <p>a) This suggestion has been shared with the school, but it doesn't provide any guarantees that motorists will not continue to park their vehicles inconsiderately in that area.</p>

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
	<p>but they could be replaced by replanting elsewhere or introducing new planted areas in the area.</p> <p>c) Ask the bus company to consider the timings of the bus routes to prevent congestion in the area. A simple 10-15 minutes after school has closed and when the parents have vacated, likewise arrive prior to school starting.</p> <p>d) The school could also re-introduce the walking bus from the oval where parking is a plenty and there is a safe route that does not need to crossroads with children.</p> <p>e) Send out notices to the parents regarding considerate parking if required.</p>	<p>b) Adopted national and local transport policies seek to prioritise a modal shift away from car use. Also, locally adopted policies specify that trees and the green areas have an important role in the street's landscape. Therefore, we are unable to remove the grass verges or green areas to create additional parking.</p> <p>c) See comment 1.iii. above.</p> <p>d) The suggestion will be shared with the local school, but it doesn't provide any guarantees that motorists will not continue to park their vehicles inconsiderately in that area.</p> <p>e) The Parking Management team at Stevenage Borough Council has provided specialised School pavement signage to raise awareness and to send a visible message highlighting the</p>

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
	<p>f) Patrol the area more frequently with traffic wardens to ensure that the parking is in line with the requirements.</p>	<p>need for safe parking, and Martins Wood Primary School has sent communications to all parents.</p> <p>f) Civil Enforcement Officers regularly patrol the school areas as part of a rotational schedule specifically involving visits at peak school hours.</p>

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
2.	<ul style="list-style-type: none"> i. We Formally object to your proposals ii. The proposal has not addressed the most dangerous part of the road on the bend over the subway at the western end of the road. This proposal will displace parking from the restricted area and encourage parking at peak times on the bend, as barriers and shrubs border this area it will lead to children entering the vehicles from the road causing danger and impeding the flow of traffic in both directions. iii. I suggest you contact the bus company to have a better understanding of the dangers of parking in that area. 	<ul style="list-style-type: none"> i. The objection is noted. ii. Upon review of the accident data, carrying out additional site observations and based on feedback provided by residents it has been decided that restrictions are not currently required but the area will continue to be monitored and if required further restrictions will be proposed. iii. The local bus operator has been consulted and has shown support for the proposed restrictions

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
3	<p>i. I note that the latest proposal (26th January) has removed the proposed double yellow lines in the previous proposal (08th September 2022) in the region where the road passes over the subway. Could these lines be reinstated at least on one side of the road, although preferably on both?</p>	<p>i. See comments 2.ii. above.</p>

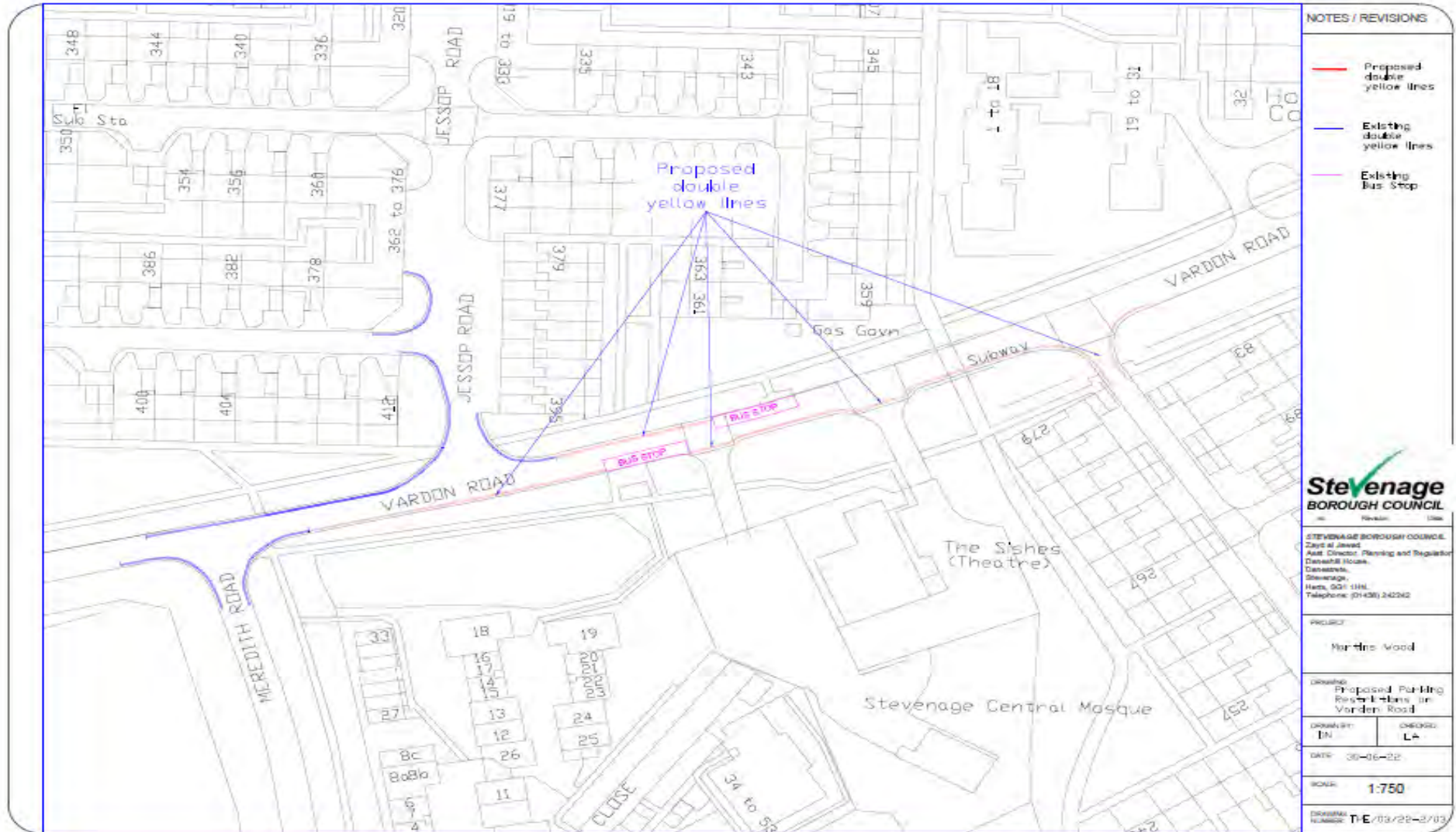
Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
4.	<ul style="list-style-type: none"> <li data-bbox="517 480 1211 544">i. Can the single line be on both sides of the road by the school to ensure it is kept free? <li data-bbox="517 663 1227 951">ii. when you enter Mildmay Rd from Verity Way after the first turning on either side there is an underpass. Please can you put double yellows on the right side, so you are able to see to overtake parked cars parked on the left. Where the road bends naturally if people park on the right it isn't as easy to see around and pass safely. 	<ul style="list-style-type: none"> <li data-bbox="1283 480 2020 616">i. School Keep Clear markings are already restricting vehicles from parking on one side of the road which are considered sufficient for enforcing parking on that side of the road. <li data-bbox="1283 663 1715 687">ii. See comment 2.ii. above.

Table 2A: Summary of responses for Mildmay Road proposed single yellow lines (plan no. TPE/03/22-2/2A)

Response reference number	Response summary	Comments on response
5.	<ul style="list-style-type: none"> i. I feel that it is a clear issue during the times 08:30-09:30 and 14:45-15:45 ii. Although I am in favour of the new proposals, I feel that it still will not deter parents of children from parking on single yellow lines. 	<ul style="list-style-type: none"> i. The support is noted. ii. If implemented, these restrictions will be monitored and enforced by Civil Enforcement Officers as part of the prioritised patrol schedule at school peak hours to act as a deterrent to illegal parking.

Consultation responses to proposed restrictions in Vardon Road



- 4.14. Eight written responses were received during the public consultation in relation to proposed double yellow lines shown on plan TPE/03/22-2/03. Copies of those responses are included in Appendix 1(v) (personal data removed) will be released to the public alongside this report. A summary is presented in Table 3 below.
- 4.15. Two responses expressed support for the proposed double yellow lines. Whilst a further three responses agreed that restrictions are required in their local area, they raised concerns about the possible vehicle displacement and the reduced availability of on-street parking. Three objections were submitted and primarily concern referred to the limited on-street parking availability and the residents' ability to park their vehicles near their homes.
- 4.16. Most responses received agreed that unsafe parking does occur in this stretch of Vardon Road and that it has an impact on the local bus route, emergency services access and overall traffic safety. Following our additional site observations and after taking in consideration all responses received throughout the consultation, it is recommended that the proposed double yellow lines in Vardon Road are implemented as formally proposed as shown above on plan TPE/03/22-2/03.



Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
1	<ul style="list-style-type: none"> i. Our family agrees with this proposal. It's highly dangerous when crossing the road towards the bus stop. ii. We are hoping that the double yellow line extends the whole Vardon road. There have been accidents in Vardon road because of these vehicles that is being parked. 	<ul style="list-style-type: none"> i. The support is noted. ii. Double yellow lines were proposed in Vardon Road on both sides near its junction with Jessop Road and adjacent bus stops.

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
2	<ul style="list-style-type: none"> i. I have received the letter regarding the double yellow lines in vardon road, to which I am very much happy and in agreement. ii. I have just seen 8 people walking out from the mosque using our residential car park as their car park (Sutcliffe Close). This frustrates me as this is for my family or friends to use when they visit not for the mosque. Hope this can be address too as well as the poor parking when turning out and into Sutcliffe close off Meredith road. 	<ul style="list-style-type: none"> i. The support is noted. ii. Sutcliffe Close is not currently classed as adopted highway land, therefore, the Council does not have the authority to introduce and enforce parking restrictions in this street. However, the Meredith Road junction with Sutcliffe Close is classed as public land and this comment has been saved in our records to help show the need for restrictions at this location when new projects will be prioritised in future.

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
3	<p>i. I wanted to find out is it possible to get double yellow lines put down on one side of the road as you enter Jessop road the entrance just before the oval shops. As you drive through, there's so many parked vehicles both sides of the road including a lot of high vans which blocks your vision of oncoming traffic as it is a fairly busy road, due to being so close to the carpark behind/back of the shops. I always dread if we get snow or ice as can easily crash into cars/vans on either side of the road as not much room when vehicles are parked both sides which is all the time. Can something be done at all?</p>	<p>i. Proposing restrictions at locations other than those listed in the schedule of the proposed Traffic Regulation Order would require us start a new statutory process. Although this location cannot be included in this project, these concerns have been saved in our records to help show the need for restrictions at this location when new projects will be prioritised in future.</p>

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
4	<ul style="list-style-type: none"> i. I am writing to object to the proposal of putting double yellow lines on Vardon Road ii. Although I understand the reasons for this proposal, the amount of parking spaces in the vicinity of our house is very limited, and I'm afraid this proposal would worsen the situation. My understanding is that overcrowding happens on a few selected days, perhaps there are events happening at that time that may be the cause for this overcrowding and proposing parking solutions when that happens would offer a solution to the issue without impacting the lives of residents of the area 	<ul style="list-style-type: none"> i. The objection is noted. ii. The proposed double yellow lines look to improve road safety for all highway users including pedestrians by prohibiting vehicles from parking at locations where motorists should not park their vehicles as specified in the Highway Code because it can cause an obstruction to traffic, obscure the drivers' sightlines when approaching a junction or pedestrians/cyclists crossing points. Prohibiting vehicles from parking in these areas at all times will help maintain unhindered access for emergency vehicles, improve access for large vehicles such as bin collection lorries and for the local bus route.

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
5	<p>i. It is with great concern that I received a letter suggesting double yellow lines on Vardon Road. The roads around Jessop Road are very congested with parked cars and Vardon Road is the only place I feel safe walking home from given its proximity to my front door. I plead with you to reconsider this decision to put double yellow lines there.</p>	<p>i. Although it is acknowledged that there is a high demand for on-street parking in this area, this cannot be an excuse for motorists to park their vehicles unsafely on public roads. The proposed double yellow lines were put forward because the Council has a statutory requirement to act against hazardous or obstructive parking.</p>

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
6	<ul style="list-style-type: none"> i. I am writing to object the proposal of implementing double yellow lines on Vardon Road ii. If this proposal is implemented, I would essentially have no where appropriate to park. The two parking spaces at my house are currently designated to other members of my household. I have tried to find parking on nearby streets elsewhere, but I have never been able to find another appropriate place, e.g., that is not dedicated to other residents. Are you able to provide an example of an alternative, safe and appropriate place where residents could park please? I object to this proposal as it could negatively affect my personal safety. Implementing double lines on Vardon Road would mean that I would have to park significantly further away from my house. 	<ul style="list-style-type: none"> i. The Objection has been noted ii. The high demand for on-street parking in that area does not make the Council less responsible for acting against unsafe parking. Motorists are responsible for the safe storage of their vehicles and if decide to leave their vehicle on public land they must park in a safe and legal manner.

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
7	<ul style="list-style-type: none"> i. I agree with the decision of the restriction in order to benefit a safer traffic control ii. I would like to ask the below. In the proximity of Vardon Road there is a Mosque. At the times of prayer, it is full our cars on the main street, reason why probably these restrictions have been proposed. However, if they will not be allowed to park on Vardon Road, then they will probably park where they are allowed and that is where all residents on Vardon Road park. Near the garages, on the road between the houses. 	<ul style="list-style-type: none"> i. The comment of support has been noted ii. If the proposed restrictions are implemented, then the area will continue to be monitored including any potential vehicle displacement into adjacent streets and additional interventions may be proposed if required.

Table 3: Summary of responses for Vardon Road proposed single yellow lines (plan no. TPE/03/22-2/03)

Response reference number	Response summary	Comments on response
8	<ul style="list-style-type: none"> i. I have received a letter about obstructive parking taking place on Vardon Road. As a result, you are looking to put in extra double yellow lines around the area. It is already difficult to park outside our own flats when the mosque is busy, it will become even worse when the additional double yellows are implemented around the area. ii. I suggest residents of Sutcliffe close be given parking permits, so visitors of the mosque cannot take up all of our spaces. 	<ul style="list-style-type: none"> i. See comment 7.ii ii. Sutcliffe Close is not currently classed as adopted highway land, therefore, the Council does not have the authority to introduce and enforce parking restrictions in this street.

4.17. A significant number of residents who are interested in parking controls at locations affected by these proposals shared the Council's assessment that uncontrolled parking at all or some of the locations highlighted in the proposals is liable to cause an obstruction.

4.18. Various comments and suggestions have been submitted throughout the consultation. These are listed in the tables above. Whilst some of the initial proposals were amended based on the feedback received from residents and others, the Council has a statutory requirement to act against obstructive or hazardous parking. Therefore, it is recommended to implement the restrictions as specified in paragraphs 2.1-2.4 above.

4.19. If it is decided not to proceed as recommended, the alternatives are:

- To decide not to progress the proposals and end the entire project. This is not recommended as it would not address the problems that exist in this area.
- To decide to implement proposals that have been recommended not to be implemented, and/or to implement proposals that have been recommended for modification without those modifications. This is not recommended, as upon balance it appears preferable that these restrictions are not implemented at the present time, or are implemented with modification, as detailed in this report.
- To prepare and consult on proposals for additional or different restrictions. This is not recommended as there is little justification for doing so and it would unduly delay the completion of the project.

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

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 letter from formal public consultation

5.7. Template letter for public consultation on proposed amendment in Mildmay Road.

APPENDICES

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