

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: 01/10/2025

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

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.11) ZONE N 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 N, 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 17/07/2025 and 07/08/2025 to seek stakeholder views on proposed amendments to waiting restrictions and resident parking places in Zone N, 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 N controlled parking zone
- Providing additional Zone N permit holder parking places, and
- Prioritising parking for Zone N permit holders until Monday to Sunday to keep in line with our Sunday car park charges.

- 2.3. The proposed alterations to the existing parking arrangements in Zone N 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 operating hours of Zone N in Bardwell Road, Belmont Hill, Grove Road, Holywell Hill, Pondwicks Close, Sopwell Lane and Thorpe Road from Monday to Saturday between 08:30am and 8:00pm to Monday to Sunday between 08.30am and 10:00pm.

- (b) Extend the current operating hours of Zone N in De Tany Court from Monday to Saturday between 08:30am and 6:30pm to Monday to Sunday between 08.30am and 10:00pm.
- (c) Change the operating hours of the Zone N permit holder parking places for the shared use bays (paid parking and permit parking) on Holywell Hill from Monday to Saturday 08:30am-6:30pm to Monday to Sunday 08:30am-10:00pm.
- (d) Change the operating hours of the Zone N permit holder parking places for the shared use bays (paid parking and permit parking) on Holywell Hill from Monday to Saturday 08:30am-6:00pm to Monday to Sunday 08:30am-10:00pm.
- (e) Remove limited waiting (2 hours no return within 2 hours) from the shared use bays (limited waiting and permit parking) on Belmont Hill and replace with Zone N permit holder parking places only.
- (f) Remove the solo motorcycle bay on Belmont Hill and,
- (g) Reduce the double yellow lines on Belmont Hill and extend the Zone N permit holder parking place in the same location.
- (h) Reduce the single yellow line on De Tany Court and replace with a Zone N permit holder parking place.
- (i) Revoke redundant disabled parking places and extend Zone N permit holder parking places in the same locations.
- (j) Remove the One-hour Visitor Voucher.
- (k) 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.
- (l) Make further amendments to waiting 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 **17/07/2025**.

4. Report Sign Off

Strategic Direct for Community and Place Delivery	Lead for Public Realm
Name: Christine Traill	Name: Helen Campbell
Date: 14 October 2025	Date: 14 October 2025
Signature: Signed by: Christine Traill	Signature: Signed by: Helen Campbell

5. Consultation Details

5.1. 37 representations were received in total. 36 were email responses and 1 was a written response. One resident submitted feedback twice, and the contents of the second email were already included the first, as a result we have disregarded the duplicate and adjusted the total to 36. 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

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Section 1- Support Levels

Support Level	Count	Percentage
Supported the proposals	6	16.7%
Objected to some but not all of the proposals	18	50.0%
Objected to the proposals	8	22.2%
Other	3	8.3%

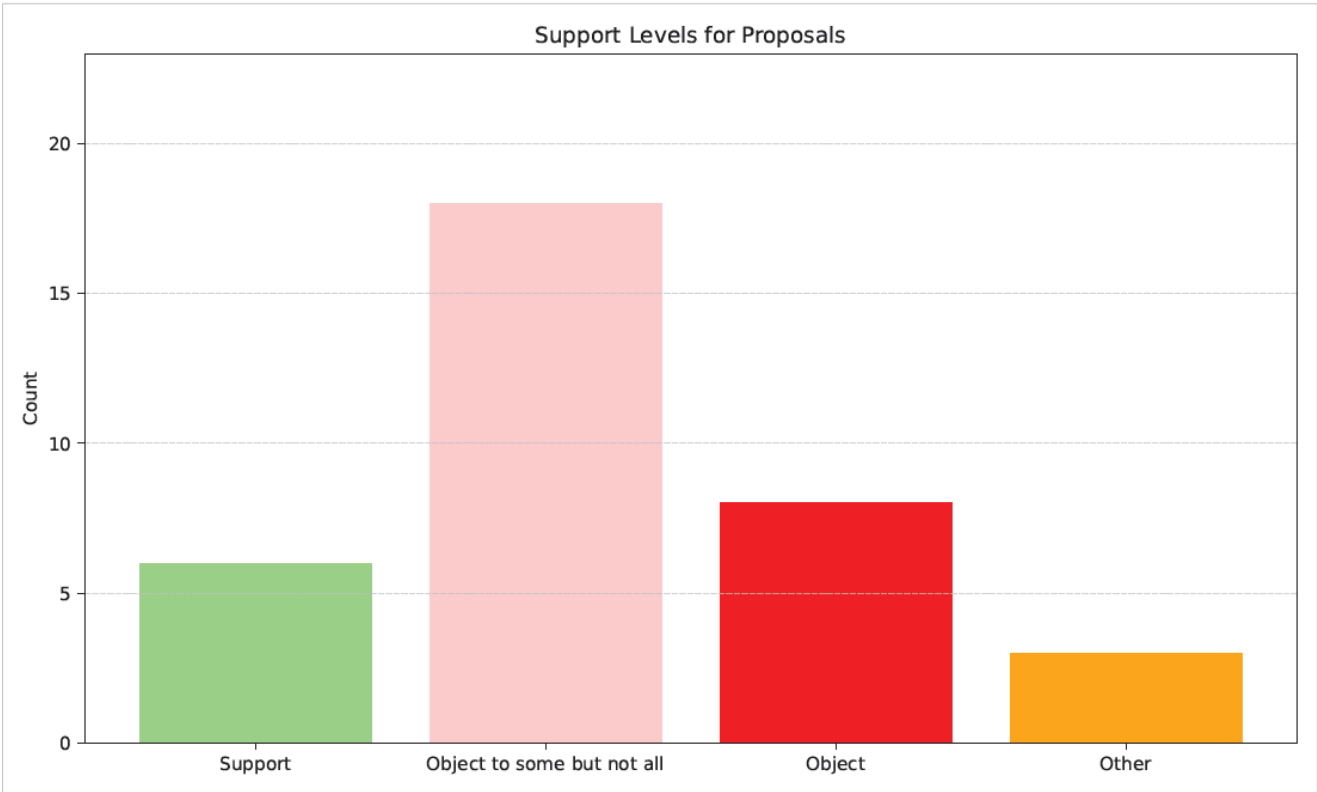


Figure 1: Bar chart for support levels of Zone N review proposals

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
Increasing the operational hours and days of the Controlled Parking Zone (Bardwell Road, Belmont Hill, Grove Road, Holywell Hill, Pondwicks Close, Sopwell Lane and Thorpe Road)	7 respondents objected to extending the current operating hours from Monday to Saturday between 08:30am and 8:00pm to Monday to Sunday between 08.30am and 10:00pm. Some respondents did not state a reason for their objection to this proposal, others listed: - No current parking issues after 8pm - Restricts visitors/ trades people - No struggle to park on a Sunday	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 N seeks to proactively manage displacement, ensuring residents can access parking fairly and reducing overflow from nearby commercial zones. Aligning Zone N's operational hours with other zones across the district helps streamline enforcement, reduces confusion for residents and visitors, and promotes fairness across communities.
Increasing the operational hours and days of the Controlled Parking Zone (De Tany Court)	10 respondents objected to extending the current operating hours from Monday to Saturday between 08:30am and 6:30pm to Monday to Sunday between 08.30am and 10:00pm. Some respondents did not state a reason for their objection to this proposal, others listed: - No current parking issues after 8pm - Restricts visitors/ trades people - No struggle to park on a Sunday	As above. Additionally, with nearby roads open until 10:00pm, drivers may park in De Tany Court after 6:00pm to avoid restrictions elsewhere in the zone and risk a spillover parking area.
Reduction in permit allocation	17 out of the overall 36 respondents objected to the proposal to reduce the maximum number of resident permits per household from (a)	This was proposed to manage increasing demand for limited on-street parking places, by reducing the maximum number of permits ensures

	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.	fairer distribution of limited on-street space, giving priority to those without driveways or garages. Those households in Zone N that currently hold 3 permits or 2 permits with off-street parking will retain eligibility for this until a change a circumstance occurs. 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.
Removal of the one-hour visitor voucher	10 out of the overall 36 respondents objected to the removal of the one-hour visitor voucher.	While the one-hour visitor voucher has been removed due to low usage, residents can still welcome guests using the virtual visitor permit system. This system offers greater flexibility, is easier to manage, and aligns with our move toward more streamlined, digital services. The virtual permits allow residents to book visitor parking in advance or on the day, without needing physical vouchers. It's a more efficient way to ensure guests can park legally and conveniently, while helping us reduce paper waste and improve enforcement consistency across the zone.
Removal of limited waiting from the shared use bays on Belmont Hill	6 respondents objected to the removal of limited waiting (2 hours no return within 2 hours) from the shared use bays (limited waiting and permit parking) on Belmont Hill and replace with Zone N permit holder parking places only.	This represents approximately 17% of the total responses, indicating that overall, respondents were either neutral or in support of this proposal. We understand that some residents value short-term visitor access, and we want to reassure you that virtual

		visitor permits remain available, offering a flexible and convenient way to accommodate guests without relying on limited waiting bays. This change is part of a broader effort to ensure parking policies reflect actual usage and community priorities. Converting the bays to Zone N permit holder parking only aims to better serve the needs of residents.
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Section 3- Additional Comments/ Suggestions

Some respondents provided alternative suggestions or comments, this section of the report will present these suggestions or comments and provide the Councils' response to them.

1. Confusion over status of Holywell Hill parking bays.

Two respondents expressed their concerns over the removal of 31 bays on Holywell Hill.

Council Response

We'd like to clarify that the 31 bays on Holywell Hill are not being removed. These are shared-use bays, currently available for both paid parking and Zone N permit holders. The change being introduced is a modification to the operating hours for the permit holder aspect only—the paid parking hours will remain exactly as they are.

This adjustment is designed to:

- Improve access for residents, particularly during evenings when demand for permit parking increases
- Maintain visitor flexibility, as paid parking remains available during its current hours
- Ensure better alignment with broader zone-wide operating hour changes

We understand that any change can raise questions, but this update strikes a balance between supporting residents and preserving access for visitors and short-stay users. The shared-use nature of the bays remains intact, and no physical spaces are being removed.

2. A request for regular monitoring of the double yellow lines between Bardwell Road and Thorpe Road.

The respondent noted that there are cars parked here almost every day towards the end of the day when the authorised parking spaces are full.

Council Response

While enforcement is already in place, we understand that occasional non-compliance can cause frustration for residents and road users. We will pass this request to the parking enforcement team and explore options for increased patrol frequency in this area, particularly during peak hours or times when violations are most common.

We also encourage residents to report persistent issues directly to the council's parking services, as this helps us target enforcement more effectively.

3. A request for consideration of double yellow lines to replace the single yellow line on Holywell Hill?

The respondent noted that when cars are parked on the single yellow lines along this stretch of road going down Holywell Hill, there's a lot of congestion as the road is not wide enough for two vehicles to pass.

Council Response

We appreciate the suggestion to replace the single yellow line with double yellow lines along Holywell Hill to help alleviate congestion. At this stage in the consultation process, we are unable to make additions or amendments outside the scope of the current proposals without initiating a full public consultation.

However, we will put this request forward for consideration as part of our next annual Stopping and Waiting Restrictions Order. Please note that any changes proposed under that process will be subject to a full statutory consultation and therefore cannot be guaranteed.

4. Wheelie bins on Sopwell Lane

The respondent noted bins are permanently placed on the road outside The White Lion Public House.

Council Response

Thank you for bringing this matter to our attention. The issue regarding the permanent placement of bins on the road outside The White Lion Public House has been noted. We will refer this concern to the relevant department for their review and appropriate action.

5. Unjustified reduction in visitor permits to 120 that was introduced in 2024 and how it discriminates against those who have multiple visitors due to their personal circumstances.

Council Response

The current annual allocation of 120 visitor permits per household has remained unchanged. The change in 2024 saw residents being no longer permitted to roll over unused visitor permits into the following year. This change means that any permits from the yearly allocation not purchased, will not be able to be carried over once the permit expires.

6. General requests for eligibility

Several respondents' requests that their property be included as eligible for resident permits.

Council Response

The decision to exclude the developments that have requested permit eligibility is based on the fact that both were approved with sufficient off-street parking provisions, which were intended to meet the parking needs of residents without reliance on on-street permits. As such, they do not meet the criteria for inclusion and will not be eligible.

7. Request to remove Holywell Hill and neighbouring roads to be removed as eligible for resident permits.

Council Response

The Council would like to clarify that the current review did not include removing roads or properties from the existing parking scheme. 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 possibly further boundary zones. This would impact on much needed changes in Zone 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.

8. Unfair to reduce permits based on having a garage

Council Response

To clarify, while garage ownership is one of the factors considered in assessing permit eligibility, we recognise that not all garages are suitable for vehicle use. Therefore, permit allocations will be reviewed on a case-by-case basis. Where it can be demonstrated that a garage is not fit for the purpose of parking a vehicle—due to structural limitations, size constraints, or has undergone redevelopment for alternative use—this will be taken into account during the assessment process.

This approach ensures that the policy is applied fairly and reflects the actual parking capacity available to each household.

9. Confusion over the "Modification" on the map at the south side of De Tany Court (opposite the marked bays).

The respondent noted that this has been marked as "No Waiting - Mon-Sat 08:30-18:30" and that the only people who "wait" here are supermarket delivery vans, and that is not a problem as far as we are concerned.

Council Response

We acknowledge the respondent's comments regarding the "No Waiting – Monday to Saturday, 08:30–18:30" marking on the south side of De Tany Court, opposite the designated bays.

To clarify, there has been no change to the operating hours of the single yellow line in this location. The restriction remains as previously designated: "No Waiting – Monday to Saturday, 08:30–18:30."

The only modification made was a reduction in the length of the single yellow line to accommodate the installation of an additional Zone N permit holder parking place. This adjustment was made to improve parking availability for residents without altering the existing waiting restrictions.

10. Permits for residents should be free

Council Response

The Council would like to clarify that the current review did not include permit prices. The scope of this review was focused on improving parking controls within Zone N.

While St Albans City and District Council is committed to increasing efficiency and reducing costs where possible, it also needs to adjust fees and charges to balance budgets and maintain essential services for residents and visitors. The cost of parking must be at a level to adequately cover the cost of managing parking operations, parking spaces and other parking related services such as enforcement.

Parking income is ringfenced, and goes towards:

- maintaining signs, lines and posts
- implementing traffic regulation orders
- parking enforcement
- issuing permits
- considering appeals against fines

- back-office support

11. Perhaps the council should be looking at installing cable gullies in the pavements for houses without a drive for EV charging which would be a more positive move.

Council Response

This consultation is focused on reviewing the **Controlled Parking Zone (CPZ)**, not on electric vehicle infrastructure.

While the suggestion to install cable gullies for EV charging is forward-thinking and relevant to broader transport policy, it falls outside the scope of this specific consultation. The purpose here is to assess the effectiveness, fairness, and functionality of the existing CPZ arrangements, including permit allocations, parking restrictions, and signage.

We thank you for your feedback and will note your comments.

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 N are still in use and required in their representations. This section presents our findings on the status of advisory disabled bays in the Zone N Controlled Parking Zone.

Existing Advisory Disabled Bay	Status
Sopwell Lane (99)	Redundant
Sopwell Lane (The Goat)	Active (this is a recently installed bay, which doesn't appear on the maps).

Records indicate that the outside 99 Sopwell Lane is no longer required and may be converted back to residents parking places.

Appendix A

Support
Hello I live at [REDACTED] and I fully support all of the proposals for zone N parking changes. Regards,
Hi. We received the letter through my door about the second consultation re the proposed changes to Zone N parking arrangements. We want to voice our support for these changes. We live on Bardwell Road and it has got to the point when we are now not able to park on our road more than we are able to. The parking should really be for residents only with authorised visitors on top - it shouldn't be available for public parking outside of very restricted times as there are 2 public car parks within a 30 second drive / 2 minute walk. As such we support the restrictions on non-resident parking and the additional bays to be brought into action.

We would also request more regular parking attendant monitoring of the double yellow lines between Bardwell Road and Thorpe Road - there are cars parked here almost every day towards the end of the day when the authorised parking spaces are full.

Kind Regards

I support the proposed measure

I write in support of proposals.

In addition, there is a designated disabled space outside 99 Sopwell Lane, which was used by a previous resident. However, she is no longer resident so disabled space could be revoked.

Also, there are wheelie bins permanently placed on the road outside White Lion, Sopwell Lane. These could be positioned in the alleyway to side of pub to free up a parking space on the road.

Consultation Zone N De Tany Court

Dear Sir/Madam

I SUPPORT these proposals.

Regards

Zone N Bardwell Road

Support

Supports to 11 out of the 12 proposals

Good afternoon,

My address is [REDACTED]

I am supportive of all the proposals apart from (a).

I do not think the time should be extended to 10pm, nor should it be extended to include Sundays.

We often use Sundays as an opportunity for family to visit us when there is no parking restrictions, or there is no day that people can visit us without us having to pay for them to visit us.

I am not in favour of extending the time beyond 8pm as again, we have people over to visit and our church group meets at our home fortnightly at 8pm, which would mean people aren't able to park near us and would mean we wouldn't be able to host our religious event.

Although not part of this consultation - I would like to understand why we are no longer able to use 1 hour visitors vouchers?

Objects to 2 out of the 2 proposals

Hi,

I am writing to object to some of the proposals under the Zone N review.

Specifically I object to:

Item (b) - Reduction in resident permits from 2 to 1 - the majority of properties in De Tany were built when cars were materially smaller than they are today and when house occupancy was lower than it

is today. It is unreasonable to expect a four bedroom household to only operate with a single parking permit in this area and the carports and garages, to the extent that they have not been converted to additional rooms, are not large enough to accommodate modern vehicles. Additionally given the area is a conservation area with no new housing being built, there is no rationale for reducing the current allowance and associated house price decrease this will cause.

Item (a) - Extension of operational hours of Zone N. There are currently no material parking issues in De Tany and Belmont hill in the hours that the extension is proposed to cover. This appears to be intended to provide more revenue to the council via sale of additional parking permits rather than in response to actual issues. The council should not be taking actions that discourage family members from visiting on Sundays, there is plenty of revenue already being taken from residents between Monday and Saturday.

I would separately like to highlight that the quality of information provided as part of this consultation has been extremely poor. The maps distributed to me as a resident contained no specific indication of where the proposed changes apply and the online version at <https://www.stalbans.gov.uk/TROS> provided by the appyway program consistently hangs rather than shows the necessary information.

Hello,

I am writing to say I object to the level of parking restrictions you are suggesting to impose in this area after receiving a letter from 24th June. I disagree with section A of this letter, as I don't see how restricting all parking, including Sundays is in anyway going to affect us positively?

I have never struggled to park close by to my house on Grove Road, even at school pick up time when the road is a little crowded, I always manage to get a space and the road soon clears.

I personally think restricting all parking in the evenings is not a benefit for us residents, however it's more money for the council so benefits you. Few come to park here after 8pm and I have never noticed a struggle to park on a Sunday. Free parking on a Sunday for residents means I can have family come to visit easily without using up one of the (very expensive) visitor's day passes - as we only have a restricted amount of these per annum. Free parking after 8pm midweek also gives the same advantage for us.

I also think section J, the removal of the one-hour visitor parking voucher is ridiculous as gives NO guests / tradesman / large deliveries the chance to quickly park safely and legally in on a shorter visit. This would then mean them requiring to use a whole day visitors parking ticket to do a short drop off or instead, likely blocking the road further by stopping in the middle of it (as it's one way).

Please let me know how likely it is that these measures will go ahead and when this may be? As I would like to reiterate again, I object to any further parking restriction changes on my road.

Object

I am writing to object to some of your proposed changes to the controlled parking in Zone N.

The main objection I have, is to something which is not specifically mentioned in your proposals, is the apparent removal of some 31 residents spaces in Holywell hill between the 2 junctions of Grove Road. This would put enormous parking pressure onto the rest of Zone N, especially De Tany Court and Belmont Hill. I have tried to understand the rationale/reasons for this change, but clicking on the "statement of reasons" button on your website just produces pages of unintelligible code. I have also searched your website, and emailed you for clarification on this, but so far have not been able to find more details or received clarification from you, so I have to accept that your map is correct.

I can only assume that the removal of these spaces is something to do with traffic flow in Holywell hill, but that would be strange. Holywell hill can be a bit of a pinch point, but it does work a lot better

than some of the roads I use. As a field service engineer I use it practically every day and I don't see how the removal of these spaces will improve things. ie; when traffic is light , then it is fine but when traffic is heavy, then an improved flow in that section only gets vehicles faster to the queue for the Peahen lights when heading north, or the St Stephens Hill queue when heading south. There are also 2 controlled pedestrian crossings to negotiate, and this is now 20mph which I fully support. I believe these things all act as a "traffic moderator" for this section, helping to avoid the ever more frequent grid lock at the A5183 roundabout at the bottom of St Stephens hill, which can be a real problem. I believe that most residents in Zone N do not realise that these current Holywell Hill spaces are also in Zone N, and are therefore unlikely to understand the true extent of your proposal. Generally residents are only aware of the Zone N spaces in their local surroundings, so the omission of these spaces from your map, and the lack of explanation in your "List of Proposed Changes" will just lead them to think that these spaces are part of another zone.

Curiously your map code shows a Change Type notation, which "Indicates whether restrictions have been Added, Modified or Removed", but there is no such indication on your map for Holywell Hill.

(a) I object to the extension of operational hours to 8:30am to 10:30pm every day. This may as well be a 24 hour permit only zone, as who is going to want to park between 10:00pm and 08:30am? As a resident of zone N since before zone N even existed, I have never noticed any real problem with the current times, which includes the de-restricted Sundays.

(b) I object to reducing the number of permits per household. Unfortunately we live in a country where successive government policies have lead to a housing crisis. My children have little hope of moving out of our house, until, if ever, they are well financially established. We need to work beyond normal retirement age in order to support them. Unless they are lucky, they will need a car to commute. This change you propose, like so many things today will penalize that younger generation, and just act as another impediment to stop them getting on in the world.

(f) I object to removing the "2 hours no return" shared spaces. This will not cause me a problem, but I visit too many places now, where every space seems to be residents only. It makes one feel rather unwelcome, and I don't like the Idea of St Albans becoming one of those places where visitors are not welcome. We need a few spaces for visitors in various locations.

(h) I object to the removal of one hour visitor parking. This is a useful option for visitors, but if the only option is to buy a daily visitor ticket, then visitors may be encouraged to stay longer than they would otherwise have done. Your statement on this point does not explain any further details about this proposal. Many councils have introduced a pay-by-phone system where you can select the hours needed. This would surely work better.

(j) I object to this on the basis that I assume this is the one oblique reference to removing the Holywell Hill spaces. The statement does not contain any detail, is very unclear, and needs clarification.

Overall I am very concerned about the way this consultation has been presented, and would urge you to show due diligence to your residents in Zone N, by readvertising the consultation with full clarification over the future of the Holywell Hill parking spaces.

Generally speaking, and as a long term resident, I believe that Zone N works as well as can be expected, and that your proposed changes as I understand them will cause many problems.

This is to express my strong OBJECTION to the parking proposals for De Tany Court in your (third!) Zone N consultation document.

The proposal to extend parking restrictions to 22.00hr from 18.30 hr will make parking for visiting care workers, relatives and friends extremely difficult. The proposed changes would clearly disadvantage

residents and cause them a significant loss of amenity. The current system works well by preventing daytime parking by incomers but leaves residents accessible by care workers and visitors in the evenings. Parking on Sundays is not a problem so no restrictions are necessary. Have you data to the contrary?

Dear Sirs

Thank you for the opportunity to comment on the proposed changes to the parking arrangements in St Peters Ward, Zone N.

I am a resident in De Tany Court and would be adversely affected by the suggested changes. At present there is not a significant parking issue or problem in De Tany court, nor the surrounding area and I believe the suggested changes might well actually create unnecessary problems. I am therefore objecting to the various proposed changes to the timings, which are uncalled for, and more particularly the following:

(b) reducing the number of permits for properties with garages or off street parking - most of the the houses in De Tany Court were constructed with garages and in some cases, as in mine, a notional off street parking space. However I understand the garages are not large enough for cars. In my case, the 'off street parking' space is too narrow to park a car and open its doors as there are brick walls either side. A casual glance would not reveal this, and obviously there is no car on site to demonstrate that it is not a practical parking space. Were you to arbitrarily determine that my property could only ever have one permit, this would be unfair as it is a detached family house and there are obviously circumstances where a family might need or wish to have more than one vehicle. Those with garages which will not contain a standard sized car would be in the same predicament. There is already a higher charge for a second car, and an even higher one for a third car. This seems a fairer and more appropriate method of 'rationing' / allocating parking permits and spaces.

(g) I was not aware it was possible to have one hour visitor permits... the only ones which seem available to residents are all day ones- the price of which seems excessive. I object to these being cancelled and would encourage the council to make it clear how one can obtain them.

General (h?) : The map provided does not seem to show all the existing permit areas on Holywell Hill... is it being suggested that these will be discontinued? If so, this has serious implications for parking within Zone N in general, and De Tany Court in particular since those on Holywell Hill with entitlement to park in Zone N but no nearby spaces will start to park within the remaining, existing zone. This would create parking issues which currently do not exist. If this is the case, (1) the proposals should be transparent and clear on this, and (2) I strongly object to this.

FW: Zone N – OBJECT

Hi,

RE: Parking Consultation - Zone N - Thorpe Road

I am writing in response to the the recent correspondence relating to changes in the parking in the St.Peters Ward. To support my concerns I have attached a letter sent through several channels to SADC in February last year that received no response from anybody at St Albans Council and the issues raised in that letter remain valid.

My main concern is the unjustified reduction in visitor permits to 120 that was introduced in 2024 and how it discriminates against those who have multiple visitors due to their personnal circumstances. With the extension of the controlled parking to Sunday, this further exasperates the pressure on the annual permit allowance. The most bizarre aspect of this is the 'capping' of revenue the council could receive e.g. the income from 120 visitor permits versus, say 150 - just doesn't make any economic sense. I also raised the point in the letter regarding the alignment of permits to the calandar day as

opposed to a 24 hour period and even if this approach wasn't adopted, the main thrust of this objection is the 120 visitor permit limit that discriminates.

I have been a resident here in Thorpe Road for over 4 years and at no point have I ever been unable to find a parking space in Zone N so there isn't an argument that parking is over subscribed so please, if you do nothing else, increase the number of permits per annum to allow residents to receive their visitors who are unable to get to Thorpe Road by public transport.

Good morning,

"Object"

I will only support any changes to Zone N when residents of Belmont Court are allowed to buy parking permits which allow them to park in Zone N. The parking situation at Belmont Court has been abysmal for years due to an inadequate number of parking spaces, constant non-resident / unauthorised parking and inconsiderate parking by many.

Please consider allowing residents of Belmont Court to be eligible for Zone N permits.

Level of Support to the proposals: **Object very strongly**

To whom it may concern.

I wrote to forward my concerns during the last scheme for parking changes a few years ago to express my bafflement and irritation that the residents of Belmont Court had been excluded from eligibility to parking permits despite Belmont Court being situated on Belmont Hill. No reason was given for this omission at the time or subsequently, and has led to the ridiculous situation by which the residents of Pondwicks Close (who have their own drives, garages and spaces) have the right to park in front of Belmont Court, whilst we cannot.

I am exceptionally annoyed to see that these latest proposals **still** prohibits Belmont Court Residents from eligibility to apply for parking permits, and still no valid reason (or any reason at all) has been given to justify this exclusion.

The proposals would make a poor situation worse for Belmont Court Residents. We need access to the parking areas in front of the building as there are only 9 spaces for 24 flats at the back of the building, completely inadequate for the needs of the residents, and open to use to Bardwell residents or anyone shopping in the town.

Currently a poor situation is only alleviated by the occasional access to the parking spaces in front of Belmont Court. If these proposals as written are implemented the situation for Belmont Court residents would be dire. I myself work until 21:30 in the evening and am rarely able to find a parking space behind the building so count on late night access to parts of Belmont hill for temporary parking until the morning. These proposals would make my life miserable.

I urge those responsible for the parking proposals to abandon these plans. There is no absolutely no justification for them, and they penalise a section of the community for no valid reason.

If the proposals are to go ahead it will become **absolutely essential** that Belmont Court Residents are afforded the eligibility of access to parking permits. There will be absolutely **no justification** for the continued exclusion of the residents from accessing permits which should be a right not a privilege.

Re:Zone N - De Tany Court

Dear Sir or Madam

We live in De Tany Court, and are concerned by the changes laid out in the documents we received. Currently the parking restrictions are Mon-Sat, 8:30am - 6:30pm. We have a single residents permit.

We are generally very satisfied with the status quo, and do not see any reason to extend the parking restriction hours. In our experience there is no problem with "congestion" in the evenings or on Sundays, and to forbid casual parking at those times would simply be an additional inconvenience to any visitors we might have. Similarly we do not see any reason to remove the one hour vouchers.

It seems likely that an increase in the controlled times, particularly into the evenings and Sundays, would lead to an increase in the council's costs and therefore the price of our yearly parking permits. That would be another reason why we would not support any change to the current arrangements.

We are confused by the apparent "Modification" on the map in which the south side of De Tany Court (opposite the marked bays) has been marked as "No Waiting - Mon-Sat 08:30-18:30" The only people who "wait" here are supermarket delivery vans, and that is not a problem as far as we are concerned..

Should circumstances change in the future so that parking becomes more of a fraught issue for local residents, then maybe we would welcome another review. But there seems to be little justification for a change currently, and this view seems to be shared by most of those in our street that we have talked to.

In summary - as far as De Tany Court is concerned, we **OBJECT** to the proposals. Please do not change the current arrangements, which are working well.

Appendix B- Maps

