<table>
<thead>
<tr>
<th>Col No</th>
<th>Road</th>
<th>Comments</th>
<th>Council Comments</th>
<th>Recommendations</th>
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<tbody>
<tr>
<td>1</td>
<td>Fishpool Street</td>
<td>Support the draft Order and consider it well thought out and eminently sensible. Please about the location changes to the bays along Fishpool Street as it will make it safer for the coaches and pedestrians during school hours - if accepted the coaches are necessary for the school, and that St Albans School is critical to the St Albans Cathedral Precinct and environs then we need to make the toing and froing of those coaches safer for all. Fully support the recommendations.</td>
<td>Following a review of the area it has been agreed to include this small row of houses into the eligible properties list</td>
<td>Make Order as advertised</td>
</tr>
<tr>
<td>2</td>
<td>Verulam Road</td>
<td>Since moving to the property in January 2015 they have been issued with Parking Zone B resident’s permit and would like to remain within Zone B.</td>
<td>1, 2 and 3 The initial consultation in August 2014 indicated that the majority of residents who responded wanted to see the number of permits per household reduced to 2. This reduced number of permits will help an already over-subscribed zone, reduce the number of car ownership per household. The operational hours and days also were supported in the review. As the hours are extended there is additional cost for enforcement and means that the cost of permits also increases. 4. The proposals deal with all of these issues, currently there are single yellow lines in roads that when not in operation cause congestion, safety issues or obstruction, these proposals change these areas to double yellow lines which means no waiting and any time. The change of parking bays in some areas of the scheme will improve traffic speeds and line of sight making these areas safer. The proposals include additional residents parking bays and additional pay and display bays which will improve available space and improve vehicle turnover. Double yellow lines also improve traffic flows as parking is removed from pinch points.</td>
<td>Include properties 50 to 60 evens on Verulam Road</td>
</tr>
<tr>
<td>3</td>
<td>Not provided</td>
<td>1) Lives in a four bedroom property which contains 4 professional adults who all require cars to travel to work. Only currently able to purchase 3 permits and reduction to 2 permits would greatly impact the household and considers it unfair. Can any dispensation be granted. 2) If unable to purchase the number of permits the extension of restricted parking hours to 10pm and Sundays would also adversely impact residents.3Suggests a policy change be introduced where all individual members of a household paying council tax should be able to apply for a permit. The blanket proposition of two permits per household does not suit all household set ups in the area. Also suggest that the current number of permits issued per existing household remains as many people will have taken on properties based on this and that the new permits per household rule be introduced to new residents applying for permits. 4) Requests further information on how this new proposed scheme will directly affect road safety, incorporate parking, reduction in congestion and parking space turnover. Deeply unhappy with the proposals in general. Feels that decisions being made are entirely biased against the community in this area and without a thought to how it may affect people’s livelihoods. Situation at present is not ideal gives it allows for some flexibility and would much rather continue as it is rather than introduce changes that make our lives here unworkable.</td>
<td>1, 2 and 3 The initial consultation in August 2014 indicated that the majority of residents who responded wanted to see the number of permits per household reduced to 2. This reduced number of permits will help an already over-subscribed zone, reduce the number of car ownership per household. The operational hours and days also were supported in the review. As the hours are extended there is additional cost for enforcement and means that the cost of permits also increases. 4. The proposals deal with all of these issues, currently there are single yellow lines in roads that when not in operation cause congestion, safety issues or obstruction, these proposals change these areas to double yellow lines which means no waiting and any time. The change of parking bays in some areas of the scheme will improve traffic speeds and line of sight making these areas safer. The proposals include additional residents parking bays and additional pay and display bays which will improve available space and improve vehicle turnover. Double yellow lines also improve traffic flows as parking is removed from pinch points.</td>
<td>Make Order as advertised</td>
</tr>
<tr>
<td>4</td>
<td>Lower Dagnall Street</td>
<td>Appreciates the work done so far.</td>
<td>Make Order as advertised</td>
<td>Make Order as advertised</td>
</tr>
<tr>
<td>5</td>
<td>Monastery Close</td>
<td>Wish to appeal against our total exclusion of property from applying for resident parking permits. We are four apartments with only three parking places and have struggled for many years with overcrowding in the small area available. One of our major concerns is that there are now three people who are over 80yrs and the lack of space with our current parking would hinder an emergency vehicle should it be required.</td>
<td>Monastery Close is not included in the current Traffic Regulation Orders due to its own available parking. The proposed zone B is designed to improve available parking by increasing the number of spaces and reducing the pressure of spaces, to increase the number of available permits to residents who do not currently hold a permit would not support the scheme improvements. However, following a review of the proposals it has been agreed to allow Monastery Close the provision of Residents Visitors Permits</td>
<td>Include Monastery Close in the eligible permits list for Visitors permits only and Make Order as advertised</td>
</tr>
<tr>
<td>6</td>
<td>Fishpool Street</td>
<td>The revised maps show that the end of the proposed new parking bay outside 20 Fishpool Street has been moved eastwards up Fishpool Street, presumably to take account of the responses in respect of delivery access to the entry to St Albans School between numbers 9 and 11 Fishpool Street. However, no record, response or action is apparent in the online materials in respect of the concerns raised about access to the off-street parking between numbers 7a and 9 Fishpool Street, this being the off-street parking. Please confirm that the concerns about access have been recorded and contact resident me to arrange an on-site visit to address this concern.</td>
<td>The area has been reassessed and measured to ensure that a safe turning point for the property concerned is maintained. A site visit has been undertaken by Officers and this has been addressed with the objector a review will take place after 6 months of implementation.</td>
<td>Make Order as advertized and review after 6 months</td>
</tr>
<tr>
<td>7</td>
<td>Queen Street</td>
<td>Owns a house in the street and a car for over 10 years. Over the years has seen parking getting worse in the area and has driven around looking for a space awaiting for someone to vacate a space. Causes stress. Appreciates that the car parks are free after 6:30pm but believe something needs to be done before this time. Welcomes anything that will increase bays/park spaces in area. Concerns that parking is becoming more difficult and some residents appear to abuse the permit system.</td>
<td>The number of permits will be limited to 2 per property where currently it is limited to 3. This proposal includes additional parking spaces which should help residents in finding space</td>
<td>Make Order as advertised</td>
</tr>
<tr>
<td>8</td>
<td>Not Given</td>
<td>1) Lives in a four bedroom property which contains 4 professional adults who all require cars to travel to work. Only currently able to purchase 3 permits and reduction to 2 permits would greatly impact the household and considers it unfair. Can any dispensation be granted. 2) If unable to purchase the number of permits the extension of restricted parking hours to 10pm and Sundays would also adversely impact residents.3Suggests a policy change be introduced where all individual members of a household paying council tax should be able to apply for a permit. The blanket proposition of two permits per household does not suit all household set ups in the area. Also suggest that the current number of permits issued per existing household remains as many people will have taken on properties based on this and that the new permits per household rule be introduced to new residents applying for permits. 4) Requests further information on how this new proposed scheme will directly affect road safety, incorporate parking, reduction in congestion and parking space turnover. Deeply unhappy with the proposals in general. Feels that decisions being made are entirely biased against the community in this area and without a thought to how it may affect people’s livelihoods. Situation at present is not ideal as it allows for some flexibility and would much rather continue as it is rather than introduce changes that make our lives here unworkable.</td>
<td>Make Order as advertised</td>
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9 Fishpool Street

Registers dismay and objection to the proposals for Fishpool St:
- Permit holders 8:30-10pm. I can see no reason for the time to be changed from 8pm to 10 pm at night. This will only penalise the residents of Fishpool St further if we wish to have visitors. (I think 7:30 is late enough). Please provide the justification for this change?
- No reason for the restricted days to include Sunday. Only residents to residents park in the area on a Sunday. Residents being penalised. Residents being penalised by additional permit costs. Will the residents be allowed to buy more visitor books if the changes are made?

The initial consultation in August 2014 indicated that the majority of residents who responded wanted to see increased hours along with the inclusion of Sundays. Extended hours will mean there is additional cost for enforcement. For enforcement of a 7 day Zone permit prices are more costly as a result. The new restrictions will be enforced by the existing complement of staff. At this time there is no proposal to increase the number of visitors permits, existing zones with these times have not shown a need for increased numbers. Day visitor permits cover the whole day.

Make Order as advertised

10 Not Given

It seems that we will be able to apply to park in Lower Dagnell Street, as would people in Romeland and Abbey Mill lane, as Zone B but not in Fishpool Street. Is this right?

Fishpool Street is included in the Zone B proposal, if the proposal is implemented any resident with a zone B permit will be permitted to park in any road which is included in Zone B

Make Order as advertised

11 Abbey Mill Lane

Supports a suggestion made by another resident with regards a cage for loading buses and the use of the upper end of Abbey Mill Lane for zone B, E & Q.

Also has witnessed some dreadful congestion at the entrance of the Gateway from parents’ cars and smaller buses which shouldn’t be allowed to occur. It makes access to Abbey Mill Lane extremely difficult.

The proposals are intended to improve vehicular movements around school times, a bus bay/cage is not required as the parking in the area intended for use by the school buses will be no waiting, this will allow vehicles to load and unload whereas currently the restriction in this layby is unenforceable so vehicle park in the area all day and do stop coaches from using this area.

Make Order as advertised

12 New England Street

Concerned that the consultation doesn’t address the problem of the St Albans School coaches and parking near the Abbey Gateway. Collects child from Abbey CE VA Primary School. We find it can take a long time to safely cross the main road near Romeland/the Cathedral because they can’t see past the number of large coaches parked on that stretch of road at 3.30 pm.

Hopes you will reconsider parking arrangements for this particular area, as it is heavily used by young children and has no pedestrian crossings to ensure their safety.

The current parking bays in Romeland will be restricted in the afternoon by a single yellow line and enforced by Civil Enforcement Officers, this will allow the school buses to load and unload, in addition the proposals include a loading ban on the Abbey Gateway junction this will stop the buses from parking on or over the junction creating a safer exit. As the buses will be able to pull into the layby vision slays within the area will be improved.

Make Order as advertised

13 New England Street

1 - Extending the hours of Zone B to include Sundays and to be extended to 10pm provides no benefits to the residents in Zone B, it penalises us and means that if visitors can find a space (which is rare) that we will use up our scarce permits. Just because Zones E and Q have those time limits is no reason to enforce them on Zone B.

2 - Merging with Zones E and Q provides us no benefit. As we have a young family parking so far away is not an option. Allowing Zone B residents to park in Zone A and or C without restrictions would help many zone B residents. I often drive around both zones looking for a space and see many free spaces adjoining zone B but none in zone B itself. Saying that we can park in zone C apart from 2 hours is not a solution as moving a car when you are looking after 3 children is not always an option.

14 College Street

Unfortunately there are more cars than spaces. Often comes back at 11 pm after a late shift and have nowhere to park. Other zones nearby are equally congested. I suggest the following: The Council garages which provide decent cheap parking are checked for use. Concerned that the garages are being used for storage rather than to house cars. Garages not being used for cars should have their tenants evicted. More single yellow lines should be available from 18.30 to allow hard working people park their cars till morning. Free or cheap use of council car parks should be available to residents overnight. School coaches makes life in term time hell, believes that College Street should be one way and the junction with Lower Dagnall St and College Street should have a change of priority. This would: stop drivers hurtling up Lower Dagnall Street, which seems endemic, and stop buses braking at the existing junction, which associated brakes shriek and hideous noise, deadly exhaust emissions standards etc. Wardens should ticket people who park on double yellow lines during school rush hours, even if it’s just to drop off. Why don’t they use the coaches, instead of adding to the chaos with the half empty 4 X 4s, and noisy engines. Works nights, the coach situation is unsatisfactory. Can’t sleep in despite going to bed at 2 pm because of the noise, can’t park my car after a late shift, would say they can’t live here, but are unable to move house even if they wished to.

Unfortunately traffic movement i.e. traffic direction and junction layout is not for the district council but the Highways Authority (Hertfordshire County Council (HCC)) if residents feel that there is a need for these roads to be changed they need to address this with HCC. These proposals deal with the parking issues relating to the school coaches which should help improve safety. Parking enforcement will be undertaken once the new Order is in place.

Make Order as advertised

15 Abbey Mill Lane

Do not agree to the proposals unless two amendments are made 1. restrict parking to existing E zone residents in the lower part of Abbey Mill Lane (below Monastery Close) and Orchard Street. Indeed, the wider Zone B will bring widely increased demand from families using Verulamium Park at the weekend in particular meaning that residents will not then be able to park their own cars on return home. 2. A review of the current situation in Romeland is needed and proper attention is given to the unacceptable increased risks brought by the school drop off and pick up by coaches or carers in illegally parked private as no clear view of the traffic coming from Fishpool Street or George Street is possible. The congestion is such that it is practically impossible to reach nor exit Abbey Mill lane safely at school drop off or pick up times.

The inclusion of zone E into B will provide additional options for residents at times when space is in high demand, small zones do not provide adequate solutions to parking issues to the community as a whole. Residents are unlikely to drive to the park as parking in the area is not guaranteed and the park is in walking distance of properties in Zone B. Therefore additional pressure to parking in the area is not going to occur. These proposals include solutions around the school drop off and pick up with a designated area restricted to allow the coaches to load and unload, loading ban on the junction of the Abbey Gateway and a School Keep Clear outside the school.

Make Order as advertised
16 George Street

Business owner on George Street. The situation on George Street has become ridiculous with the amount of cars that park on the road. Most of these cars are disabled vehicles whose occupants are not using the surrounding shops but park here to go shopping in St. Albans. Could you clarify that no waiting at any time means that they will not be able to park on the street. As you know George Street is narrow, and these cars that are parked cause the loading lorry to mount pavements, and if two lorries want to pass it is impossible. I am worried for pedestrians and for the buildings, most of which are listed. Would you also be able to tell me how to apply for a business parking permit.

The waiting restrictions in George Street are not changing. The Disabled Badge Scheme is a national scheme in England and Wales and allows the holder to park on single and double yellow lines for up to 3 hours, this is not a local initiative but one we have to adopt. The only alteration would be to install a loading ban in the area. However, this would affect businesses as well as visitors parking with a Disabled Badge.

Details of how to apply for business permits will follow should the scheme proceed to implementation.

Make Order as advertised

17 Fishpool Street

Has no objections/comments to the proposed changes. However, they would like you to clarify what will happen to existing Visitors Parking Permits.

We will update residents on the use of permits before the scheme is operational and advise what residents should do.

Make Order as advertised

18 George Street

1) Lives in a four bedroom property which contains 4 professional adults who all require cars to travel to our jobs. Only currently able to purchase 3 permits and reduction to 2 permits would greatly impact the household and considers it unfair. Can any dispensation be granted. 2) If unable to purchase the number of permits the extension of restricted parking hours to 10pm and Sundays would also adversely impact residents. 3) Suggests a policy change be introduced where all individual members of a household paying council tax should be able to apply for a permit. The blanket proposition of two permits per household does not suit all household set ups in the area. Also suggest that the current number of permits issued per existing household remains as many people will have taken on properties based on this and that the new permits per household rule be introduced to new residents applying for permits. 4) Requests further information on how this new proposed scheme will directly affect road safety, inconvenience parking, reduction in congestion and parking space turnover. Deeply unhappy with the proposals in general. Feels that decisions being made are entirely biased against the community in this area and without a thought to how it may affect people’s livelihoods. Situation at present is not ideal it allows for some flexibility and would much rather continue as it is rather than introduce changes that make our lives here unworkable.

1, 2 and 3 The initial consultation in August 2014 indicated that the majority of residents who responded wanted to see the number of permits per household reduced to 2. This reduced number of permits will help an already over-subscribed zone, reduce the number of ownership per household. The operational hours and days also were supported in the review. As the hours are extended there is additional cost for enforcement and means that the cost of permits also increases. 4. The proposals deal with all of these issues, currently there are single yellow lines in roads that when not in operation cause congestion, safety issues or obstruction, these proposals change these areas to double yellow lines which means no waiting and any time. The change of parking bays in some areas of the scheme will improve traffic speeds and line of sight making these areas safer. The proposals include additional residents parking bays and additional pay and display bays which will improve available space and improve vehicle turnover. Double yellow lines also improve traffic flows as parking is removed from pinch points.

Make Order as advertised

19 Abbey Mill Lane

1. The idea to merge the three zones is generally to be welcomed but is concerned that the merger will increase traffic in Abbey Mill Lane.

2. Suggests a single bus “cage” marking, well clear of the junctions opposite Welclose Street, to be used as a clearly designated bus stop. With buses waiting in the Romeland Hill parking bay (but not load there because it is unsafe) until called down for loading. Together with an agreed Code of Conduct for buses.

3. Suggests a School Keep Clear (BKC) lines on both sides of the road in order to improve sight lines and improve safety for road users and pedestrians. Objects to the two new car parking spaces on the opposite side of the Cathedral wall due to safety concerns. Requests for an agreed and enforceable Code of Conduct to accompany any TRO.

The current proposals have been put together following a review of the zone which was already in the Councils Parking Development Work Programme. The review showed support from the majority of residents for an extended restriction time with support to include Sundays. The parking bays are to be removed from this Order however they may be considered further in the review once the scheme is settled. A code of Conduct for the school buses does not form part of the TRO process and is considered a separate matter which would follow any new restrictions. A review of the new restrictions will be initiated after 6 months.

Make Order as advertised

20 Romeland Hill

1. Is concerned that St Albans School and the council are being bullied over a TRO and states that the problem painted by another objector is exaggerated. 2. This is the conservation area, streets and pavements are extremely narrow so children are helped off coaches onto these pavements. 3. Let small buses and parents perch on double yellow lines in Abbey Mill Lane on an informal basis while they pick up children. They say they do not want street furniture or any type of markings on the road or anywhere else that are being aggressively proposed.

The current proposals have been put together following a review of the zone which was already in the Councils Parking Development Work Programme. The review showed support from the majority of residents for an extended restriction time with support to include Sundays. The review allowed the Council to review parking around the school including vehicular movement and safety and at the same time making the restrictions clearer.

Make Order as advertised

21 Romeland Hill

Most Residents would absolutely not want school signage/road markings etc. Residents parking is a misery for some once they leave the area, can’t get back in. The proposed amalgamation of residents’ only Zones, in our opinion, is, we hope, with respect to those in Fishpool Street, fair.

Unfortunately most parking restrictions cannot be implemented without road markings and signage, our proposals around the school both deal with the parking issues and limit the number and size of signs used.

Make Order as advertised

22 Orchard Street

Is concerned that the merger will spread the current problems in zone B to Abbey Mill Lane area. They state that the Council should concentrate on the traffic problems in Romeland Hill.

These proposals include changes in Romeland, Romeland Hill and the Abbey Gateway which the Council sees as a positive move in making the area safer for all users and visitors at school times, the merger of zones B, E and Q will not make traffic movements worse at these times but will provide additional options for parking for residents.

Make Order as advertised

23 Orchard Street

Objects to the merger of zone B and E but agrees to the top end of Abbey Mill Lane being made available to zone B with clear signs. They state that the proposals will increase traffic in Abbey Mill Lane, they are concerned about increased parking from the wider zone and ask what they would do if parking is not available to them, they ask what actions will be taken if the merger goes ahead and parking problems in Abbey Mill Lane mean residents of the street cannot park.

The inclusion of zone E into B will provide additional options for residents at times when space is in high demand, small zones do not provide adequate solutions to parking issues in the community as a whole. It is unlikely due to the Geographics of the zone that residents will use their vehicles to go to the park and therefore unlikely to increase parking pressures. A review of the new scheme will be done after 6 months of implementation and any issues can be raised at this time.

Make Order as advertised

24 George Street

Multi Signed letter from businesses on George Street objecting to the increased hours, they state that this will mean their customers will not be able to park and they will lose business.

George Street is located a short walk from the city centre car parks which are free from 6:30pm (18:30) in addition these proposals include pay and display in Romeland, one side of Romeland Hill, on George Street and some additional spaces on Spicer Street.

Make Order as advertised
Enforcement of the area will be addressed and increased accordingly. It is unlikely due to the geographical nature of the zone that residents within the new zone will use vehicles to visit the leisure facilities as all the facilities are within a short walking distance. Previous Safety Audits have been undertaken in the Romeland and Romeland Hill area. The proposals do not require any further safety audits to be undertaken as there are no changes to the traffic flow. This scheme will be monitored and a review will take place after 6 months of its implementation.

Make Order as advertised

26 Abbey Mill Lane

Concerned about the proposals as they live in Abbey Mill Lane and the spaces here are in the evenings always full. If as proposed the whole of Abbey Mill lane will be zone B they are concerned residents will not be able to park. Is also concerned about increased traffic

A larger zone will assist the wider community as a whole including Abbey Mill Lane residents who will have full use of the extended zone B. The parking bays at the bottom of Abbey Mill Lane outside the pub are shared use, this means that permit holders can park unlimited at any time in addition to sharing the space with vehicles visiting the pub or park who would pay for a limited time. Due to the pay and display bays which already serve the park it is not likely that traffic flow will be increased

Make Order as advertised

27 Not Given

Is concerned that the proposals allow buses to park opposite Welclose Street.

School Keep Clear markings are really needed in the area, on both sides of the approach to the Abbey Gateway and the parking wardens need to be there ensuring they aren’t ignored. Romeland by the Abbey wall is too narrow to accommodate two additional bays.

They ask that consideration is given to limit dual use bays in any event as non-residents can pay in the car parks rather than occupy the limited residents’ spaces and objects to the yellow line along within the parking bays during school pick up as residents will not be able to park.

The area opposite Welclose Street is proposed to have an area of no loading, this means that any vehicle including buses cannot stop there. An area of single yellow line will be operational in the afternoons for buses to wait and pick up, this will improve safety in the area at these busy times. The Council have considered the parking spaces in Romeland carefully and have carried out further site visits and observations during busy periods. The parking bays are to be removed from this Order however they may be considered further in the review once the scheme is settled.

Removed the two bays and leave the existing yellow lines. Make Order as advertised and review after 6 months

28 Abbey Mill Lane

Objects to the merger of zone E with zone B as they believe that parking will become more difficult for the residents. They are also concerned about safety of residents if they have to walk back from the car park at Westminster Lodge. In addition they are concerned that there will be an increase of traffic

The proposals are intended to improve parking provision, by expanding the zone and creating extra spaces. It is not anticipated that there will be an increase in traffic as pay and display is already operating in Abbey Mill Lane successfully. A review of the scheme will be undertaken after 6 months and these concerns can be looked at during the review

Make Order as advertised and review after 6 months

29 Orchard Street

Objects to the merger of zone E with zone B as they believe that parking will become more difficult for the residents.

Residents within the zone will all most likely prefer to park nearer to their homes, it is unlikely that these proposals will increase the number of cars parked in Abbey Mill Lane on a regular basis. A review of the scheme will be undertaken after 6 months

Make Order as advertised and review after 6 months

30 College Street

1) Objects to the loss of space in College Street from the removal of the single yellow line and states that there are already more permits issued than there are spaces. The provision of free overnight parking in the Gombards car park between 6.30pm and 8.30am (rather than 7.30am) needs to be further pursued.

Patching on College Street is considered dangerous and causes an obstruction to other traffic including pedestrians. The loss of parking provision here is outweighed by the danger aspect. However, additional spaces have been found throughout the zone which exceeds the need lost. The number of permits has been limited to 2 per household. The initial consultation did not show a desire from residents to reduce this further.

These proposals deal with the parking aspects of the school traffic and will improve traffic movements. Make Order as advertised

31 George Street

When delivery vehicles park on the section of George Street opposite number 1 near the junction with Venulum Road it blocks users of the access road as there is not a sufficient turning circle due to the narrowness of George Street and they propose a red line.

Red lining is not used outside of London and is not an option that can be considered in St Albans. The Council could consider a loading ban in these areas but we are conscious of the number of businesses that do rely on being able to load and unload. This is something that could be addressed at a later date. It could be included in a review of the scheme after 6 months.

Make Order as advertised and review after 6 months

32 George Street

endorse the comments made by the objector in column 31

Red lining is not used outside of London and is not an option that can be considered in St Albans. The Council could consider a loading ban in these areas but we are conscious of the number of businesses that do rely on being able to load and unload. This is something that could be addressed at a later date. It could be included in a review of the scheme after 6 months.

Make Order as advertised and review after 6 months

33 College Street

1. Generally in favour of the proposed changes, but is concerned at the loss of the single yellow line on the west side of College Street, The ‘replacement’ bays on the north side of Venulum Road, shared with Zone C, are on average about 500 metres further away. Suggests moving parking in Mount Pleasant to continuous bays along the north side. Provide more extended parking for permit holders in Gombards car park. Houses with accessible off-street parking could be encouraged to make more efficient use of them by charging street permits at the second and third car rates.

School buses should only load and unload opposite the end of Welclose Street (at present many stop sufficiently far from the wall). Romeland Hill to allow passengers to embark and disembark there, at times causing severe congestion for traffic trying to pass in both direction. A single coach bay should be marked out for such use at the designated times only, and more than one should not be permitted at any time. School Keep Clear lines are necessary on both sides of Romeland on the north side of the Abbey Gatehouse as the narrow gateway is the only access point for vehicles in and out.

Parking spaces on Mount Pleasant have been looked at in this review and where possible parking has been changed to provide accordingly. Further parking space is not possible due to the traffic calming measures in place. Currently there is no policy that excludes residents with driveways from having permits or for pricing permits at a higher price. It is also possible that could prove difficult to manage. Talks in relation to the use of Council owned car parks leased under contract to NCP are on-going and cannot form part of this consultation process at this time. School buses are being provided with a solution within these proposals, a school keep clear opposite the school on Romeland is not required and will not provide any additional support for the school or traffic movements. However, a school keep clear outside the school is proposed.

Make Order as advertised and review after 6 months
| **34** | Not Provided | Objects to the merger of zone E with zone B and states that the original consultation was objected by the majority of zone E residents. They do however support merging the top end of Abbey Mill Lane. In response to a number of the representations made by Zone E residents, the council states that the proposed merger will not result in an increase of traffic in Zone E and they ask that the Council specify the basis for this assertion? They state that the Council would be acting unreasonably if it were to implement the proposed TRO contrary to the views of local residents. The Council should consider how to ensure that households with one vehicle requiring on street parking are not disadvantaged by households with more than one vehicle wanting to be parked on the street. The larger proposed zone will improve parking provision but at the same time reduce confusion for both residents and visitors alike as it will reduce the number of different signs detailing the restrictions. The proposals are unlikely to increase traffic movement beyond what already happens as Abbey Mill Lane already has Pay and Display at the bottom of this road and Changes to the top end of Abbey Mill Lane would have the same impact as changing the entire street, this is because any vehicle that enters via the archway has no option but to travel to the end of the street and turn around and if parked would still be required to make that manoeuvre when it is moved. A review of the new zone will take place after 6 months. | Make Order as advertised and review after 6 months |
| **35** | Verulam Road | States that they are concerned that the area immediately outside of 49-53 Verulam Road has not been included in this proposal and explains some of the problems experienced. Changes to this area are proposed with extended double yellow lines (no waiting at any time) in addition some extra parking spaces are being provided. The merger of the zone is not likely to cause additional traffic or parking issues as the area is already subject to pay and display parking. The Council have considered the parking spaces in Romeland carefully and have carried out further site visits and observations during busy periods. The parking bays are to be removed from this Order however they may be considered further in the review once the scheme is settled. A review of the new restrictions will be initiated after 6 months. | Make Order as advertised |
| **36** | Not provided | Concerned about the proposal of merging zone B with our zone E as residents will find parking more difficult. Is also concerned that traffic flow will be increased. Also objects to the proposal to introduce two new parking places in Romeland next to the Abbey Gateway. Does not support the merging of zone E with zone B as they feel that it will create further traffic congestion. They ask if the maps contained an error as they showed a time of 8am instead of 8:30am. Also does not support all day Sunday. Raises a concern with the proposed dual use bays on Verulam Road in that zone C regularly has spare capacity but believes the number of spaces available to zone C should be reduced. States that the do not support the removal of spaces on Mount Pleasant. They also state that topmost 3 bays in the dual use area should be returned to normal residents bays as they are not needed by the. They would also like to see elongated parking bays instead of individual markings. | Removed the two bays and leave the existing yellow lines. Make Order as advertised and review after 6 months |
| **37** | Lower Dagnall Street | Does not support the merging of zone E with zone B as they feel that it will create further traffic congestion. They ask if the maps contained an error as they showed a time of 8am instead of 8:30am. Also does not support all day Sunday. Raises a concern with the proposed dual use bays on Verulam Road in that zone C regularly has spare capacity but believes the number of spaces available to zone C should be reduced. States that the do not support the removal of spaces on Mount Pleasant. Objects to the change of single yellow lines to double yellow lines in Upper Dagnall Street due to loss of space at night. States that the Flats in the previous Nationwide properties (20 Lower Dagnall Street) appear to be able to apply for 1 permit – and does not support this and Suggests some locations for additional parking bays in Lower Dagnall Street. They also state that topmost 3 bays in the dual use area should be returned to normal residents bays as they are not needed by the. They would also like to see elongated parking bays instead of individual markings. Due to the location of Abbey Mill Lane it is likely that zone B residents will only use this road as a last resort and therefore it in not likely to increase traffic flow beyond what is already created by the pay and display at the bottom of the road. The extended hours are 8:30am to 10pm, I can confirm the maps contained a typing error, the hours and days were chosen by the majority of those that responded and included Sundays. No spaces have been removed in Mount Pleasant, the original maps for the informal consultation did not show the correct parking spaces in this location and were amended. Upper Dagnall Street - following a review of this area it has been agreed to remove the proposed double yellow lines. No. 20 Lower Dagnall Street - The planning permission for this property does not exclude them from applying for a permit. This proposed order places a limit of 1 permit in accordance with any property with access to private parking and not already excluded by previous orders. Bay Markings will only be changed when refreshing or marking new bays. However, consideration will be given to an elongated bay rather than individual markings. The Council have looked at all of the locations and at this time feel that the best use of available kerb space has already been considered and proposed changes have been made where possible. a review of the zone will take place after 6 months. | Remove proposed double yellow lines from Upper Dagnall Street and Make Order as advertised with a review after 6 months |