

ST ALBANS CITY AND DISTRICT COUNCIL

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

DATE: 10/09/2025

REPORT TITLE: Parking Scheme Review Report, Traffic Regulation Order for Resident Permit Parking Zone M

WARD/S: St Peters

CONTACT OFFICER: Parking Development

TRAFFIC ORDER TITLE: THE ST ALBANS CITY AND DISTRICT COUNCIL (CONTROL OF PARKING) ORDER 2023 (AMENDMENT No.10) ZONE M ORDER 2025

1. Purpose of Report

- 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 proposed review of various stopping and waiting restrictions and resident parking places in Zone M, St Peters Ward.

2. Background

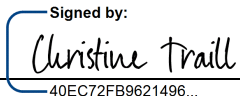
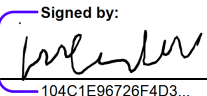
- 2.1. This report summarises the comments that were received in response to the consultation, which was carried out between 26/06/2025 and 17/07/2025 to seek stakeholder views on proposed amendments to waiting restrictions and resident parking places in Zone M, St Peters Ward.
- 2.2. The proposals which this consultation was based on, were aimed at:
 - Facilitating the safe passage of traffic by controlling parking where necessary,
 - Preserving and improving the amenities of the Zone M controlled parking zone
 - Providing additional Zone M permit holder parking places, and
 - Prioritising parking for Zone M permit holders until 10pm every day.
- 2.3. The proposed alterations to the existing parking arrangements in Zone M are shown in Appendix A (map 1 of 1) and outlined below:
- 2.4. The general effect of the proposals would be to:
 - (a) Extend the current operational hours of zone M from Monday to Saturday between 8.30am and 8pm to Monday to Sunday between 8.30am and 10pm.

- (b) Reduce the maximum number of resident permits per household from (a) 3 or 2 for properties with off-street parking (driveway/garage) to (b) 2 or 1 for properties with off-street parking (driveway/garage) and review eligibility requests.
- (c) Remove the solo motorcycle bays in Hart Road, Keyfield Terrace and Old London Road and extend the zone M permit holder parking place in the same location.
- (d) Reduce Double Yellow Lines on Keyfield Terrace and replace with a zone M permit holder parking place.
- (e) Remove the one hour on-street Pay and Display / Pay by Phone service on Keyfield Terrace and replace with a zone M permit holder parking place.
- (f) Remove redundant disabled parking places at various locations and extend zone M permit holder parking places in the same location. *
- (g) Amend the Terms and Conditions with a removal of the One-hour Visitor Voucher (which are no longer available to purchase)
- (h) To make further amendments to waiting, loading and parking place restrictions at various locations to bring the map-based Orders in line with the on-street layout.

3. Recommendation

- 3.1. 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, following its advertisement on **26/06/2025**.

4. Report Sign Off

Strategic Direct for Community and Place Delivery	Lead for Public Realm
Name: Christine Traill	Name: Helen Campbell
Date: 24 September 2025	Date: 25 September 2025
Signature:  Signed by: Christine Traill 40EC72FB9621496...	Signature:  Signed by: Helen Campbell 104C1E96726F4D3...

5. Consultation Details

- 5.1. 22 representations were received in total. Out of this, 20 were email responses, 2 were online responses. The redacted responses are listed in Appendix B to the Decision Report.
- 5.2. To aid the Council in analysing the responses effectively, we asked that anyone wishing to make a representation stated a level of support i.e. "Support", "Object" or "Neutral" to the proposals.

6. Clarifications

- 6.1. It was pointed out to that the consultation documents did not specifically address whether the proposals impacted the resident only car parks on Albert Street.

6.2. To confirm, proposal a:

- (a) Extend the current operational hours of zone M from Monday to Saturday between 8.30am and 8pm to Monday to Sunday between 8.30am and 10pm.

Refers to the operational hours of the entirety of the Zone, including the resident car parks on Albert Street.

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Section 1- Support Levels

1.1. Out of the 22 representations received during the consultation:

Support Level	Count	Percentage
Supported the proposals	9	40.9%
Supported 7 out of 8 proposals	6	27.3%
Supported with suggestions/comments	4	18.2%
Objected to the proposals	3	18.6%

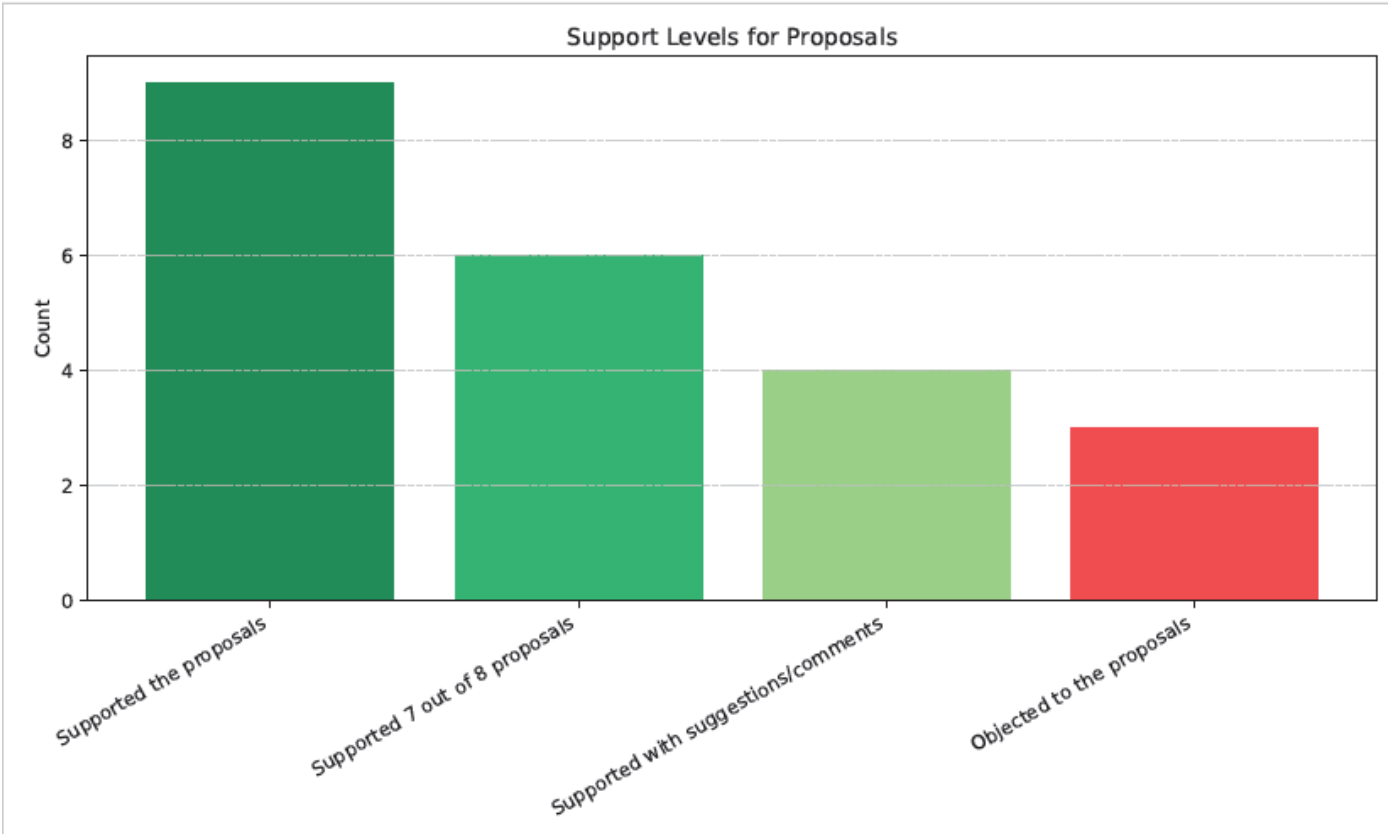


Figure 1: Bar chart for support levels of Zone M review proposals

Section 2- Top themes expressed by representations

This section of the report concentrates on the analysis of the top themes identified and provides the Council's response to these.

2.1. Top themes identified:

Top themes identified		Council Response
Amendment to the Double Yellow Lines on Keyfield Terrace	4 out of the 22 representations raised concerns over the proposal to reduce the existing Double Yellow Line on Keyfield Terrace by 2.50m.	In removing the Solo MC Bay at this location, we have proposed a 2.50m reduction to afford an additional car length of Zone M Permit holder parking place. The reduction is not at the point closest to the junction with Albert Street, instead, the amendment applies further along Keyfield Terrace, away from the junction mouth and at the point closest to the existing parking bays. The remaining and retained DYL length provides a sufficient buffer and continued protection at the junction with Albert Street to protect turning movements, visibility, and pedestrian safety.
Removal of Motorcycle Bay/s	3 out of the 22 representations raised concerns over the proposal to remove motorcycle bays and replace with Zone M permit holder parking places.	Removing the Solo MC Bays does not restrict motorcycles from parking within the Zone. With a valid Motorcycle Permit, motorcycles can park where available in the elongated Zone M Permit Holder parking places. Elongated parking bays offer several practical and strategic advantages, especially in mixed-use zones or areas with diverse vehicle types. They support a blend of motorcycles, cars, and larger vehicles without requiring separate infrastructure. Integrating Motorcycle bays into existing parking layouts minimises idle kerb space and maximises every square metre of street design, this will

		also be beneficial if motorcycle use or ownership increases in the Zone. Uniform bay sizes simplify monitoring and enforcement, lowering confusion and potential for disputes over improper parking.
Increasing the operational hours and days of the Controlled Parking Zone	1 out of the 22 representations objected to the proposal to extend the current operational hours of zone M from Monday to Saturday between 8.30am and 8pm to Monday to Sunday between 8.30am and 10pm. Sundays and evenings (8pm-10pm) are not typically overly busy and it's a time when families and friends visit so would rather the parking limitations are not extended to cover Sundays / evenings unless there is more flexibility provided for visitor parking. A further representation only objected to including Sunday in the days of operation but was supportive of increasing the times of operation.	As enforcement elsewhere expands, particularly Sunday charging in Council Car Parks, demand may shift toward residential streets not currently regulated or restricted on Sundays. Extending operational hours to include Sundays and later evenings in Zone M seeks to proactively manage displacement, ensuring residents can access parking fairly and reducing overflow from nearby commercial zones. Aligning Zone M's operational hours with other zones across the district helps streamline enforcement, reduces confusion for residents and visitors, and promotes fairness across communities. With only 1 representation objecting to this proposal, it suggests a high level of acceptance.
Decreasing the permit allocation in the Controlled Parking Zone	1 out of the 22 representations objected to the proposal to reduce the maximum number of resident permits per household from (a) 3 or 2 for properties with off-street parking (driveway/garage) to (b) 2 or 1 for properties with off-street parking (driveway/garage). Three of the four residents at our address require a vehicle for work purposes, and each owns a car to meet their individual commuting	This was proposed to manage increasing demand for limited on-street parking places, by reducing the maximum number of permits ensures fairer distribution of limited on-street space, giving priority to those without driveways or garages. Those households in Zone M that currently hold 3 permits or 2 permits with off-street parking will retain eligibility for this until a change a circumstance occurs.

	needs. Due to the nature of our jobs, which involve frequent travel to different locations, car sharing is unfortunately not a viable option.	It encourages efficient use of off-street parking facilities for those with access to it. The proposed structure mirrors permit limits already in place in comparable zones within the district, providing a clear, standardised framework for residents and enforcement teams. With only 1 representation objecting to this proposal, it suggests a high level of acceptance. The minimal resistance suggests broader support for equitable permit distribution and improved management of limited on-street parking resources.
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Section 3- Additional Comments/ Suggestions

4 of the 22 representations received supported the proposals but provided alternative suggestions or comments. This section of the report will present these suggestions or comments and provide the Councils' response to them.

1. Eligibility

It has been requested that 11 Old London Road, and Flats 1 and 2 at 12 Old London Road are included as eligible properties for resident permits in the Zone M Controlled Parking Zone. It is stated that although the addresses are in Old London Road, the properties sit almost entirely in other roads and are surrounded by double yellow lines.

Response

We can confirm that all 3 properties mentioned in the above requests are already eligible for permits in the Zone M Controlled Parking Zone, with two out of the three properties already holding active permits. Permit applications for these properties can be made as usual on our online system.

2. Review of the boundaries between Zones M and N

It has been suggested that the Council review the boundaries between the zones to get a more consistent number of households per parking space available. The representation suggested moving the boundary from Zone M further along Old London Road, near the church.

Response

The Council would like to clarify that the current review did not include changes to the boundaries between zones. The scope of this review was focused on improving parking controls within the already existing established Zone limits. To consider a change in boundaries would require a new joint consultation with residents of Zone N and M and possibly further boundary zones. This would impact on much needed changes in Zone M and N which already have received support and delays to implementing these could cause further stress on the kerbside space and further parking inconvenience to residents within these zones.

3. Skips

A suggestion was made for the Council to implement a limit on the amount of time a skip can be present in a Controlled Parking Zone, particularly when it is obstructing a parking space.

Response

Skips and Skip Licenses come under the remit of Hertfordshire County Council (HCC), in their capacity as the Highways Authority. To place a skip on the highway requires a parking place to be suspended from use. Our fees and charges are set to deter unnecessary suspensions as they charges are applied on a daily basis, encouraging the suspension of bays to be kept to a minimal.

4. The 5 bays at the top of Cottonmill Crescent should be added Zone M

One request was put forward for allocating bays in Cottonmill Crescent for permit holders of Zone M.

Response

The Council would like to clarify that the current review did not include moving bays between zones. The scope of this review was focused on improving parking controls within the already existing established Zone limits. To consider a change in boundaries would require a new joint consultation with residents of Zone N and M and possibly further boundary zones. This would impact on much needed changes in Zone M and N which already have received support and delays to implementing these could cause further stress on the kerbside space and further parking inconvenience to residents within these zones.

5. Watson's walk should be allocated to Zone O (general requests also to review and remove certain properties)

Response

The Council would like to clarify that the current review did not include moving properties between zones. The scope of this review was focused on improving parking controls within the already existing established Zone limits. To consider moving properties between zones would require a new joint consultation with residents of Zone N and O and possibly further boundary zones. This would impact on much needed changes in Zone M which already have received support and delays to implementing these could cause further stress on the kerbside space and further parking inconvenience to residents within these zones.

6. Keyfield terrace car park should be available to park from 10pm - 7am to handle overflow.

Response

Keyfield Terrace car park is free for use between 10pm and 7am, therefore, subject to availability of spaces, residents can park there. It is not solely available for resident use, and will remain a public option in the area, especially given the extent of the surrounding Controlled Parking Zone. Reserving the car park exclusively for residents during overnight hours could reduce access for other users, including visitors of local businesses.

7. Further reduce permit allocation

One comment urged the Council to consider further reductions to the maximum number of resident permits per household, i.e. for houses with off-street parking, no permit, and for those houses with no off-street parking the number of resident permits should be reduced to one per household.

It was further suggested that where a household requires more than one permit, they should have the opportunity to purchase a permit to park in either the London Road or Keyfield Terrace car parks at reduced rates, similar to the existing price for additional resident permits to park within the Zone.

Response

Reducing permit allocation in such a drastic way is not something the Council would consider. Such changes to permit eligibility criteria—particularly those that would significantly alter current entitlements—require careful consideration of a range of factors, including household needs, household size, household car ownership, and the potential impact on residents with existing permits.

Such a significant reduction in permit eligibility would likely be considered unrealistic and unfair by many residents. Households have varying needs, this allocation would not reflect the

practical realities of family size, mixed households, working patterns, or accessibility requirements. The proposed permit structure aims to strike a balance between managing demand and providing flexibility for residents.

Offering reduced season tickets at Keyfield Terrace or London Road would be unfair to those customers who purchase season tickets annually and would have to be offered across all car parks and all residents. This could lead to further stress at car parks, especially those with high occupancy such as London Road.

8. Consider creating four or five additional parking spaces on Hart Road

A request was put forward to create additional resident parking places on the section of Hart Road that runs north from the junction with Pageant Road by removing a section of the double yellow lines on the west side of the road. This would then mirror the four parking spaces available on the east side of the road and mirror the parking in the rest of the zone where parking is available on both sides of the street where the space allows.

Response

While the intention to mirror the parking layout for fairness, the presence of two turning junctions on this section the road introduces clear safety concerns. Allowing parking on both sides, especially near the junctions, could:

- Obstruct drivers’ line of sight when entering or exiting intersections
- Limit space for turning vehicles, potentially causing congestion
- Create hazards for pedestrians crossing in areas with reduced visibility
- Limit access for emergency services and waste collections

In this case, keeping the double yellow lines was decided.

Section 4- Disabled Bays

In the consultation correspondence and associated documents, the Council asked that residents informed us if the existing advisory disabled bays within Zone M are still in use and required in their representations. This section presents our findings on the status of advisory disabled bays in the Zone M Controlled Parking Zone.

Existing Advisory Disabled Bay	Status
Hart Road	Unclear
Pageant Road	Unclear

The responses received did not provide sufficient clarity to determine the current usage status of these disabled bays. In several cases, representations either omitted this information or provided responses that were contradictory or inconclusive. However, records indicate Blue Badges issued to residents in Pageant Road have expired therefore indicating these bays are no longer required and will be converted back to residents parking places.

Regarding Hart Road, the Council will be conducting further investigation through an on-street assessment. Civil Enforcement Officers (CEOs) will undertake an occupancy survey of the advisory disabled bays to gather more accurate data on their current use. If the bays are not being used by the applicants, the bays will be removed.

Appendix A

Support	
1	Proposed Changes To Zone M. I strongly support the proposed changes outlined in your letter of 24 June. In particular, the proposed change (a) extending the operational hours at the weekend should prevent non-residents getting free parking at the expense of residents. I have been reluctant to drive my car out to visit relatives at the week-ends in case I could not get a parking place when I get back. (I am [REDACTED] years old).
2	I support the changes.
3	Support
4	I'm writing to confirm my support for the Zone M parking proposal in St Peter's Ward.
5	As the owners and occupiers of [REDACTED], we very much support the measures outlined in your proposal on Zone M (letter dated 24 June 2025). We have a single vehicle that we park in zone M and regularly struggle to find a parking space, especially in the evening after 8:30pm, on many days of the week, and have had to resort to parking in non-permitted roads nearby and walking to our property on occasions. Given that we pay for a parking permit, there should be sufficient spaces for our vehicle and other permitted vehicles. Given our experiences, we do not believe that there are a sufficient number of parking spaces for the number of permitted vehicles, and that all proposed changes should be enforced to improve parking in zone M.
6	Re: Zone M parking proposals Street name: [REDACTED] We SUPPORT these proposals.
7	I SUPPORT the proposed changes to Zone M. In my opinion these proposed changes will be of great benefit to residents of Zone M. The key improvements will be: - A modest reduction in the number of residents' permits issued and a small increase in the number of residents' parking bays. Zone M has one of the highest ratios of permits to spaces across all the District's parking zones - the changes proposed will slightly reduce the imbalance. - Without the 1 hour permits issued by the machine in Keyfield Terrace there will be a few more spaces available for residents.

	- The extension of weekday operational hours to 10pm will make it much easier to find a resident's bay in the mid evening, when it is not uncommon to return home to find that there is not a single empty residents' space available in the Zone. - The extension of operational hours to Sundays will end the current issues whereby the Keyfield Terrace car park can be empty whilst the residents' spaces are used by visitors taking advantage of free parking in residents' bays on a Sunday. I hope very much that the proposed changes are actually implemented
8	I support the proposed changes to Zone M.
9	To whom it may concern, I'm writing to express my strong support for the proposed changes to parking restrictions in Zone M, especially the extension of the operational hours. As a resident of [REDACTED] with just one car, I often struggle to find parking in the zone outside of the current restricted hours. On Sundays, our road gets heavily used by drivers trying to avoid the pay-and-display car parks when they visit town. This often leaves no spaces for residents, forcing us to use those car parks and pay to park near our homes, despite already having a permit. The same issue occurs in the evening on Monday through Saturday. I understand there might be concerns from non-residents about the impact on local businesses. However, the London Road and Keyfield Terrace car parks usually have plenty of free spaces available and are equally convenient. I appreciate that involves non-residents paying, but since residents have to pay for their annual permit, this is only fair. Thanks for considering my feedback.
Support 7 out of the 8 proposals	
1	To whom it may concern, As a resident of [REDACTED] I am very much in favour of the new proposal except for one key area. I do not agree with the reduction of double yellow lines Keyfield Terrace at the point it meets the London Road. And I believe the repercussions of any change will be the direct accountability of the Council If the Council continues with its proposal to reduce the double yellow lines at the junction of Keyfield Terrace and London Road and there is subsequently as road traffic accident and in such an event I shall consider the Council to be directly implicated. I will inform all parties involved of the councils decision to change road marking and encourage them to state this clearly on all accident insurance claims.

	The council may well face significant costs and unwelcome publicity. My rationale: This junction is already very tight for cars turning left from the London Road (cars often travelling at greater than 20 mph). If the double yellow lines are removed it will increase the probability of a traffic accident. Specifically, if a car is turning left from the London Road at the same time a car exits Albert Street or travels down Keyfield Terrace, the visibility for all vehicles will be reduced. A reduction in visibility will directly increase the probability of cars hitting each other or a pedestrian hit as they crowd the road. If a car turning left from the London Road belatedly sees a car exiting Albert Street or a car travelling down Keyfield Terrace, with a reduction in the double yellow lines, no vehicle will have space to stop and pull over to allow free movement of traffic, when all spaces are full - as I expect to be the case most of the time. I find that the increase in the probability of an accident as a direct result of the Council plans to reduce the double yellow lines to be reckless and ill thought out. A car exiting Albert Street ploughed into the side of my car in 2023. The driver stated lack of visibility in his defence of hitting my car - I was travelling at 10mph at the time.
2	As a resident of [REDACTED], I would like to comment on the current consultation. I am in support of all the proposals except the removal of existing double yellow lines in Keyfield Terrace to create a new parking space. If this is adjacent to the junction with Albert Street then this is likely to make things even more difficult when turning left from Albert Street into Keyfield Terrace. This is already a tight turn with little room for reversing or manoeuvre.
3	I am writing on behalf of the residents at [REDACTED] in response to the proposed changes to Zone M, as outlined in your letter dated 24th June. We are generally supportive of the proposed amendments, which we believe will help address the increasing parking pressures on our street, particularly during evenings and weekends. However, we would like to formally raise a concern regarding point (b): the proposed reduction in the number of resident permits from three to two per household. Three of the four residents at our address require a vehicle for work purposes, and each owns a car to meet their individual commuting needs. Due to the nature of our jobs, which involve frequent travel to different locations, car sharing is unfortunately not a viable option. We respectfully request that this aspect of the proposal be reconsidered, as the reduction would significantly impact our ability to travel to and from work. Thank you for taking the time to consider our feedback. We appreciate the efforts being made to improve parking in the area and hope our concerns will be taken into account.

4	The proposed changes are generally favourable to residents in Zone M and so I can only welcome them. My only caveat is as to removal of the motorcycle bays and in particular the motorcycle bay in Hart Road which is outside 6 Hart Road. What arrangements will be made for parking motorcycles after the changes have been implemented? The proposal does not say. I have an interest because I was thinking about getting one! I'll mention too that an elderly neighbour in Hart Road is visited by her son regularly and he arrives by motorbike and uses the motorcycle bay just mentioned. I guess there will be some provision but it would have been helpful if the proposal was specific about this.
5	Dear Parking Development Team, I am writing to formally object to proposed change D of the Zone M parking review—specifically, the removal of double yellow lines on Keyfield Terrace and their replacement with permit holder parking spaces. I have several concerns about this proposal: Road safety and emergency access Keyfield Terrace is already a narrow residential street. Removing the yellow lines would reduce the space available for passing vehicles and create a pinch point, particularly when cars are parked on both sides. This poses a serious concern for emergency vehicle access, which could be compromised at peak times or in an emergency. Congestion and disruption during roadworks When nearby roads are closed or under maintenance, traffic frequently diverts through London Road and into Keyfield Terrace. Adding more parked vehicles at this section would create additional bottlenecks and worsen traffic congestion. Visual impact and loss of residential character From our upper windows, we currently look out onto trees and greenery. Replacing this view with a line of parked cars would significantly affect the visual quality and peaceful character of the area. This part of the street feels semi-open and residential, and this proposal would make it feel more urbanised and congested. Noise and anti-social behaviour There are numerous pubs within a few minutes walk of Keyfield Terrace, and it's already common for people to gather and talk near parked cars, especially late in the evening. Increasing the number of parking spaces would likely lead to more footfall, more vehicle movement, and an increase in noise—particularly disruptive during summer months when windows are open. Pavement access and accessibility This proposal could negatively impact pedestrian access—especially for those using prams, mobility aids or wheelchairs. On our side of the road, pavement space is already limited, particularly on bin collection days. If more cars are parked along the opposite side, it increases the risk of pavement parking, which would leave little to no safe alternative route. This is especially concerning in a neighbourhood with both families and older adults, where accessibility should be a key priority. For all of these reasons, I strongly urge the council to reconsider proposed change D and retain the existing double yellow lines on Keyfield Terrace. We are in support of all the other proposed changes, though the disabled spaces absolutely need to remain if they are used and needed by residents.

6	In response to your consultation, while I support points 'b, c, d, e, and f', I object to 'a' and am neutral to 'g', although have additional comments on these as below: a) Sundays and evenings (8pm-10pm) are not typically overly busy and it's a time when families and friends visit so I would rather the parking limitations are not extended to cover Sundays / evenings unless there is more flexibility provided for visitor parking, to include cheaper half-day and/or hourly permits. Full day permits are inflexible and expensive. Further, if additional controls are introduced, the allocated number of visitor permits will need to be significantly increased. New parking restrictions should be to benefit residents, not to tax them on having visitors. g) I am unfamiliar with this option as it is not available online (if it is available it should be promoted), but strongly support a one hour & half-day visitor voucher in addition to the full day. With regards the map, it does not indicate the resident car parks available on Albert Street. I assume there is no proposed change as this is essential space. On the dog leg of Hart Road (where it connects with Pageant Road) I also think a narrower pavement on the side with double yellow lines would allow for additional parking places.
Support, but with additional changes or comments	
1	I am pleased to see that some steps have been taken to increase the number of bays available in Zone M. I note with interest that Watsons Walk residents have the option of applying for permits in Zone N or Zone M. That option has been available to a few properties in the short section of Old London Road in the past, but withdrawn a long while ago. Nos 12 and 11 Old London Road are in much the same position as residents in Watsons Walk. Although the addresses are in Old London Road, the properties sit almost entirely in other roads and are surrounded by double yellow lines. Giving No 11 and No 12 (2 flats) the option of parking elsewhere may free up several more spaces in Zone M as well as taking pressure off the junction if we do not <u>always</u> have to cross it before we can stop.
2	“Support” Hello, This email is to confirm we support the proposed changes to as outlined in the Parking Review in Zone M, St Peters consultation. These are a sensible set of measured responses. To make the changes more effective however, what’s really needed is to review the boundaries between Zone M and Zone N.

	Previous analysis from the council showed there is a greater demand on parking spaces in Zone M compared to Zone N, with more households in M compared to the number of spaces. It would be simple to move the boundaries between the zones to get a more consistent number of households per parking space available (we would suggest moving the boundary from Zone M further along Old London Road, near the church).
3	Road [REDACTED] I support the proposal. Comment Council/parking should also put limit for time skips can block a parking space. And skips should require a permit, chargeable per day. Some examples in Albert street .. 2 skips for almost 1 year. 5 bays at the top of Cotton mill Crescent should be added to the pool of zone M. Watson's walk should be allocated to zone O. Keyfield terrace car park should be available to park from 10pm - 7am to handle overflow.
4	Partly Support I am supportive of the proposed extension of the operational hours to include Sunday and up until 10pm each day. Due to the difficulty with trying to find a parking space in the zone, particularly on Pageant Rd and Hart Rd, I would urge the Council to consider further reductions to the maximum number of resident permits per household. Each house should be allowed one resident permit only. i.e for houses with off-street parking, these houses should not have any resident permits, and for those houses with no off-street parking the number of resident permits should be reduced to one per household. Where a household requires more than one permit, they should have the opportunity to purchase a permit to park in either the London Road or Keyfield Terrace car parks at reduced rates, similar to the existing price for additional resident permits to park within the zone. I am supportive of the removal of the motorcycle bays the removal of the double yellow lines and the removal of the one hour pay and display parking on Keyfield Terrace to replace with parking places. I am supportive of the removal of the redundant disabled parking places within the zone. The disabled place currently situated near 63 / 65 Pageant Rd is a redundant space that should be removed. The problems with finding parking spaces within the zone is largely driven by the fact that the resident permits are oversubscribed. In addition to my comments above, I would urge the Council to restrict the properties that are eligible for permits within the zone, by either removing eligibility for properties on Holywell Hill, London Road and Watsons Walk, or by providing alternative eligibility for these residents in other zones or the London Road and Keyfield Terrace car parks. Residents are known to use their car intermittantly, so there have been multiple occasions when temporary parking restrictions have been put in place e.g. for removals or for road resurfacing works, and some residents from these streets have not

	moved their cars causing delays / cancellations to the works, as they have not visited the street recently enough to view the temporary signs that have been put up and it appears they do not receive the letters through the post providing notification of the works that the residents living within the zone do. Finally, I would urge the Council to consider creating four or five additional parking spaces on Hart Road on the section of road that runs north from the junction with Pageant Road by removing a section of the double yellow lines on the west side of the road. This would then mirror the four parking spaces available on the east side of the road, and mirror the parking in the rest of the zone where parking is available on both sides of the street where the space allows. The road in this section is the same width as the rest of Hart Road and Pageant Road so there should be able sufficient space to support the additional parking spaces. The road is wider than the section of Keyfield Terrace where it is proposed to remove the oduble yellow lines and replace with a parking space, so it should also be done here too.
Object	
1	Dear Sir, I OBJECT to the proposals for the following; I would like to see motorcycle bays are retained in this area. There is a lack of motorcycle parking in general in St.Albans and they form part of the solution to have smaller personal transportation catered for.
2	Object- Zone M Dear Sir madam, A) extend the time but not Sunday. B) restrictions to two regardless of parking or not. It doesn't seem fair to penalise people. C) where would motorcyclists park as I regularly see these bays used? D)Please do not remove double yellows on key field terrace as the road narrows from albert street and it would likely cause accidents it would also reduce visibility especially with a pub. E) no comment F)disabled bay is used G) visitor permits should be available Kind regards
3	Wholly Object Like many previous changes, these proposed changes will have an adverse effect on local businesses, particularly those that rely on evening trade, such as our pubs and restaurants. It is a very one-sided view, where the needs of those who have no choice but to drive in to the city centre due to the non-existent evening public transport services have not been taken into account. The primary purpose seems to be to force

	those who drive into the city centre in the evenings to use the car parks, for which, coincidentally, you now charge in the evenings. Most of the recent
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B- Map

Appendix
Schedule

