

ST ALBANS CITY AND DISTRICT COUNCIL

REPORT TO: Christine Trill, Director for Community and Place Delivery and Councillor Helen Campbell, Chair for Public Realm and Lead Councillor for Parking.

DATE: 07/05/2025

REPORT TITLE: Various Stopping and Waiting Restrictions -Traffic Regulation Order

WARD/S: Various

CONTACT OFFICER: Parking Development

TRAFFIC ORDER TITLE: The St Albans City and District Council (Control of Parking) Order 2023 (Amendment No.6) Various Stopping and Waiting Restrictions Order 2025

1. Purpose

- 1.1. The purpose of this report is to provide the Council's Strategic Director for Community and Place Delivery and the Chair of the Public Realm Committee with the background, consultation process and information relating to the proposal of various stopping and waiting restrictions across the district.

2. Background

- 2.1. Under an Agency Agreement with Hertfordshire County Council (the Traffic Authority for the area) St Albans City and District 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.
- 2.2. This report summarises the comments that were received in response to the consultation, which was carried out between **12/09/2024 - 03/10/2024** to seek stakeholder views from district residents, businesses, and visitors on proposed stopping and waiting restrictions across the district.
- 2.3. The main proposals in this Order are of No Waiting at Any Time (double yellow line) restrictions. The Order also consists of one proposal for Double Yellow Kerb Markings (loading ban), and the removal of one Shared Use Parking Place (paid parking place and resident permit holder parking place) due to a proposed double yellow line extension.
- 2.4. All the proposed restrictions in this Order were in response to complaints and concerns made by residents, and received through Councillors, Veolia and fellow Council Officers. The proposals were drawn up to address obstructive and dangerous parking, and to retain visibility and access for all road users, including pedestrians, motorists, refuse collections and emergency services. The proposed restrictions mainly address inappropriate parking near junctions, as well as on bends and in turning heads.
- 2.5. Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents, however, the Council has a statutory duty to ensure safety and access for all road users.

3. Consultation Summary

- 3.1. The formal Public Notice for this consultation was published in the Herts Ad on **12/09/2024**, and courtesy letters were sent to properties near the affected locations, providing details on the proposals.
- 3.2. The Public Notice offered three avenues available for those wishing to comment, online, through email to parking.consultations@stalbans.gov.uk or in writing to The Parking Development Team – St Albans City and District Council, Civic Centre, St Albans, AL1 3JE.
- 3.3. The consultation documents, including the Notice of Proposal, Statement of Reasons, Draft Traffic Regulation Order and Propose Maps were made available both online and in printed A3 booklets in reception at the Civic Centre.
- 3.4. In total, 267 comments and representations were received. 123 of these were email responses, 136 of these were online responses, and 8 were handwritten responses.

4. Recommendation

- 4.1. It is recommended that the Council’s Director for Community and Place Delivery, in consultation with the Council’s Lead Councillor for Public Realm, agree in proceeding to make the above Traffic Regulation Order in line with Section (14) of The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1966.

5. Report Sign Off


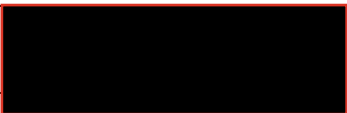
Strategic Director for Community & Place Delivery	Lead for Public Realm
Name: Christine Traill	Name: Helen Campbell
Date: 04 June 2025	Date: 05 June 2025
Signature: 	Signature: 

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Section 1.....

Section 1 of the Report outlines the current restrictions in place at the relevant locations, along with the restrictions being proposed and Officer recommendation. It also provides the data figures for the Consultation responses, those submitted online, via email and in writing (if applicable), the analysis of the main themes and sentiments expressed by the representations along with the Council’s response and final decision.

Appendix.....

Appendix A is a copy of the original maps as they were advertised.

Appendix B is a copy of the final maps with any amendments.

Section 1.....

Harpenden North & Rural										
Map	Street/Road Name	Current Restriction/s	Proposed Restriction /s	Requested By	Email Responses	Online Responses	Handwritten Responses	Main Themes	Council Response	Decision
1 (Appendix A)	Clarendon Court and St James Road.	N/A	Extended Double yellow lines around the junction of Clarendon Court into St James' Road.	Resident	Support: 0 Object: 5 Other: 1	Wholly Object:11 Partly Object: 2 Partly Support: 1 Wholly Support: 0 Neutral: 0	Support: 0 Object: 1 Other: 0	<p>The proposed restrictions will increase instances of inappropriate and inconsiderate parking.</p> <p>There is already insufficient parking at Clarendon Court.</p> <p>The proposed restrictions will lead to vehicle displacement in neighbouring roads.</p> <p>The proposed restrictions make the junction of St James Road and Clarendon Road dangerous.</p> <p>A better solution to the current proposal would be marked parking bays in the area to prevent some of the poor use of space which generates congestion elsewhere.</p>	The double yellow lines proposed in this location were in response to concerns raised about continued instances of obstructive parking hindering waste refuse collections.	Based on the feedback received and further conversations with Veolia this proposal has been revoked.

								Request that the Council considers alternative solutions that address both the safety concerns and the parking needs of the residents.		
Harpenden West										
1 (Appendix B)	Townsend Lane	Existing double yellow lines at the junction of Alders End Lane and Townsend Lane.	Extend double yellow lines into one side of Townsend Lane by 35m.	Resident	Support: 1 Object: 0 Other: 0	N/A	N/A	One request for the lines to be extended by 2m on Townsend Lane.	We cannot make additions to the proposals at this stage. Any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.	Proceed with the proposal as advertised.
2 (Appendix B)	Bowers Way	Single yellow lines (Mon-Sat 8:00am-18:00pm).	Replace with double yellow lines.	Councillor	Support: 0 Object: 4 Other: 0	<p>Wholly Object:2 Partly Object: 0 Partly Support: 2 Wholly Support: 0 Neutral: 1</p> <p>Out of the 2 respondents that “wholly object” to the proposals, 1 does not live on, or close to, Bowers Way. Furthermore, there was no reason given for the objection, instead a Freedom of Information request was made, and this was addressed.</p> <p>The “neutral” respondent did not reference the proposed restrictions but commented on flooding that occurs at the zebra crossing near Davenport House Surgery.</p>	N/A	<p>The proposed restrictions are unnecessary.</p> <p>Stopping people from visiting Harpenden.</p> <p>There is no problem parking on this section of Bowers Way, however there is a problem on Victoria Road where it meets the junction with Station Road.</p> <p>If the lines must go down, reconsider those in front of residential properties. The Current restrictions are</p>	We cannot make additions to the proposals at this stage. Any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.	Based on the feedback received, this proposal has been amended. Please see the Appendix B for the finalised map.

								not enforced sufficiently.		
Redbourn										
3 (Appendix B)	Ver Road and Harpenden Lane.	N/A	Double yellow lines at the junction.	Resident	Support: 4 Object: 0 Other: 0	Wholly Object:0 Partly Object: 0 Partly Support: 1 Wholly Support: 0 Neutral: 0	N/A	<p>It would greatly enhance safety and flow if the kerb was shaved back 18 inches to widen the junction.</p> <p>The lines should extend 10m along Ver Road. May lead to displacement further into Ver Road, cars are often parking on the pavement/road making pedestrian use harder. Wider consideration may be required.</p>	<p>Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>We cannot extend the lines without going through the public consultation stage again. Any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.</p> <p>Regarding the comment made about the kerb being altered, this would need to be directed to Hertfordshire County Council in their capacity as the Highways Authority.</p>	Proceed with the proposal as advertised.

									https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highway-s-roads-and-pavements.aspx	
4 (Appendix B)	Crown Street	Double yellow lines on one side of the junction.	Extend the double yellow lines to cover the first driveway and add a small section of double yellow lines opposite on the corner.	Resident	Support: 1 Object: 5 Other: 0	Wholly Object:0 Partly Object: 0 Partly Support: 0 Wholly Support: 1 Neutral: 0	N/A	The proposed restriction will take away parking spaces. There are already yellow lines on the inside of the bend. Waste of money.	Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.	Proceed with the proposal as advertised.
6 (Appendix A)	High Street	N/A	Double yellow lines both sides of the road from the Nickey Line entrance down to the bridge.	Resident	Support: 1 Object: 13 Other: 2 One respondent who objected to the proposals stated that they do not live in Redbourn. One respondent duplicated their objection, so this has been disregarded.	Wholly Object:1 Partly Object: 0 Partly Support: 0 Wholly Support: 0 Neutral: 0	Support: 0 Object: 0 Other: 1	The proposed restrictions will be detrimental to local businesses. The proposed restrictions would cause vehicle displacement. Parking is already difficult in this location.	Objections noted.	Based on the feedback received this proposal has been revoked.
Batchwood										
5 (Appendix B)	Woollam Crescent	Double yellow lines at the junction with High Oaks.	Extend by 25m either side into Woollam Crescent.	Councillor	Support: 1 Object: 0 Other: 0	Wholly Object: 2 Partly Object: 0 Partly Support: 1 Wholly Support: 0 Neutral: 1	N/A	The extension will not make a difference. There would no need to park on Woollam Crescent if the	Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given	Proceed with the proposal as advertised.

								<p>depth of the layby by the shops was increased.</p> <p>The proposed restriction would cause vehicle displacement.</p>	<p>priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>Regarding the comment made about the layby being altered, this would need to be directed to Hertfordshire County Council in their capacity as the Highways Authority.</p> <p>https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highway-s-roads-and-pavements.aspx</p>	
Bernards Heath										
6 (Appendix B)	Essex Street and St Peters Road.	Double yellow lines on the junction of Essex Street and single yellow lines on St Peters Road.	Replace a portion of the single yellow lines to double yellow lines.	Resident	Support: 1 Object: 5 Other: 1	Wholly Object: 5 Partly Object: 6 Partly Support: 2 Wholly Support: 2 Neutral: 0	N/A	<p>The proposed restriction would cause vehicle displacement to neighbouring roads and developments.</p> <p>Parking is already difficult.</p> <p>A better proposal would be a residents parking scheme.</p> <p>It is already overly congested Clifton Street</p>	<p>Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and</p>	<p>Based on the feedback received, this proposal has been amended. Please see Appendix B the finalised map.</p>

									<p>requests for a controlled parking zone be sent to parking services for consideration.</p> <p>Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>Redundant dropped kerbs do not come under the remit of the District Council, this request would need to be directed to Hertfordshire County Council in their Capacity as the Highways Authority.</p> <p>https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highway-s-roads-and-pavements.aspx</p>	be made to this.
St Peters										
9 (Appendix B)	London Road (Advertised as "01 London Road).	Shared Use Bay (Paid Parking Place and Resident Parking Place).	Remove and replace with 10m of double yellow lines.	Council Officers, Veolia, Councillors and Residents	Support: 0 Object: 0 Other: 1	Wholly Object: 1 Partly Object: 0 Partly Support: 3 Wholly Support: 0 Neutral: 0	N/A	Will impact local business footfall.	The double yellow lines proposed in this location were in response to concerns raised about continued	Proceed with the proposal as advertised. Please note, the

									<p>instances of obstructive parking hindering waste refuse collections.</p> <p>This proposal is necessary to address waste collection, ensuring accessibility for refuse trucks. Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>A total of one shared use bay (resident permit holder bay and paid parking place) will be removed, benefits of London Roads location in the City Centre is the availability of off-street parking provisions in several of our Council Car Parks.</p>	key to this map indicates that a paid parking place has been added, this is an error, the paid parking place is already in place.
Cunningham										
10 (Appendix B)	Colindale Avenue	N/A	40m of double yellow lines at the bend.	Council Officers and Councillors	Support: 3 Object: 0 Other: 0	Wholly Object:0 Partly Object: 2 Partly Support: 0 Wholly Support: 2 Neutral: 0	Support: 0 Object: 1 Other: 0 The respondent was not objecting	The proposed restrictions will lead to vehicle displacement.	Any further requests or reports of issues post implementation will be investigated to see if any additional measures	Proceed with the proposal as advertised.
	Cunningham Avenue and London Road.	20m of double yellow lines from one side of	Extend the double yellow lines to cover							

		Cunningham Avenue leading onto London Road.	London Road up to the junction of Colindale Avenue.				to the proposals, but rather objecting to existing restrictions in Cunningham Avenue.	Parking in Colindale Avenue Road is already limited.	are needed for safety purposes, where it may be considered for review in a future consultation. Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.	
11 (Appendix B)	Cunningham Hill Road and London Road (Advertised as "02 London Road).	Double yellow lines around the junction of Cunningham Hill Road and London Road.	Extend the double yellow lines on either side of London Road to join up with the bus stop on the left-hand side and down to Kensington Close on the right.	Council Officers and Councillors	Support:6 Object: 5 Other: 10	Wholly Object:4 Partly Object: 1 Partly Support: 4 Wholly Support: 4 Neutral: 0	Support: 0 Object: 0 Other: 1	Double yellow lines should also be implemented on the opposite side of London Road.	We cannot make additions at this stage in the order, any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation. Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that	Proceed with the proposals as advertised.
	Kensington Close and London Road (Advertised as 02 London Road).	N/A	Double yellow lines around both sides of the junction from Kensington Close and London Road.					The proposed restrictions will lead to vehicle displacement. Double yellow lines are not needed here, the speed limit needs to be lowered.		
20 (Appendix B)	St Vincent Drive and London Road.	N/A	Double yellow lines around the junction of St Vincent Drive extending down London Road to Kensington					London Road needs a verge and footway ban. Only delivery drivers use this		

			Close on the left-hand side and to the bus stop on the right.					<p>space on London Road.</p> <p>Admirals Walk needs to be permit only for residents as the road will become over congested and prevent emergency access.</p> <p>Needs a pedestrian crossing near Eleanor House.</p> <p>There is a continuous problem of learner drivers and moped delivery drivers using the London Road for lessons.</p>	<p>parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>Regarding a pedestrian crossing, this would need to be directed to Hertfordshire County Council in their capacity as the Highways Authority.</p> <p>https://www.hertfordshire.gov.uk/service/s/highways-roads-and-pavements/highway-s-roads-and-pavements.aspx</p> <p>We cannot comment on Learner Drivers or moped delivery drivers using the Public Highway.</p>	
19 (Appendix B)	St Vincent Drive	N/A	Double yellow lines either side of the road between Aldwick Court and 78 St Vincent Drive to the junction at 70.	Council Officers	Support: 3 Object: 0 Other: 0	Wholly Object:0 Partly Object: 1 Partly Support: 0 Wholly Support: 0 Neutral: 0	N/A	<p>Request that it is considered for the restrictions to be extended on one side in front of house numbers 80 and 82.</p> <p>There is not enough parking in St Vincent Drive, the new restriction will take 4 parking spaces away.</p> <p>Add yellow lines to the corners of the green.</p>	<p>Veolia will need to reverse their wagon into the access road to the garages at Aldwick Court. Council Officers in facilities and waste management have requested double yellow lines to be painted on either side of the access to the road but also on the opposite side of St Vincent Drive to allow the wagon to have full and</p>	Proceed with the proposal as advertised.

									<p>unhindered movement.</p> <p>We cannot make additions at this stage in the order, any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.</p> <p>Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p>	
21 (Appendix B)	Whitecroft and London Road.	N/A	Double yellow lines at the junction with white croft and extended down the grass verge.	Council Officers	Support: 3 Object: 4 Other: 4	Wholly Object: 4 Partly Object: 2 Partly Support: 3 Wholly Support: 2 Neutral: 0	N/A	<p>The problem parking is only during a select number of hours during the day, due to the school.</p> <p>The proposal will lead to vehicle displacement in neighbouring roads.</p>	Any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.	Based on the feedback received, this proposal has been amended. Please see Appendix B for the finalised map.

								Double yellow lines are unsightly.	Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.	
Colney Heath										
12 (Appendix B)	Sleapshyde Lane and Smallford Lane.	N/A	Double yellow lines at the junction of Sleapshyde Lane and one side of the entrance to the recycling centre opposite.	Resident	Support: 6 Object: 0 Other: 1 The “other” sought clarification on the consultation, which was addressed.	Wholly Object:0 Partly Object: 0 Partly Support: 2 Wholly Support: 3 Neutral: 0	N/A	N/A	Support noted.	Proceed with the proposal as advertised.
Sopwell										
13 (Appendix B)	Trumpington Drive and Abbots Avenue West.	N/A	Double yellow lines at the junction.	Councillor	Support: 3 Object: 0 Other: 0	Wholly Object:0 Partly Object: 1 Partly Support: 0 Wholly Support: 2 Neutral: 0	N/A	The lines should have been extended on Abbots Avenue West down to the start of the parade of shops. The much more serious problem is the T junction Trumpington Drive and Maynard Road.	We cannot make additions at this stage in the order, any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.	Proceed with the proposal as advertised.
14 (Appendix B)	Ashby Gardens and Watling View.	Double yellow lines at the junction of Ashby Gardens.	Extend the double yellow lines onto	Residents and Councillors	Support: 0 Object: 0 Other: 4	Wholly Object:1 Partly Object: 1 Partly Support: 2 Wholly Support: 0	N/A	There is already insufficient parking for	We cannot make additions at this stage in the order, any further requests	Based on the feedback received, this proposal

			Watling View and opposite.			Neutral: 0		<p>residents in this area.</p> <p>This area is parking for residents out of working hours and personnel of the Watling View school during working hours. Problems with street lighting.</p> <p>The restrictions are not enough in Howland Garth.</p> <p>Would also like to see additional restrictions on Watling View/Holyrood Crescent on the bend opposite the Coningsby Bank junction.</p> <p>Would like to see restrictions on the southbound carriageway between Howland Garth and Conningsby Bank along with double yellow lines on the northbound carriageway between Conningsby Bank and Kempe Close.</p> <p>Teachers that work at the schools that park along Watling View this means that they will then start to park</p>	<p>or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.</p> <p>Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>Regarding street lighting, this does not fall under the remit of the District Councils parking services, this request would need to be directed to Hertfordshire County Council in their capacity as the Highways Authority.</p> <p>https://www.hertfordshire.gov.uk/service/highways-roads-and-pavements/highway</p>	<p>has been amended. Please see Appendix B for the finalised map. Please note, the key for this map shows one restriction in Ashby Gardens has been removed, this is because a double yellow line is already in place here.</p>
	Watling View leading to Watling Garages	N/A	Double yellow lines at the junction.							
	Kempe Close and Watling View	N/A	Double yellow lines at the junction extending one side down Watling View.							
	Howland Garth and Watling View	N/A	Double yellow lines at the junction and extending to join the above.							

								where residents currently park. Restrictions are needed on the blind bend of Watling View.	s-roads-and-pavements.aspx	
St Stephen										
15 (Appendix B)	West Avenue and Watford Road.	N/A	Double yellow lines at the junction extending into West Avenue.	Resident	Support: 2 Object: 1 Other: 0	Wholly Object:0 Partly Object: 0 Partly Support: 0 Wholly Support: 1 Neutral: 0	N/A	<p>The proposal will lead to vehicle displacement in neighbouring roads.</p> <p>The restrictions need to be monitored and enforced.</p> <p>Consider putting yellow lines around the roundabout the West Ave, North Close, East Close and South Close junctions.</p> <p>With the restrictions in place there will be immediate consequences to other parts of the very localised area.</p>	<p>We cannot make additions at this stage in the order, any further requests or reports of issues post implementation will be investigated to see if any additional measures are needed for safety purposes, where it may be considered for review in a future consultation.</p> <p>Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p>	Proceed with the proposal as advertised.
London Colney										
16 (Appendix B)	Cotlandswick	N/A	Various double yellow lines.	Council Officers and Veolia	Support: 0 Object: 5 Other: 2	Wholly Object:0 Partly Object: 1 Partly Support: 1 Wholly Support: 0 Neutral: 0	N/A	Suggest that the garages adjacent to the community room and the	Veolia have reported issues collecting bins at these flat locations. At present, they are	Based on the feedback received, this proposal has been

								<p>community room itself are levelled (seems that they are little used) to provide additional parking for residents.</p> <p>Parking on the estate is horrendous and will be made worse by the new restrictions as people look for alternative parking.</p> <p>The inadequate street lighting in our area raises safety concerns, especially when walking alone in poorly lit conditions</p> <p>If parking near to properties is reduced, charging electric vehicles will be a struggle.</p>	<p>finding it difficult to reverse their trucks into the location but more importantly they are having issues pulling the 1100 bins from the kerb to the wagon as often, vehicles have parked next to this area making it a very tight squeeze for the bins to be brought out. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>Regarding the levelling of the garages, this is not within the remit of the parking services department, we would recommend directing this query to the Asset Management Team.</p> <p>For street lighting and EV charging requests, these would need to be directed to Hertfordshire County Council in their capacity as the Highways Authority.</p> <p>https://www.hertfordshire.gov.uk/service/s/highways-roads-and-</p>	<p>amended. Please see Appendix B for the finalised map.</p>
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									pavements/highway-s-roads-and-pavements.aspx	
Park Street										
20 (Appendix A)	Broomfield and Spooners Drive	N/A	Double yellow lines.	Council Officers	Support: 0 Object: 5 Other: 0	<p>Wholly Object: 1 Partly Object: 0 Partly Support: 2 Wholly Support: 0 Neutral: 0</p> <p>The two respondents that “partly support” the restrictions do not live on Broomfield.</p>	<p>Support: 0 Object: 1 Other: 0</p> <p>We had 2 additional respondents who objected via letter, however they also submitted duplicate comments via email, therefore these letters have been disregarded.</p>	<p>If the plan were to be implemented carers would find it impossible to park, to be able to deliver the care needs required.</p> <p>The plan would remove all available parking and severely inconvenience residents, visitors, deliveries and those requiring trades people to attend</p> <p>The proposals would cause vehicle displacement.</p> <p>The problem parking is only during a select number of hours during the day, due to the school.</p> <p>The current parking arrangements appear to be more than adequate.</p> <p>Could the council please consider parking solutions around How Wood school in Spooners drive as well.</p>	Objections noted.	Based on the feedback received this proposal has been revoked.

								A more sympathetic and less impactful solution for residents would be to have this restriction timed to exist during these periods or Mon-Fri.		
17(Appen dix B)	Fairway Close and Penn Road.	N/A	Double yellow lines at the junction.	Resident	Support: 0 Object: 1 Other: 1	N/A	N/A	By putting parking restrictions in fairway close will make it even harder for us as residents to park. The double yellow lines do not need to extend into fairway close. Parking in Fairway Close does not contribute to the dangerous parking on Penn Road.	Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.	Based on the feedback received, this proposal has been amended. Please see Appendix B for the finalised map.
18 (Appendix B)	Frederick Place and Watling Street.	N/A	Double yellow lines at the junction.	Resident	Support: 4 Object: 0 Other: 0	Wholly Object:0 Partly Object: 0 Partly Support: 1 Wholly Support: 4 Neutral: 0	N/A	Double yellow lines are only good if they are enforced.	Our Civil Enforcement Officers will be made aware of all proposed parking restrictions in this consultation and will patrol accordingly. Any instances of illegal or obstructive parking can be reported on our hotline on 01727 845283.	Proceed with the proposal as advertised.
Marshalswick East & Jersey Farm										
22 (Appendix B).	Hazelmere Road and The Ridgeway.	N/A	Double yellow lines at the junction.	Resident	Support: 9 Object: 0 Other: 0	Wholly Object: 3 Partly Object: 1 Partly Support: 2 Wholly Support: 4 Neutral: 0	N/A	Traffic is not heavy at Hazelmere Road to impose no parking at any time.	Every effort is made to minimise the extent of the restrictions but within any proposed measures, safety and access is given	Proceed with the proposal as advertised.

						<p>The “partly object” was in response a different consultation and therefore has been disregarded.</p>		<p>The proposed restrictions are insufficient to accommodate the needs of the surrounding community and may negatively impact the quality of life for existing residents.</p> <p>The blind spot can be improved by cutting back the tree on the corner.</p>	<p>priority. It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users.</p> <p>Regarding the comment made about the tree, trees located on highway verges are owned by Hertfordshire County Council in their capacity as the Highways Authority.</p> <p>https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highway-s-roads-and-pavements.aspx</p>	
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