



Apsley Proposed Zone O Consultation

Dacorum Borough Council

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Created by

Richard Plant

richard.plant@projectcentre.co.uk

07826909288



**PROJECT
CENTRE**

EXECUTIVE SUMMARY

Project Centre were commissioned to work in partnership with Dacorum Borough Council (DBC) to consult residents on the introduction of the proposed Zone O Controlled Parking Zone. The proposals were provided to residents in the form of a plan and an accompanying covering letter which were delivered to all properties within the proposed area. Residents were given the option to give their comments either via questionnaire, email, post or by phone.

The consultation period ran for 23 days from **6th June 2018 to 29th June 2018**.

The consultation included properties located on the following roads:

- Orchard Street
- Manor Avenue
- Henry Street
- Winifred Road
- Storey Street
- Weymouth Street
- Kents Avenue
- Millbank
- Section of Featherbed Lane

The consultation documentation was delivered to 288 properties within the proposed zone O controlled parking zone (CPZ). The consultation documentation was also delivered to an additional 258 properties in outer lying roads surrounding the proposed zone.

A total of 110 individual responses were received from within the proposed zone O which equates to an overall response rate of 38%. 13 external responses were also submitted by residents from outside of the scheme proposals.

The majority of respondents from within the proposed Zone O, 84/110 (76%) were in favour of the introduction of a localised parking scheme. Along with this 62/101 (61%) of the respondents agreed with the proposed restrictions for their street.

Comments received regarding the proposals included:

- Many residents who were of the opinion that the times of operation of the resident permit bays need to be extended later into the evening with many suggesting the inclusion of Saturday or the weekend.

- Residents have suggested that it is the number of resident vehicles that are the cause of the parking issues rather than commuter parking.
- Suggestions were made that too many no waiting restrictions are proposed on the plans, reducing the number of parking spaces available to residents.
- Several representations from Weymouth Street suggested that having both a proposed bus bay and ambulance bay outside Florence Longman House is unnecessary.
- Residents highlighted that the planning permission has been given for a new flat block on the eastern side of Kents Avenue and that as a result there will be too few parking spaces in this section of the road.
- Various private roads are unenforceable as they are not public highway and are therefore going to be left without restrictions encouraging commuter parking to be redirected to them.

The following measures are proposed in response to the comments received from the consultation process:

- Hours of operation of proposed resident permit bays and no waiting to be changed to Monday-Saturday, 8am-6pm.
- Review ambulance bay on Weymouth Street
- Replace proposed single yellow line with resident permit parking, located outside 42 Weymouth Street
- The proposed short stay bays on the eastern end of Kents Avenue to be changed to shared use to cater for the increased parking demand from the upcoming flat build next to 10 Kents Avenue.
- The proposed short stay bay on Featherbed Lane between Henry Street and Manor Avenue has the potential to cause traffic flow issues and may be best suited by extending the single yellow line to meet the existing double yellow line.

It is recommended to proceed with the implementation of the scheme as consulted, together with the amendments listed above.

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1. INTRODUCTION

Dacorum Borough Council (DBC) is seeking to introduce a residents parking scheme, namely proposed Zone O in the Apsley area of Hemel Hempstead which will include the following roads;

- Orchard Street
- Manor Avenue
- Henry Street
- Winifred Road
- Storey Street
- Weymouth Street
- Kents Avenue
- Millbank
- Section of Featherbed Lane

Following a number of concerns raised by local residents regarding the parking arrangements on Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and part of Featherbed Lane, Dacorum Borough Council wish to engage with residents to determine if there is support for parking restrictions in the area. Outer lying roads including Avia Close, Sealy Way and London Road have also been consulted to determine if residents are in favour of the parking controls.

The increased demand for parking by commuters using Apsley station has led to a greater number of commuters parking in residential streets. These proposals intend to provide residents with adequate parking near to their properties. The proposals aim to provide permit holder only and limited waiting between the hours of 9am and 5pm, Monday to Friday.

The proposals will:

- Provide residents with parking near to their properties during enforcement hours.
- Provide permit holder only and limited waiting between the hours of 9am and 5pm, Monday to Friday.
- Reduce the amount of commuter parking in the area.
- Help improve road safety and increase accessibility of residential properties.

DBC consulted residents on the proposed introduction of a Controlled Parking Zone. The proposals were provided in the form of a plan and an accompanying covering letter which were delivered to all properties within the proposed area. Representations were submitted via email to: parking@dacorum.gov.uk or alternatively in writing to Dacorum Borough Council in order for DBC to make a decision on the implementation of the scheme.

2. CONSULTATION RESULTS

The consultation took place between 6th June 2018 and 29th June 2018, letters were delivered to all properties within the consultation area. The consultation sought to determine the level of support for the introduction of parking controls in the proposed Zone O. A plan of the proposed area can be found within **Appendix A** Representations were received from residents and businesses and are summarised as follows:

The following section provides a breakdown of the responses received on a road by road basis, detailed consultation comments can be found in **Appendix B** of this report.

Table 1 – Do you Support the introduction of a localised parking scheme?

| Road Name | Yes | No | No Opinion |
|-----------------|-----------|-----------|------------|
| Featherbed Lane | 1 | 0 | 0 |
| Henry Street | 6 | 0 | 0 |
| Kents Avenue | 12 | 0 | 0 |
| Manor Avenue | 3 | 1 | 0 |
| Millbank | 3 | 2 | 1 |
| Orchard Street | 12 | 1 | 0 |
| Storey Street | 7 | 5 | 0 |
| Weymouth Street | 26 | 6 | 1 |
| Winifred Road | 14 | 7 | 2 |
| Total | 84 | 22 | 4 |

Chart 1

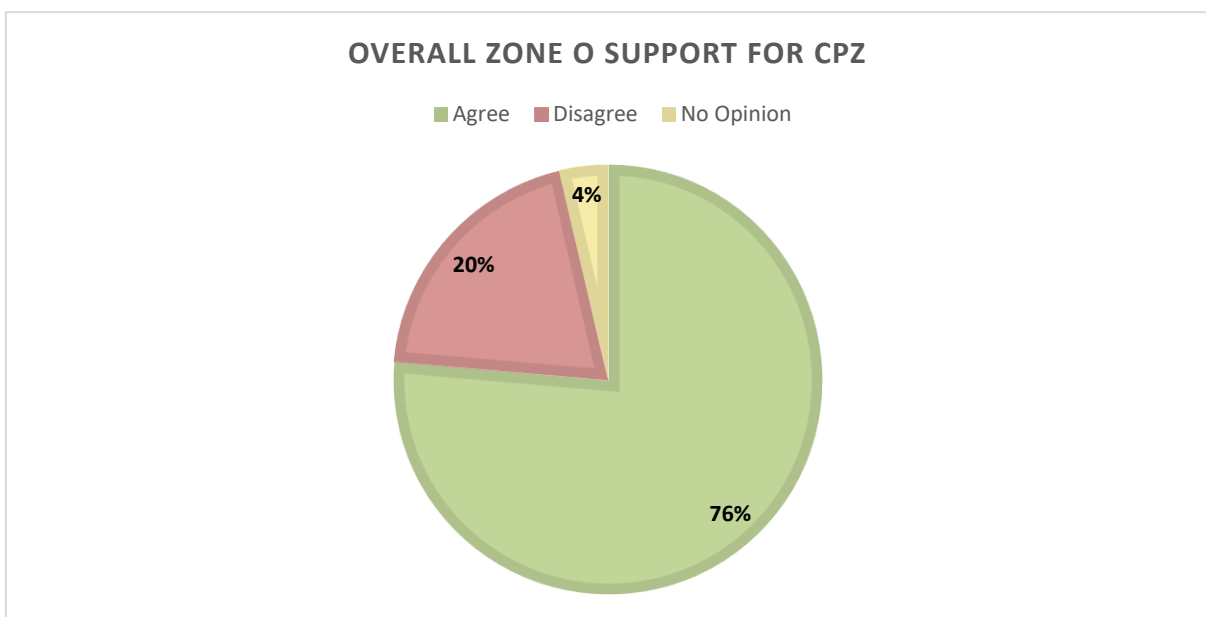
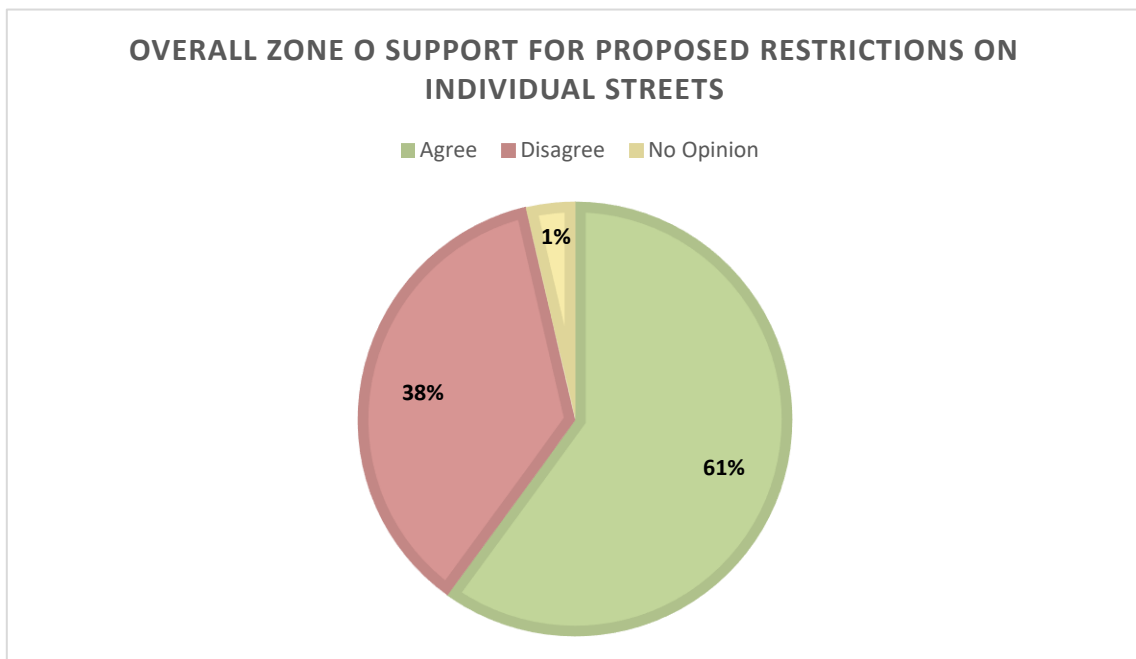


Table 2- Referring to the plan enclosed with the consultation pack, do you agree with the proposed restrictions for your street?

| Road Name | Agree | Disagree | No Opinion |
|-----------------|-----------|-----------|------------|
| Featherbed Lane | 0 | 1 | 0 |
| Henry Street | 4 | 2 | 0 |
| Kents Avenue | 9 | 3 | 0 |
| Manor Avenue | 3 | 1 | 0 |
| Millbank | 2 | 3 | 0 |
| Orchard Street | 8 | 5 | 0 |
| Storey Street | 6 | 3 | 1 |
| Weymouth Street | 18 | 12 | 0 |
| Winifred Road | 12 | 8 | 0 |
| Total | 62 | 38 | 1 |

Chart 2



Do you Support the introduction of a localised parking scheme?

The following section gives a breakdown of the levels of support for the introduction of a localised parking scheme on a road by road basis. Online questionnaire details were provided to residents on the consultation letter allowing them to select one of three options; to either Agree, Disagree or have no opinion of the scheme. Residents could also send over their representation via email.

2.1 Orchard Street

13 responses were received from Orchard Street, with 12 indicating support and one in objection to the proposals.

Chart 3

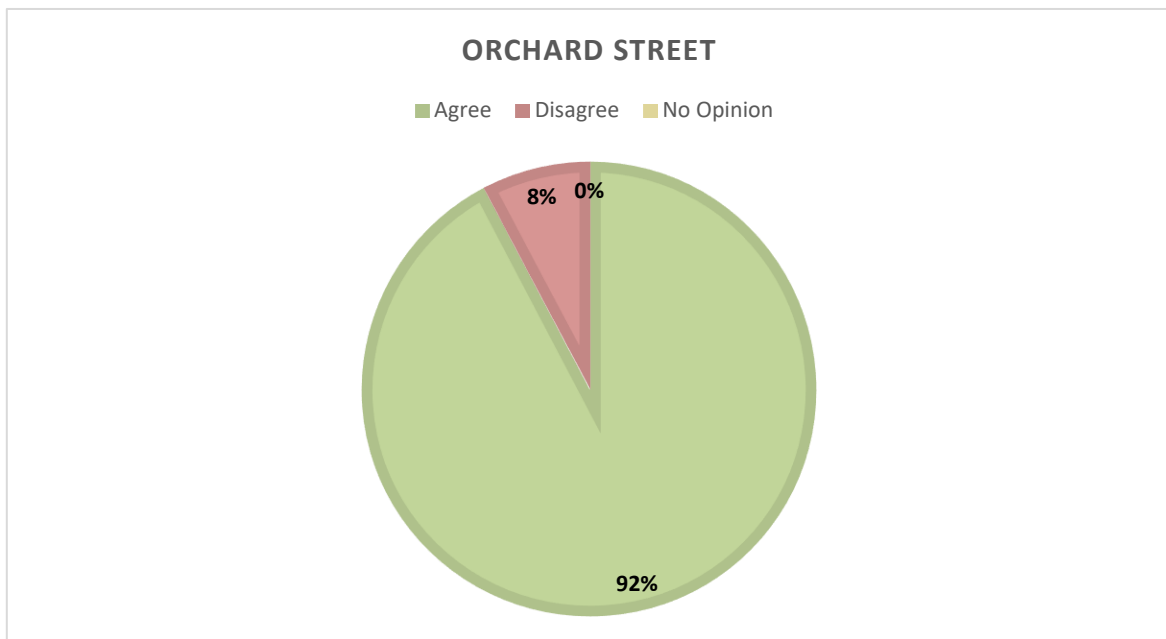


Table 3

| | Agree | Disagree | No Opinion |
|----------------|-------|----------|------------|
| Orchard Street | 12 | 1 | 0 |

The representations submitted from Orchard Street were largely in favour of the implementation of a localised parking scheme however, it is suggested that the times of operation were not sufficient/long enough with several responses requesting the times of operation to be changed from 8am-5pm to 8am-8pm. Also, residents have expressed that the proposed no waiting area between 16 and 18 Orchard Street should be changed to a resident permit bay as the parking is currently very limited.

The 1 objection received indicated that there 'is not space for 1 car per house and several houses have more than 1 car' meaning that the roads do not have sufficient space. The representation also mentioned that 'The proposed scheme could make it worse because the proposal is for even less spaces'. Along with this the resident expressed concern as they 'do not use a computer' and would therefore be unable to purchase a permit as the permit system is totally digital.

2.2 Manor Avenue

A total of 4 responses were received from Manor Avenue, with 3 indicating support and 1 objecting to the scheme proposals.

Chart 4

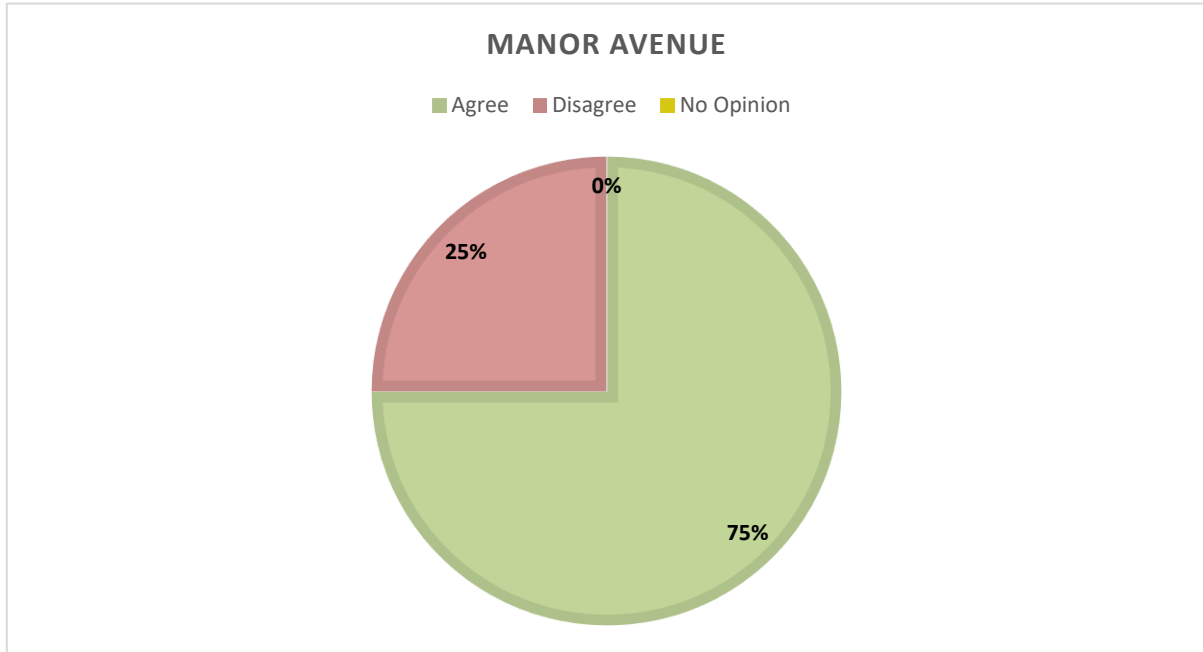


Table 4

| | Agree | Disagree | No Opinion |
|--------------|-------|----------|------------|
| Manor Avenue | 3 | 1 | 0 |

A representation suggested a need to park over the driveway which with the current proposals wouldn't be allowed due to yellow lines. A representation in support of the scheme suggests that the bays on Featherbed Lane are 'dangerous for both cars and also pedestrians' and that 'exiting Manor Avenue to turn right with cars parked all the way down Featherbed Lane you have no visibility of cars turning left or right.' Another representation in support suggested that the proposal 'will create a much happier home life instead of getting stressed every time we are trying to park by our home!' and that 'With 2 car garages and rude staff and many other shops it is a nightmare to try and park outside' their home.

The representation in disagreement with the proposed plans believes that it will damage the local business' as employees of shops 'cannot afford parking rates, or just that they cannot park altogether near their location of employment.'

2.3 Henry Street

Henry Street showed 100% Agreement toward the introduction of a localised parking scheme with 6 representations given.

Chart 5

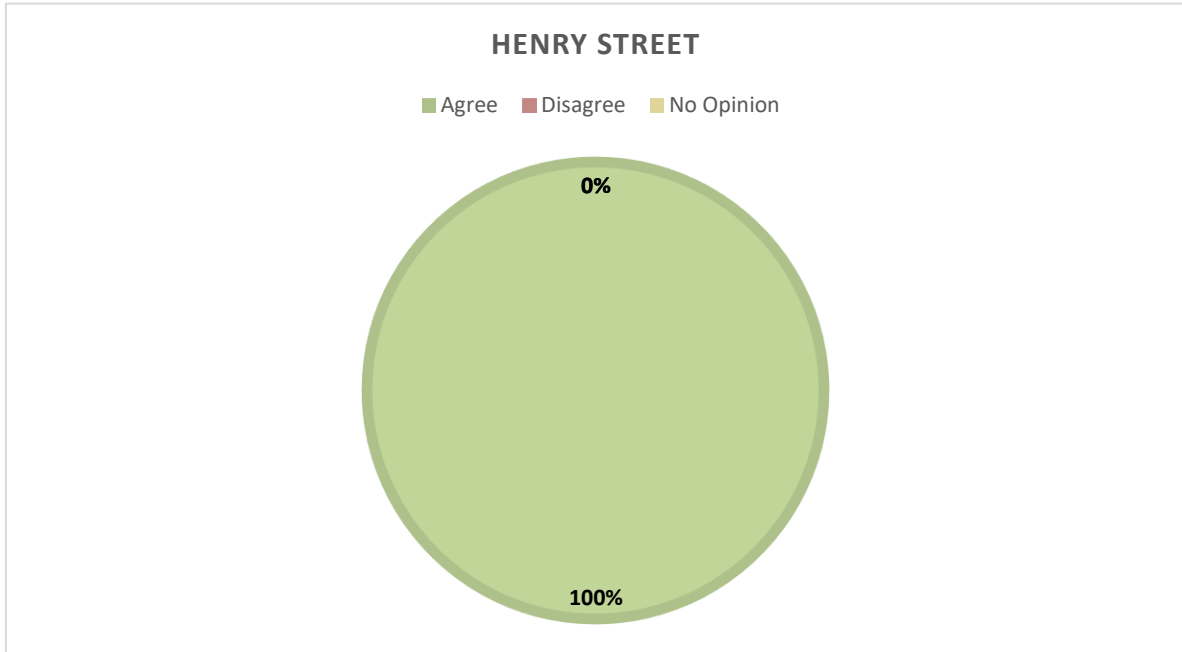


Table 5

| | Agree | Disagree | No Opinion |
|--------------|-------|----------|------------|
| Henry Street | 6 | 0 | 0 |

Multiple representations have been received expressing a need for extended hours of operation and Saturday inclusion for parking restrictions. One resident in agreement with proposed Zone O said that ‘Regularly other vehicles park right on the corner of Henry Street and Orchard Street next to a telegraph pole and half on the pavement’ restricting the pavement ‘for parents with buggies etc’. The representation also suggested concern for a lack of Traffic Warden presence and that currently there is ‘quite a lot of parking on single or double yellow lines’. Another representation was regarding the parking space in between Manor Avenue and Henry Street on Featherbed Lane which ‘causes a lot of near misses due to people speeding coming from the new bridge’ whilst suggesting this space should ‘turned to double yellows.’

2.4 Winifred Road

A mixed response was given from Winifred Road regarding the introduction of a controlled parking zone. An overall majority of 14/23 (61%) were in favour of introducing a localised parking scheme.

Chart 6

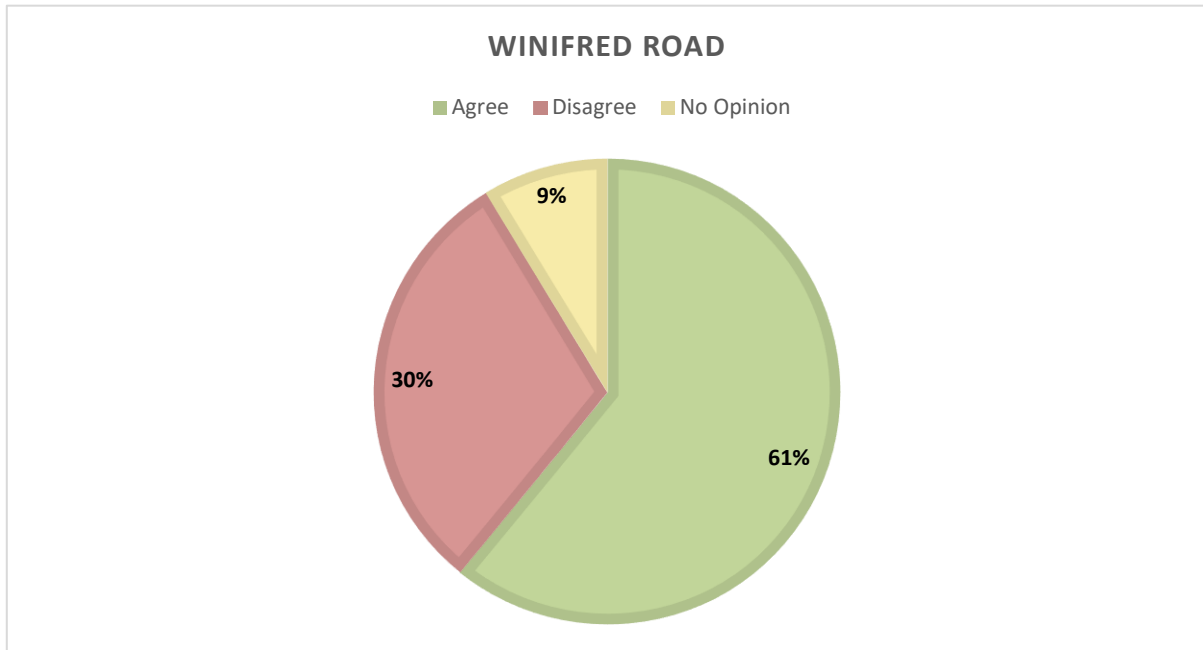


Table 6

| | Agree | Disagree | No Opinion |
|---------------|-------|----------|------------|
| Winifred Road | 14 | 7 | 2 |

One representation in favour of the proposal believes that 'the restrictions should run from Monday to Saturday as there are more residents around at the weekends needing parking spaces outside their own properties, but businesses are still open.' Various residents also expressed concern regarding visitor permits only being available online and that this would 'particularly effect elderly residents'.

Other representations in both agreement and disagreement with the scheme were of the opinion that the problem lies with residents with too many vehicles, the proposed times do not continue late enough into the evening, too many double yellow lines reducing parking spaces and weekend parking not being addressed.

2.5 Storey Street

A total of 12 representations were received from Storey Street with 58% being in favour of the introduction of a controlled parking scheme.

Chart 7

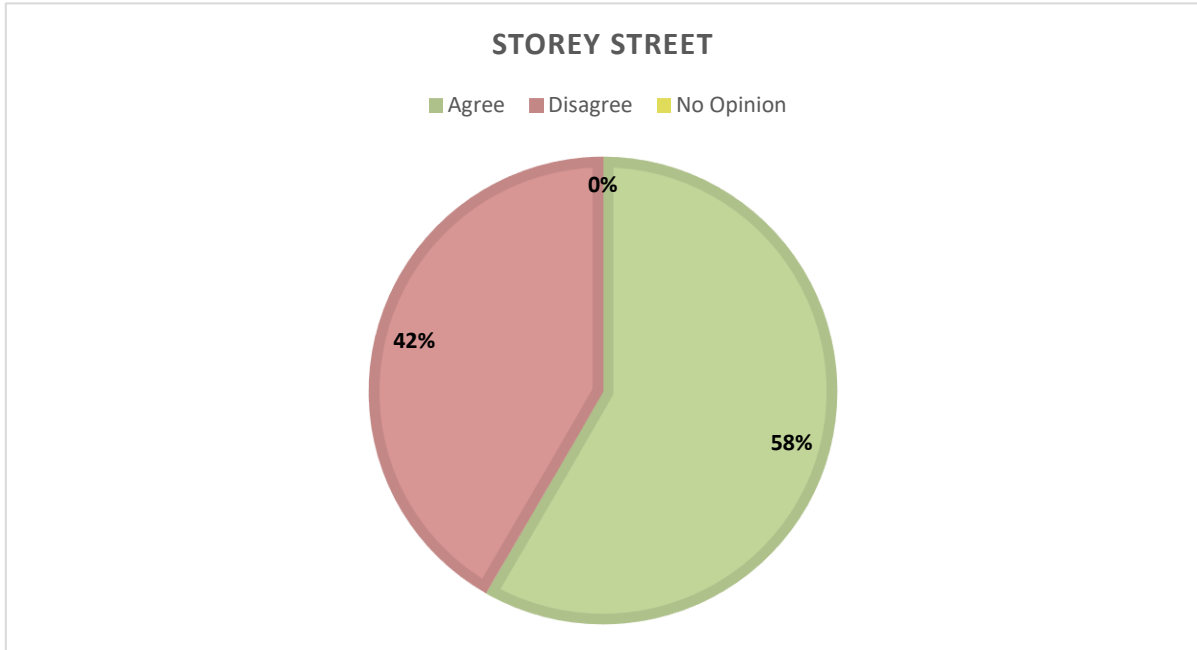


Table 7

| | Agree | Disagree | No Opinion |
|---------------|-------|----------|------------|
| Storey Street | 7 | 5 | 0 |

Several residents of Storey Street both in agreement and disagreement, believe that controlled parking from Monday to Friday 8am to 6pm is 'not adequate' and that '8am-6pm is not solving the issue of parking at night when the parking is becoming an issue'. Other residents have suggested that weekends should also be included within the resident permit bays restrictions. A representation in disagreement with the scheme suggested that visitor permit sessions are unsuitable and should offer an hour, half day and full day option and also stresses that 'What happens if the online system goes down or if resident does not have access to the internet.' Another representation in opposition to the scheme indicated that there is 'a MASSIVE problem after 5pm at night and at the weekends.' And that 'This comes from flats, the shops, and people using Apsley community centre and from the neighbouring roads.'

2.6 Weymouth Street

Weymouth Street had a total of 33 representations submitted with 79% support of the introduction of a localised parking scheme.

Chart 8

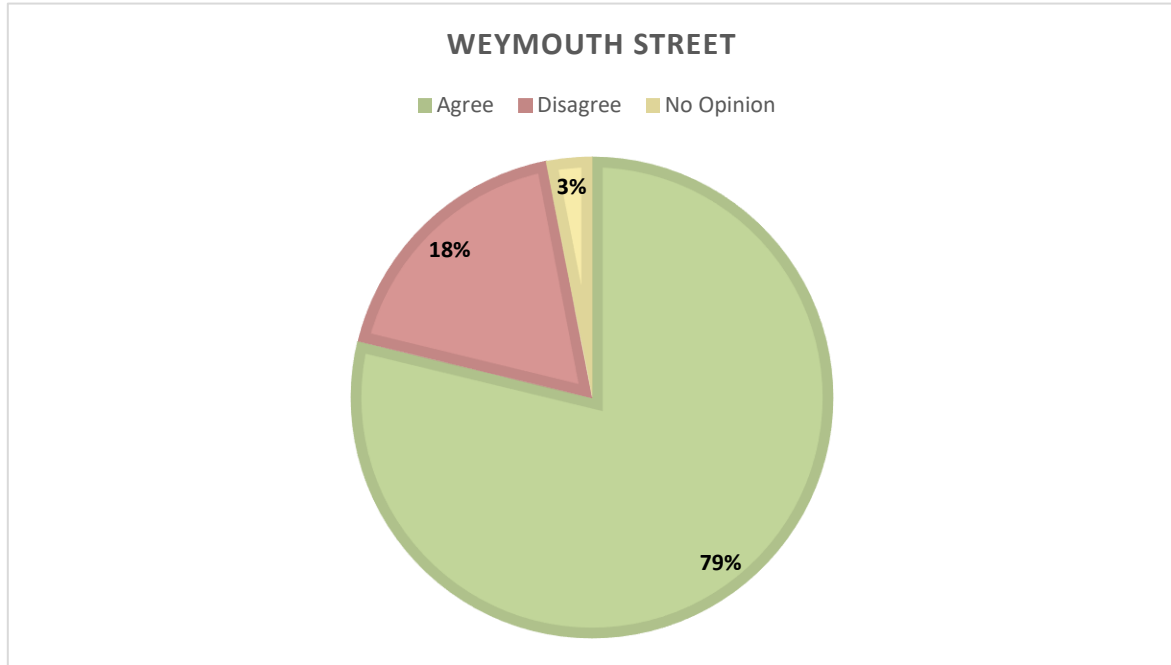


Table 8

| | Agree | Disagree | No Opinion |
|-----------------|-------|----------|------------|
| Weymouth Street | 26 | 6 | 1 |

A representation in support of a localised parking scheme disagrees 'that it is just commuters who are parking on our streets to access the station' and that the problems lie with 'the increase in new build in the area without sufficient parking'. A large proportion of residents in support of the introduction of a localised parking scheme believe that permit parking restrictions need to run later into the evenings and include weekends. Also, a number of residents are opposed to the proposed no waiting at any time section on Sealy Way as it is suggested that the spaces are a 'god send' and that the restrictions would be 'encouraging people to speed'. Several residents also believe that having both a bus bay and an ambulance bay outside Florence Longman House is unsuitable.

One representation reported that the proposed no waiting area covering the drop curb outside number 42 is not needed as it is not in use. This section can therefore be removed from the plans and converted into a proposed resident permit bay. A resident in support of the scheme believes it is 'a great idea. Parking is a problem in

the area and needs addressing' they also went on to say that 'the council needs to provide enough parking when approving planning permission. Effectively each new build house/flat needs a parking space' which was also reciprocated by other residents. One comment also addressed virtual permits saying that 'visitors wanting to park in the restricted hours should be able to use scratch cars NOT the internet as not everyone has it. Discriminatory.' Then went on to say, 'Residents should be issued with a visible permit for their car' which also acts as 'an effective deterrent'.

A representation in disagreement with the proposals suggested 'We do not need more double yellow lines, less spaces and more restrictions for a commuter issue that doesn't really exist.'

Another issue raised was the proposed no waiting at any time extension at the entrance of Sealy Way from Weymouth street on the west side. 'More troubling is the turning of the single yellow line in Sealy Way to double and extending the double further into Weymouth Street on the Florence Longman corner. This will reduce available parking.' The purpose of the southern section is to prevent vehicles parking at an unsafe distance from the junction which could cause both an obstacle to avoid and a reduction in visibility of the junction. The Northern section is to prevent vehicles parking over the rear entrance of Florence Longman House which currently has no enforceable restrictions in place.

2.7 Kents Avenue

The representations received from Kents Avenue showed 100% support toward the introduction of a localised parking scheme.

Chart 9

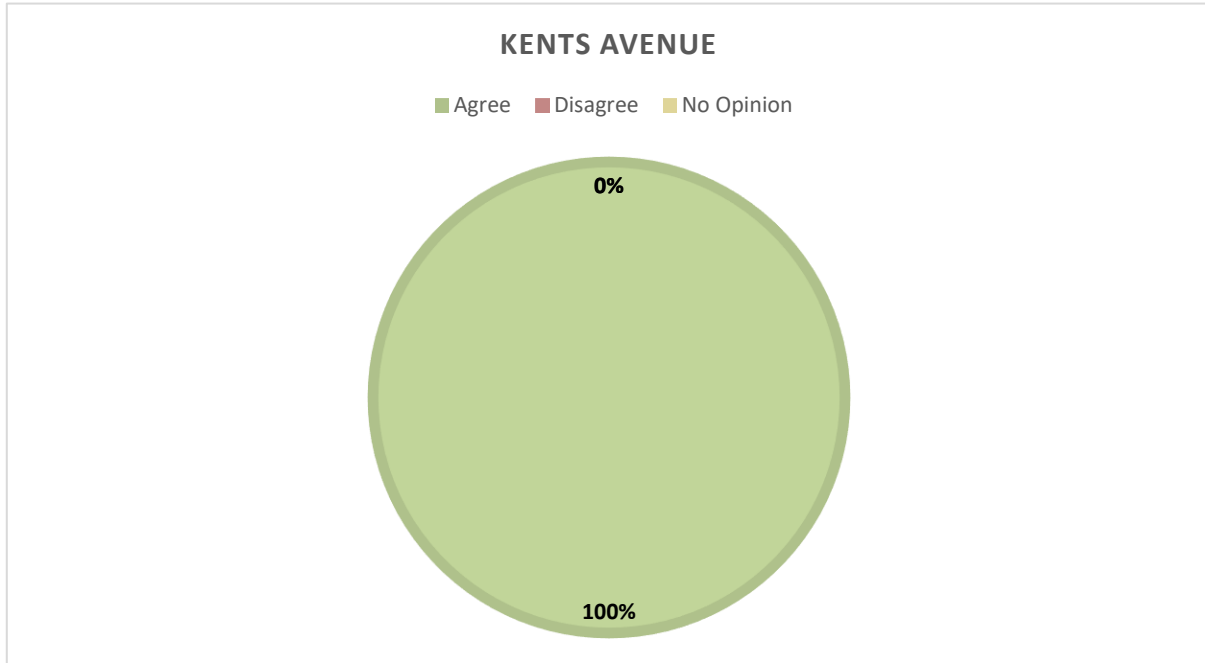


Table 9

| | Agree | Disagree | No Opinion |
|--------------|-------|----------|------------|
| Kents Avenue | 12 | 0 | 0 |

A resident in favour of the scheme believes that 'Kents Avenue has a unique problem in that we are only able to park on one side of the street due to Milbank having residents only bays, we are also the closest to Apsley Station and unable to park any further out as the next road is London Road' going on to say 'We also propose that the whole of Kents Avenue be residents only parking with no short stay or pay by phone bays'. Another representation stressed that they'd have to pay to park in the short stay parking bays on their road when there is no suitable permit bays available. Also, three representations requested the times of operation to be extended to 8pm.

Residents have also informed that the area listed as private land next to 10 Kents Avenue has been sold to 'private developers and is locked and gated awaiting planning permission for possible flats'. This will therefore increase parking pressure in the area which may result in reconsideration to the plans.

2.8 Millbank

Millbank showed a mixed response toward the plans with 50% in support, 17% neutral and 33% in opposition.

Chart 10

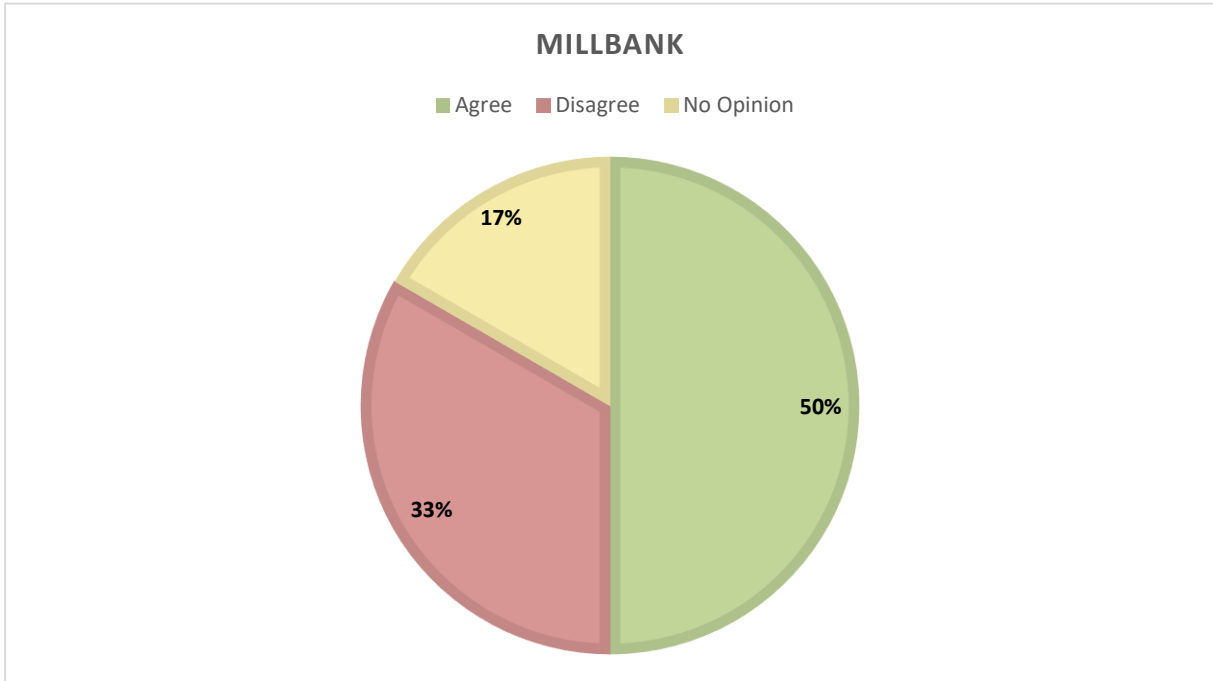


Table 10

| | Agree | Disagree | No Opinion |
|----------|-------|----------|------------|
| Millbank | 3 | 2 | 1 |

Representations have indicated that resident only parking is required at the end of Millbank. This is due to the fact that even though the parking areas at the end of the road have private signage up they are unenforceable as they are not public highway. If the proposed scheme is to go ahead then this will push any non-residents to search for unenforced areas therefore leaving Millbank and its residents, which are predominately retired, vulnerable to high parking demand.

Currently the plans indicate that all parking areas at the bottom of Millbank are private however the south-east side and north-east side are in fact public highway and therefore should be changed into resident permit bay. The section on the western end of Millbank however is not public highway and is therefore unenforceable and may suffer from those who are unable to park in external roads due to the proposed plans if they should go ahead.

2.9 Section of Featherbed Lane

1 representation was received from Featherbed Lane in agreement with the introduction of a localised parking scheme. The representation disagreed however with the proposed restrictions on their street.

Chart 11

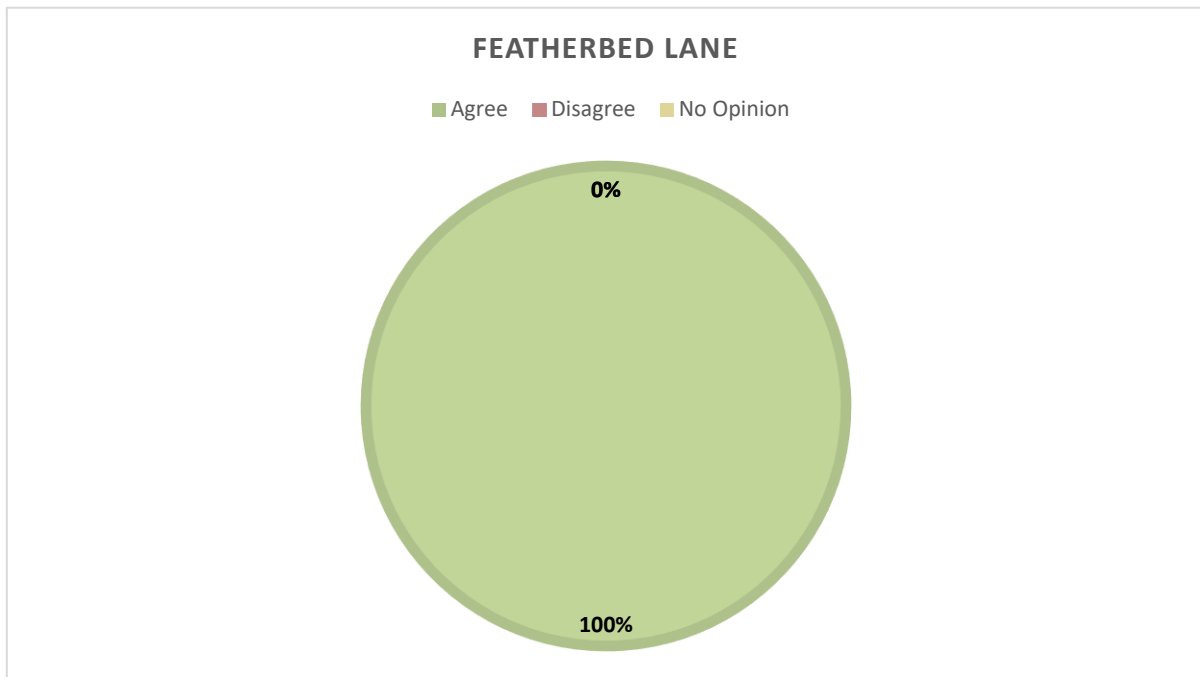


Table 11

| | Agree | Disagree | No Opinion |
|-----------------|-------|----------|------------|
| Featherbed Lane | 1 | 0 | 0 |

The representation submitted by a resident of Featherbed Lane suggested that the times of operation should be from '8:30-10:30pm Monday to Saturday because people will still park in the streets involved for shopping, eating and drinking and to use the station in the evenings and on Saturdays.' The comment also went on to query 'the 'Private' Car parking space in Henry Street which we have been told belongs to Dacorum Borough Council in which case it should be included in the CPZ'. The area of private parking on Henry Street is owned by DBC however isn't public highway and is therefore not included within a traffic order and cannot be enforced.

2.10 Overall Summary of Zone O

The chart and table below indicate the number of responses received from within the proposed Zone O CPZ and also provides a breakdown of responses indicating the number of representations in agreement, disagreement and those who have no opinion regarding the introduction of a localised parking scheme.

Chart 12

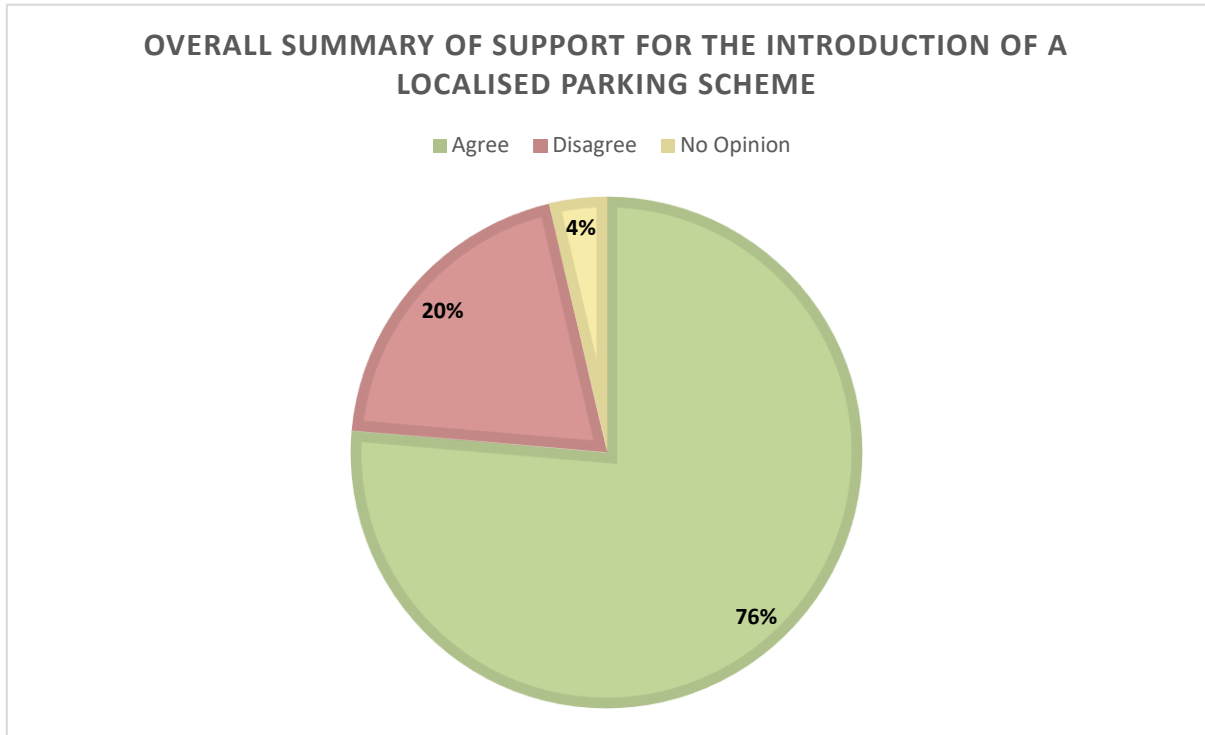


Table 12

| Zone O | Agree | Disagree | No Opinion |
|--------|-------|----------|------------|
| Total | 84 | 22 | 4 |

As shown above in Chart 12 and Table 12, the majority of representations 84/110 (76%) were in support of the proposed extension of Zone O.

2.11 Overall Response Rate

The table below provides a breakdown of the response rate of each road within Zone O.

Table 13

| Zone O | | | |
|----------------------------|-------------------------------|--------------------------|-----------------------------------|
| Road Name | No. of representations | No. of Properties | Response Rate per Road |
| Orchard Street | 13 | 20 | 65% |
| Manor Avenue | 4 | 11 | 36% |
| Henry Street | 6 | 8 | 75% |
| Winifred Road | 23 | 44 | 52% |
| Storey Street | 12 | 24 | 50% |
| Weymouth Street | 33 | 106 | 31% |
| Kents Avenue | 12 | 43 | 28% |
| Millbank | 6 | 22 | 27% |
| Section of Featherbed Lane | 1 | 10 | 10% |
| Total | 110 | 288 | Average Response Rate: 38% |

Within the proposed Zone O consultation area there were 110 representations accounting for a 38% response rate.

Referring to the plan enclosed with the consultation pack, do you agree with the proposed restrictions for your street?

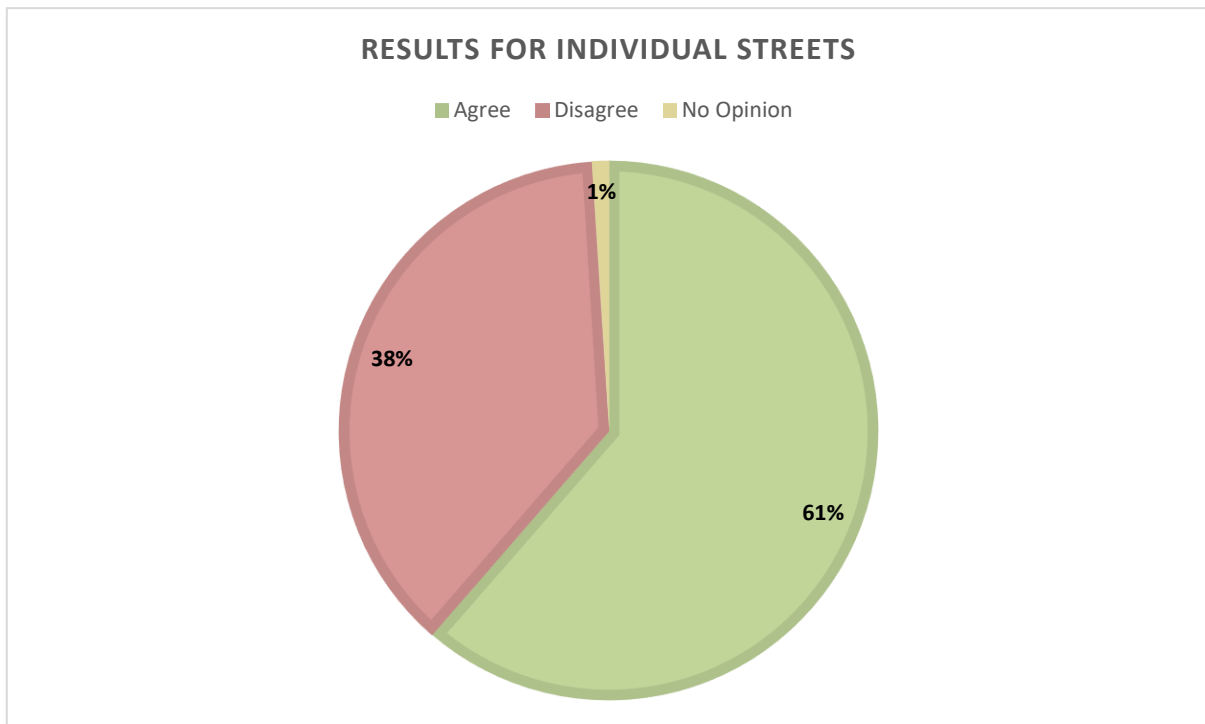
2.12 Overall Support for restrictions on individual streets

As shown below in Table 14 and Chart 13 referring to the plan enclosed within the consultation pack 61% of residents disagreed with the proposed restrictions for their street. This is significantly lower than the support given for the introduction of a localised parking scheme in general (76%).

Table 14

| Road Name | Agree | Disagree | No Opinion |
|-----------------|-----------|-----------|------------|
| Featherbed Lane | 0 | 1 | 0 |
| Henry Street | 4 | 2 | 0 |
| Kents Avenue | 9 | 3 | 0 |
| Manor Avenue | 3 | 1 | 0 |
| Millbank | 2 | 3 | 0 |
| Orchard Street | 8 | 5 | 0 |
| Storey Street | 6 | 3 | 1 |
| Weymouth Street | 18 | 12 | 0 |
| Winifred Street | 12 | 8 | 0 |
| Total | 62 | 38 | 1 |

Chart 13



Streets including Millbank, Orchard Street, Winifred Street, Weymouth street and Featherbed Lane showed the most disagreement towards the proposed restrictions on their individual streets.

9 responses were submitted from roads lying outside of the consultation area with an overall majority (44%) in favour of the scheme. As these roads do not have any proposed restrictions on them they are not included within the overall support figures in table 14 and chart 13.

Table 15

| Road Name | Agree | Disagree | No Opinion |
|--------------|-------|----------|------------|
| Outside Zone | 4 | 2 | 3 |

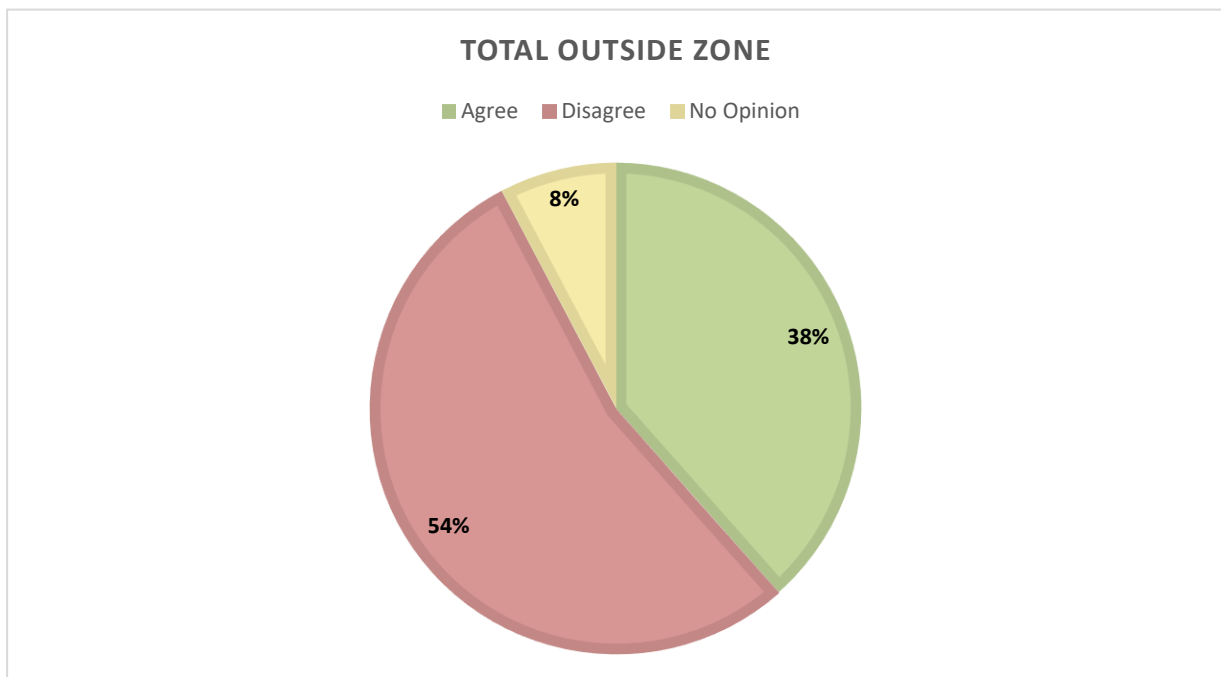
3. OUTER LYING ROADS

Table 16 and chart 14 below show the levels of support for the introduction of a localised parking scheme in outer lying roads. These roads are not included within the CPZ and therefore cannot be included within the overall level of support within the Zone O consultation area. A majority of 54% of the representations submitted from outer lying roads disagreed with the schemes introduction.

Table 16 Total Outer Lying

| Outer Lying Roads | Agree | Disagree | No Opinion |
|------------------------|----------|----------|------------|
| Avia Close | 0 | 2 | 0 |
| Sealy Way | 0 | 0 | 0 |
| London Road | 4 | 2 | 1 |
| Manila House | 0 | 1 | 0 |
| Apsley Business Centre | 0 | 1 | 0 |
| Manorville Road | 0 | 1 | 0 |
| King Edward Street | 1 | 0 | 0 |
| Total | 5 | 7 | 1 |

Chart 14



3.1 Avia Close

Two representations were submitted from Avia Close both in disagreement of the introduction of a localised parking scheme.

Chart 15

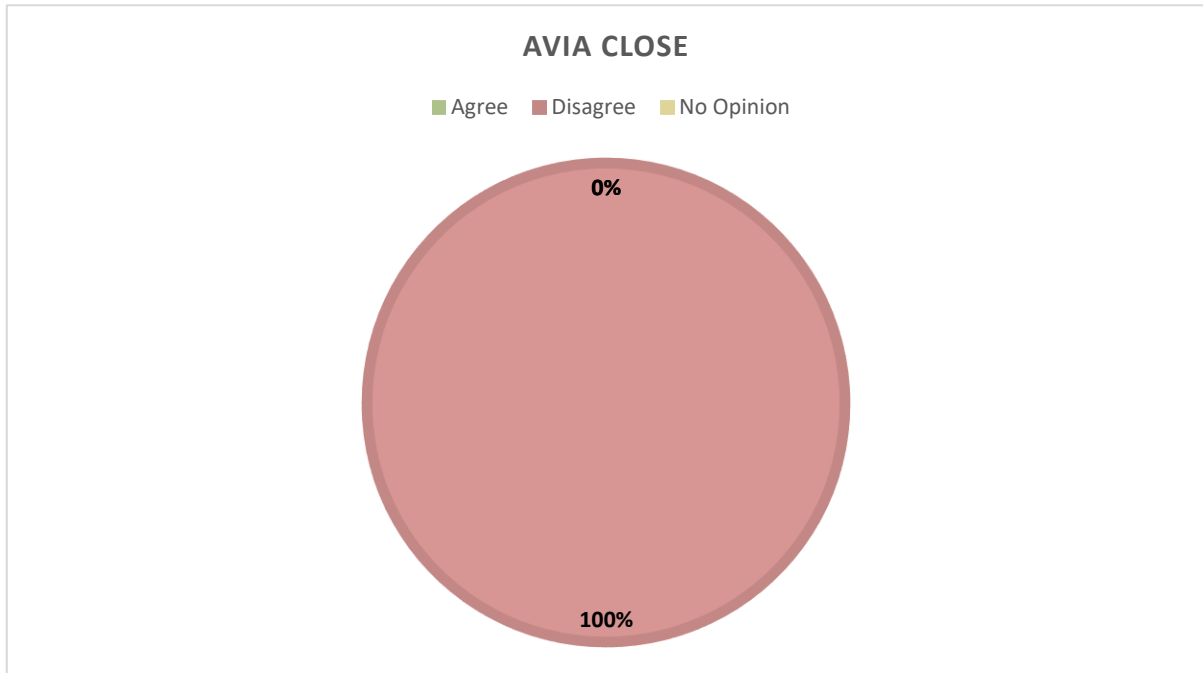


Table 17

| | Agree | Disagree | No Opinion |
|------------|-------|----------|------------|
| Avia Close | 0 | 2 | 0 |

One response was from a resident of Avia close stressing their concern that other parking should be made available to the stations users' before 'bringing in such measures' and that if the proposals are implemented 'railway station parkers will inevitably look further afield for parking opportunities' and be 'attracted to the five parking bays on the east side of Avia Close marked 'Residents Only'. The other response given suggested that the cul-de-sac area on the Sainsburys roundabout next to the church is currently suffering from commuter parking from the station.

3.2 Sealy Way/ Manila House

One representation was submitted from Sealy Way from a resident residing in Manila House.

Chart 16

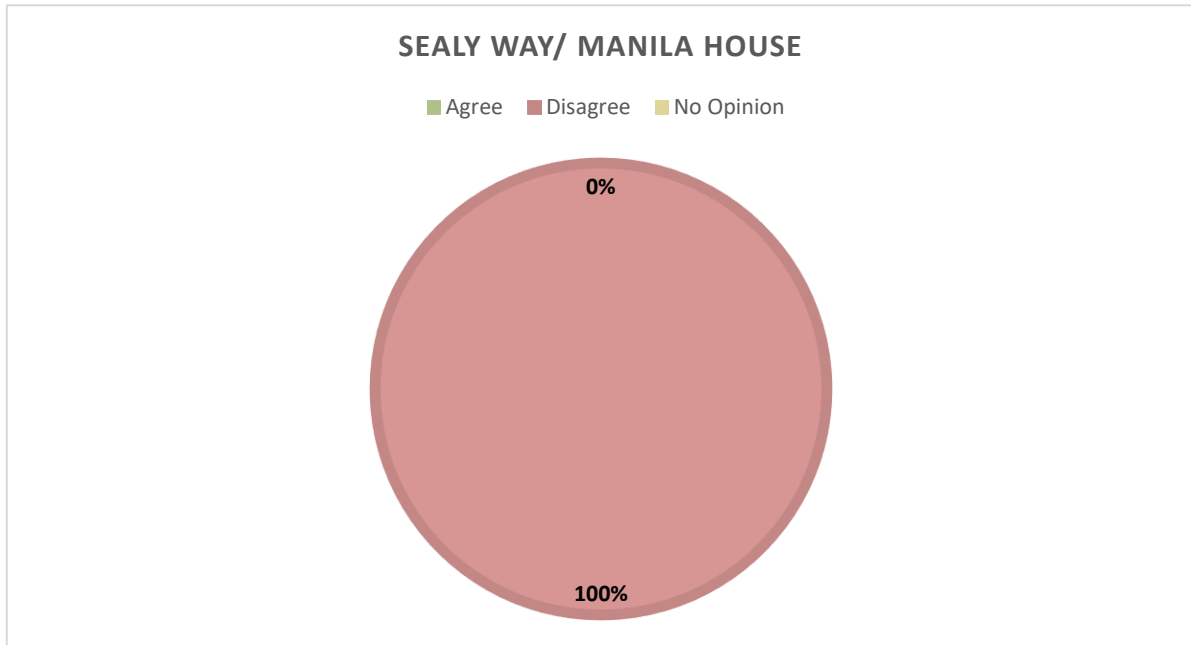


Table 18

| | Agree | Disagree | No Opinion |
|-----------|-------|----------|------------|
| Sealy Way | 0 | 1 | 0 |

The resident comments that 'Our Flats (Manila House) has limited parking and is shared with the surgery' suggesting that there is already an issue with people marking there who do not go to the doctors or live there. The resident gives concern that if the restrictions are to be put in place then this issue will be escalated.

3.3 London Road

A total of 7 representations were received from London Road residents. The majority (57%) were in support of the introduction of the localised parking scheme.

Chart 17

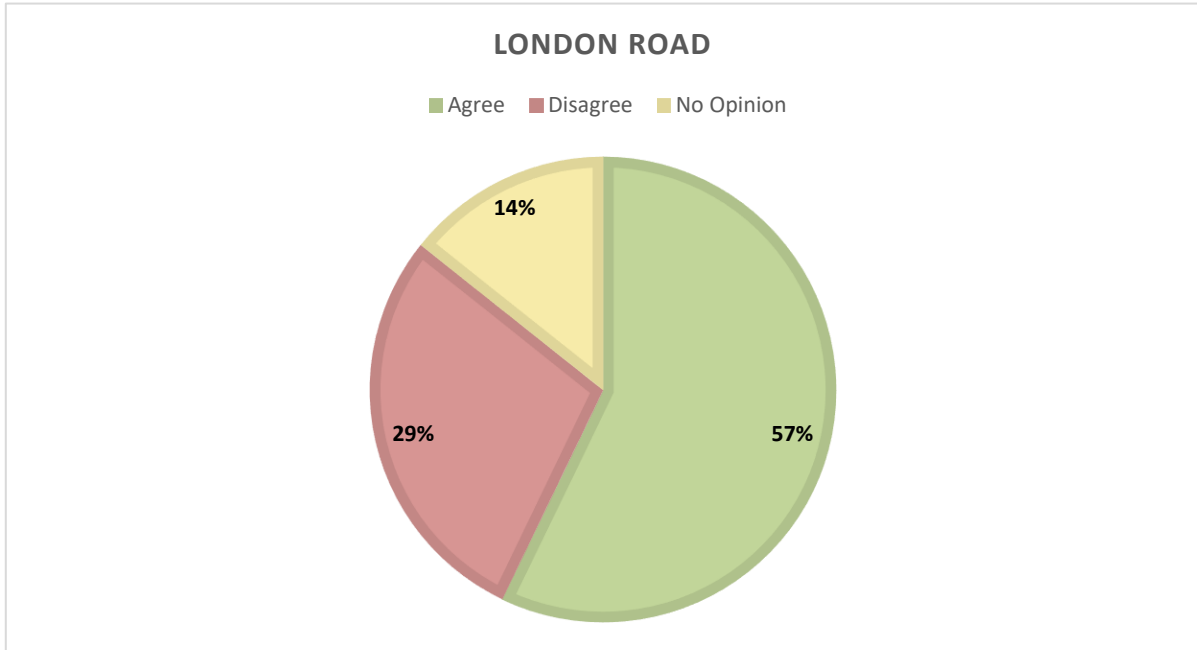


Table 19

| Road Name | Agree | Disagree | No Opinion |
|-------------|-------|----------|------------|
| London Road | 4 | 2 | 1 |

One representation in agreement with the scheme commented that 'We would welcome permit parking but feel it needs to be evening as well as when I come home from work you still cannot park as residents further down Weymouth Street are unable to park by their properties'. The comment also suggested parking has been worsened 'due to the ongoing developments In the village' specifically mentioning 'The proposed planning for eight new flats' on Kents Avenue. The neutral representation was given by a business on London Road suggesting that 'It may be a good idea to make the parking spaces on London Road restricted to a time period e.g. 30 minutes, no return for 1 hour' ensuring quick turnover of people who want to use the shops and stopping people from occupying them all day which is having a negative effect on the high street businesses'.

3.4 Apsley Business Centre

A single representation was received from a commercial tenant on the Apsley Road Industrial Estate.

Chart 18

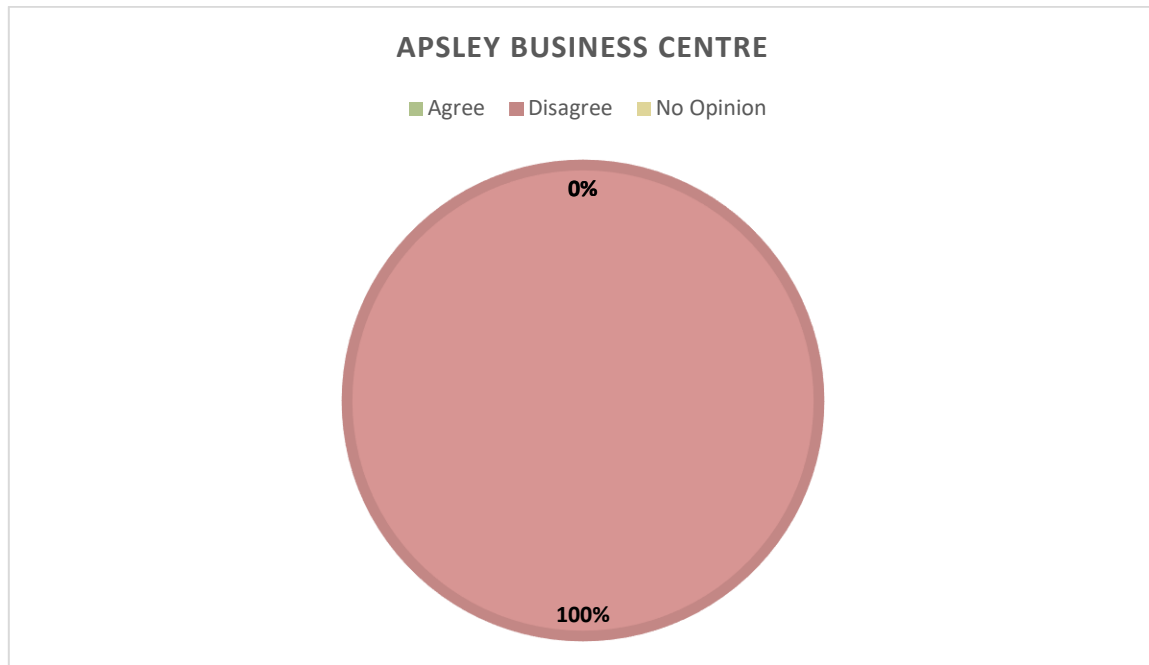


Table 20

| Road Name | Agree | Disagree | No Opinion |
|------------------------|-------|----------|------------|
| Apsley Business Centre | 0 | 1 | 0 |

The singular representation from Apsley Road Industrial estate suggested that the parking measures will 'lead to the people going to the station parking on the Estate and therefore will cause a parking issue on the Estate'.

3.5 Manorville Road

Manorville Road had 1 representation submitted from an individual who identified they were neither a resident nor business owner.

%4708

Chart 19

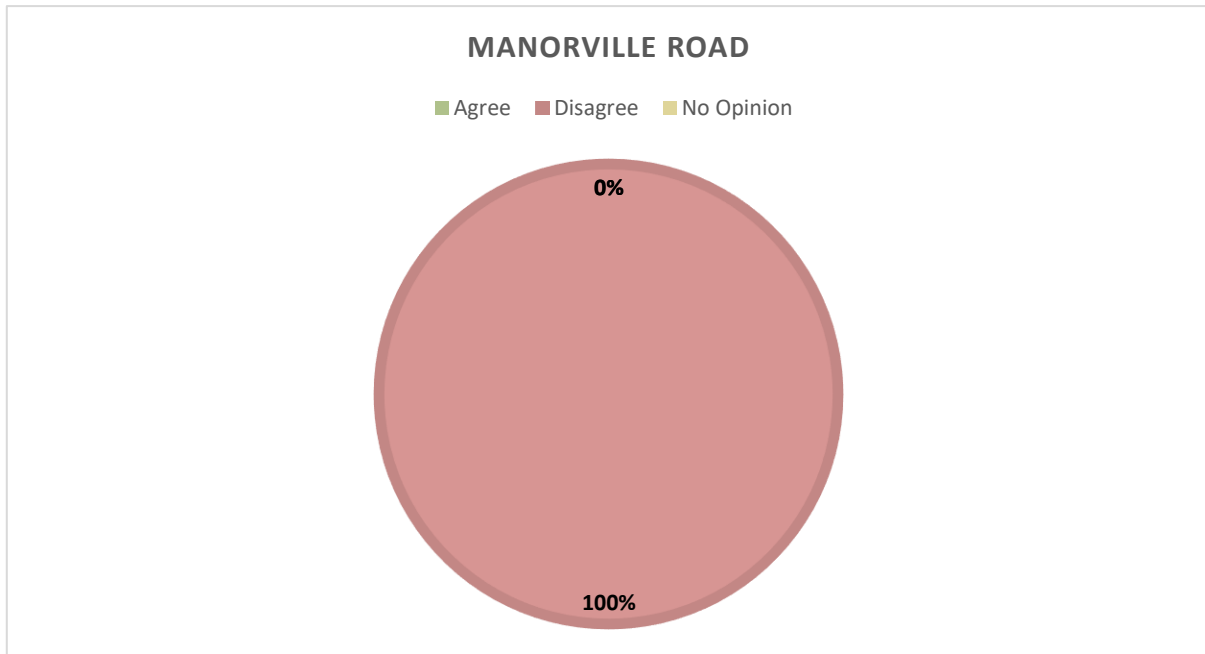


Table 21

| Road Name | Agree | Disagree | No Opinion |
|-----------------|-------|----------|------------|
| Manorville Road | 0 | 1 | 0 |

The representation suggested that 'creative parking solutions' would be a more effective approach rather than introducing resident parking referring to using the 'bunnings site' which is a 'largely unused carpark on weekdays' along with the Sainsbury's car park by subletting. Another suggestion given by the resident of Manorville Road was to increase bus routes stopping at 'Aspen Park and Manor Estate (for example)' along with increasing taxi availability.

3.6 King Edward Street

One representation was submitted from King Edward Street which was in agreement with the introduction of the localised parking scheme.

Chart 20

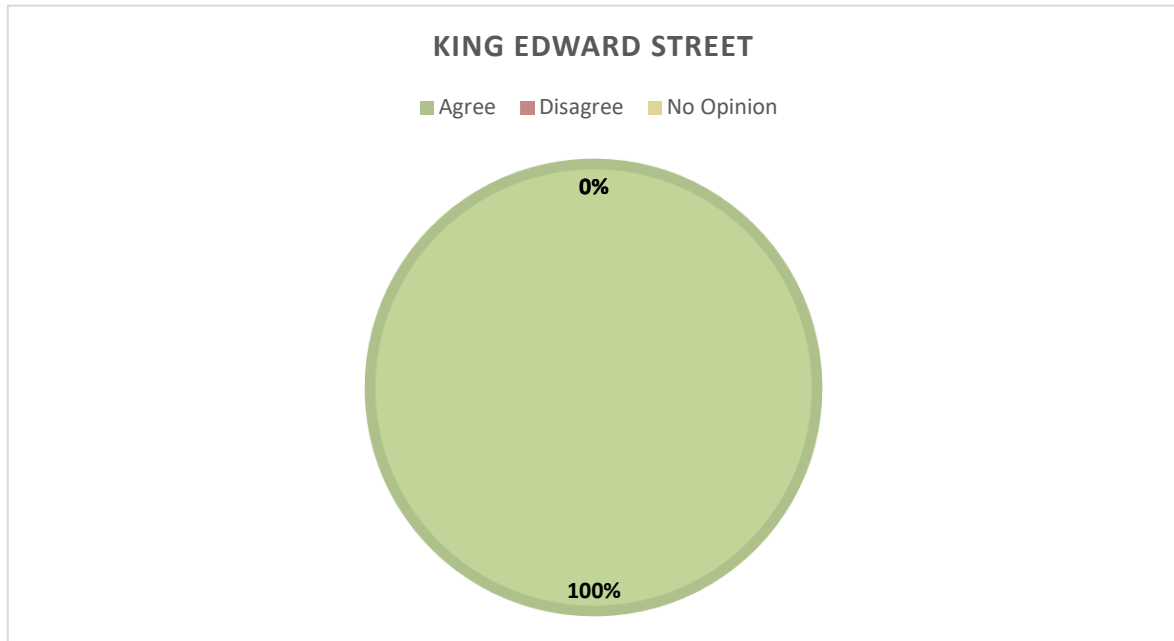


Table 22

| Road Name | Agree | Disagree | No Opinion |
|--------------------|-------|----------|------------|
| King Edward Street | 1 | 0 | 0 |

The representation received suggests that the times of operation of the resident permit bays should be changed to just 10am-11am similar to Castle Hill in Berkhamsted to deter commuter parking whilst still allowing for parking nearby shops and businesses.

4. CONCLUSIONS & RECOMMENDATIONS

4.1 Conclusions

Responses have indicated overall support for the introduction of a localised parking scheme with 76% in support. A lesser amount but still an overall majority of 61% of respondents agree with the proposed restrictions on their street.

Orchard Street

12/13 (92%) of representation put forward from Orchard Street were in support of the introduction of a localised parking scheme however 5 of these supporting representations were against the parking restrictions on their street primarily due to comments relating to loosing parking space due to double yellow lines and changing the times of operation to 8am-8pm Monday-Saturday. The one objection given brought up concern that for people that 'do not use a computer' there will be no way to purchase a permit as all permits are becoming virtual.

Manor Avenue

3/4 representations from Manor Avenue were in favour of the introduction of a localised parking scheme of which all were in favour of the proposed restrictions on Manor Avenue. A few points were raised regarding the scheme suggesting a need for residents to park over their driveways which would not be possible if the scheme were to go ahead due to the current no waiting restrictions. The purpose of this is to avoid other vehicles from parking over residential driveways. Without these restrictions, the driveways would be unenforceable. The singular objection suggested that the proposed plans would damage local business.

Henry Street

Six representations were sent from Henry Street all in agreement with the proposed Zone O. The main concerns from residents of Henry Street in relation to the parking restrictions proposed on their road were that the proposed times of operations aren't late enough into the evening and that there is currently a lack of Civil Enforcement Officer presence in the area.

Winifred Road

A mixed response was given from Winifred Road towards introducing a controlled parking zone. Several representations in Disagreement with the introduction of a localised parking scheme said that the road does not currently suffer from station parking and that it is not required. Another representation in agreement with the proposals overall, stressed concern that visitor parking sessions can only be bought online and that this would particularly effect elderly residents.

Storey Street

Storey Street had a total of 12 representations received with 58% being in favour of the introduction of a controlled parking scheme. Similar to Winifred Road, one representation from Storey Street stressed their concerns regarding digital permits commenting 'What happens if the online system goes down or if resident does not have access to the internet.' A number of representations from Storey Street also commented that the current times of operation 8am to 6pm are 'not adequate' and that the problem is 'after 5pm at night and at the weekends.' This seems to be a common theme throughout the entirety of the consultation area and extending the times of operation of resident permit bays will need to be considered.

Weymouth Street

Large amounts of support were given towards the introduction of a localised parking scheme with 79% of representations supporting the proposals. However, 40% of representations disagreed with the proposed restrictions for Weymouth Street. Various representations believed that the hours of operation will not solve the problem as there are currently no issues during the times of 8am-6pm, Monday-Friday. Many residents suggested increasing the hours of operation to later in the evening. Several residents suggested that having both an ambulance bay and bus bay outside Florence Longman House is unnecessary and takes away large amounts of parking space from other residents of Weymouth Street. The proposed ambulance bay may need to be reconsidered as there appears to be sufficient parking space within the Florence Longman House grounds along with the keep clear area outside to accommodate an emergency vehicle. There is also a proposed no waiting Mon-Fri 8am-6pm section on the plan covering the drop curb outside number 42. This is not required as it is no longer in use as a drive. This section can be removed from the plans and converted into a proposed resident permit bay.

Kents Avenue

100% agreement was shown from Kents Avenue with 12 representations received. 75% of representations also agreed with the proposed restrictions on Kents Avenue. Several residents also informed that the private parking next to 10 Kents Avenue has now been closed for redevelopment and sold to 'private developers and is locked and gated awaiting planning permission for possible flats.' This may mean that the proposed short stay or pay by phone bays need to be changed to shared use to cater for the extra residential parking demand.

Millbank

Responses from Millbank were split with 50% in agreement, 33% in Disagreement and 17% with no opinion of the proposals. The main reason for disagreement with the scheme proposal is due to the majority of Millbank's parking provision not being on public highway and therefore it would be unenforceable if the scheme was introduced leaving residents concerned that commuters may park in those spaces causing additional parking stress to an area which is primarily in use for retirement homes.

Section of Featherbed Lane

Featherbed Lane had one representation submitted in support of the introduction of a localised parking scheme. The one representation did not however agree with the proposed restrictions on their street. The resident suggested that the times of operation should be from '8:30-10:30pm Monday to Saturday because people will still park in the streets involved for shopping, eating and drinking and to use the station in the evenings and on Saturdays.' The comment also went on to query the area of private parking on Henry Street which is owned by DBC, wondering if it could be included within the proposed Zone O as resident parking bays however this area isn't public highway and without a traffic order cannot be enforced.

Additional Comments

20 further responses were received; 13 from residents residing outside of the consultation area and seven where no address was provided.

The seven responses given with no residential address cannot be included within the consultation results. These submissions can be found in **Appendix B**.

4.2 Recommendations

The general consensus suggests there is support for parking controls in the area as residents have difficulty parking near to their properties. The proposed hours of operation for the parking scheme should be extended to cover 8am to 6pm Monday to Saturday as residents indicated the parking issues are not just caused by station commuters but also visitors to the local businesses.

DBC may wish to consider reducing some of the proposed single yellow lines that cross dropped kerbs to provide some additional on street parking, as requested by residents via the consultation process.

Further consideration should be given to amending the proposed limited stay parking places on Kents Avenue to shared use, permit holder and limited stay to allow for additional permit holder parking.

Residents did indicate there were also parking problems later into the evening and some suggested the hours of operation should be extended to 8pm and also include Saturday and Sunday, DBC may wish to consider this option but any extension of the hours would require more enforcement resources to effectively deter any non-resident parking.

DBC CPZs are introduced to discourage inappropriate parking by commuters that results in serious inconvenience to the local residents. While accepting that there will be an element of evening parking by customers to local restaurants the evening/overnight parking issues may partially be a result of residential vehicle ownership outstripping the capacity of the kerb-side to accommodate them. That being the case, extending the enforcement hours of the proposed CPZ would not significantly improve the parking circumstances at these times.

APPENDIX A – CONSULTATION MATERIAL

O - Controlled Parking Zone



RESIDENT PARKING SCHEME CONSULTATION

IMPORTANT DOCUMENTS ENCLOSED



Telephone: 01273 627184

April 2018

Dear Householder/Proprietor,

Consultation: Proposed Zone O- Controlled Parking Zone

Following a number of concerns raised by local residents regarding the parking arrangements on Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and part of Featherbed Lane, Dacorum Borough Council wish to engage with residents to determine if parking restrictions are required in the area. Outer lying roads including Avia Close, Sealy Way and London Road will also be consulted to determine if residents are in favour of the parking controls.

This letter and accompanying plan is to advise you that this round of consultation relates to the proposed introduction of a Controlled Parking Zone covering Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and part of Featherbed Lane. The proposal includes areas for parking by residents, limited waiting bays and yellow line restrictions.

The increased demand for parking by commuters using Apsley station has led to an increase in the number of commuters parking inappropriately in residential streets. This proposal intends to provide residents with adequate parking near to their properties. The proposals aim to provide permit holder only and limited waiting between the hours of 9am and 5pm, Monday to Friday.

As part of the changes all permits and visitor parking sessions will be provided in a virtual format, this means residents will need access to the internet to purchase their permits and visitor parking sessions. More information can be found on the following page,

Please follow the link to complete the online questionnaire and provide comments relating to the proposed parking scheme: www.pclconsult.co.uk/dacorum. The Zone O proposals can also be found here.

If you do not have access to the internet or would prefer to submit your response in writing to the address below please indicate if: **you support**, **do not support** or **do not have an opinion** regarding the proposals.

This initial round of consultation will run from **6 June 2018 and 29 June 2018**, if you do have any concerns or comments please feel free to e-mail us at dacorum-consultation@projectcentre.co.uk write to us at, **Parking Services Team Leader**, Dacorum Borough Council, The Forum, Marlowes, Hemel Hempstead, HP1 1DN

Summary information on how the proposals will work is set out in this letter. Plans are also available to view at the main reception desk at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

At the end of this consultation period, all responses received will be reported to Dacorum Borough Council and a decision will be made to either continue as proposed, consult on amended proposals or to take no further action, we will write to you informing you of the final decision and what happens next.

If you have any queries regarding the above please contact us: at the address stated above, or telephone Richard Plant at Project Centre Ltd on 07827 256841 or e-mail us at dacorum-consultation@projectcentre.co.uk

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd





What are the proposals?

During the hours of operation (Monday to Friday 8am – 6pm) anybody wishing to park on-street in the resident parking areas indicated on the accompanying plan must either display a valid permit or resident visitor parking session. This does not apply to the limited waiting bays or disabled bays, where a blue badge must be visible to avoid a Penalty Charge Notice.

A list of the current Dacorum Borough Council Resident annual permit and visitor parking session charges:

| | | | |
|-----------------------------------------------------------------------------------------|---------------------------------------------|-------------------|-------------------|
| CPZ resident permit*: 1 st | Annual £25.00 | 2nd Annual £40.00 | 3rd Annual £40.00 |
| CPZ resident permit vehicle registered keeper Blue Badge holder 1 st permit: | Free | | |
| CPZ resident permit motorcycle: | Annual £10.00 | | |
| CPZ business permit: | Annual £300.00 | | |
| CPZ visitor parking sessions* 5 Hour x 5 | £3.00, applicant 60 years old or over £1.50 | | |
| CPZ visitor parking sessions* 1 Hour x 25 | £4.00, applicant 60 years old or over £2.00 | | |

- Valid residents permit – no limit on waiting in resident parking areas
- Valid visitor parking sessions – Visitor parking sessions expire 12 months from purchase. They are available for purchase and use 24/7 365 days on-line.

****All permits and visitor parking sessions are issued in a virtual (paperless) format, residents will not receive a paper permit, the vehicle registration will be used by Civil Enforcement Officers to confirm if a valid permit has been purchased. Please ensure that you understand that permits are purchased and issued on-line and that visitor parking sessions are purchased, issued and used on-line before you respond to this consultation.***

What about deliveries, traders carrying out work and carers?

Deliveries may be carried out by vehicles provided this process is observed to be taking place within 5 minutes. Anything longer (including traders carrying out work and carers visits) will require the visitor to park in areas away from the limited waiting bay during operational times.

NHS doctors, health visitors and carers can apply for a permit to park in the zone in the course of their duties.

How will the proposals be enforced?

The Council's Civil Enforcement Officers will patrol the area at varying times during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to proceed with the proposals a statutory consultation will be undertaken.

Your views will help to achieve the aim of meeting local resident concerns over parking issues and will assist in refining the design and minimise possible objections at a later stage. Any final proposals that result from the consultation will need to go through a statutory legal process before any work can be implemented.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document. The Council's privacy policy can be found at the following link: <http://www.dacorum.gov.uk/home/tools/privacy-statement>



RESIDENT PARKING SCHEME CONSULTATION

IMPORTANT DOCUMENTS ENCLOSED



Telephone: 01273 627184

April 2018

Dear Householder/Proprietor,

Consultation: Proposed Zone O - Controlled Parking Zone

We are writing to you to inform you that a parking consultation is currently taking place in the roads close to your property.

The increased demand for parking by commuters using Apsley station has led to an increase in the number of commuters parking inappropriately in residential streets. The current proposals will reduce the number of commuters regularly parking in residential streets allowing residents to park near to their properties. The proposals aim to provide permit holder only parking between the hours of 9am and 5pm, Monday to Friday.

The streets under review are Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and part of Featherbed Lane. Any road deemed private is not classed as public highway and will not be included as part of this review.

Dacorum Borough Council wish to engage with residents in the outer lying roads which include Avia Close, Sealy Way and London Road to determine if residents, businesses and stakeholders are in favour of the proposed parking controls.

If you wish to leave any comments relating to the proposed parking scheme please follow the link: www.pclconsult.co.uk/dacorum. The Zone O proposals can also be found here.

If you do not have access to the internet or would prefer to submit your response in writing the address is given below.

This initial round of consultation will run from **6 June 2018 to 29 June 2018**, if you do have any concerns or comments please feel free to e-mail us at dacorum-consultation@projectcentre.co.uk or write to us at, **Parking Services Team Leader**, Dacorum Borough Council, The Forum, Marlowes, Hemel Hempstead, HP1 1DN

Summary information on how the proposals will work is set out in this letter. Plans are also available to view at the main reception desk at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

At the end of this consultation period, all responses received will be reported to Dacorum Borough Council and a decision will be made to either continue as proposed, consult on amended proposals or to take no further action, we will write to you informing you of the final decision and what happens next.

If you have any queries regarding the above please contact us: at the address stated above, or telephone Richard Plant at Project Centre Ltd on 07827 256841 or e-mail us at dacorum-consultation@projectcentre.co.uk

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd



What are the proposals?

During the hours of operation (Monday to Friday 9am – 5pm) anybody wishing to park on-street in the resident parking areas indicated on the accompanying plan must either obtain a valid permit or resident visitor parking session. Only properties within the zone will be able to apply for permits and visitor sessions.

The limited waiting bays are proposed to be available for other road users for a limited period on payment of a charge paid by telephone only.

What about deliveries, traders carrying out work and carers?

Deliveries may be carried out by vehicles provided this process is observed to be taking place within 5 minutes. Anything longer (including traders carrying out work and carers visits) will require the visitor to park in areas away from the limited waiting bay during operational times.

How will the proposals be enforced?

The Council's Civil Enforcement Officers will patrol the area at varying times during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to proceed with the proposals a statutory consultation will be undertaken.

Your views will help to achieve the aim of meeting local resident concerns over parking issues and will assist in refining the design and minimise possible objections at a later stage. Any final proposals that result from the consultation will need to go through a statutory legal process before any work can be implemented.

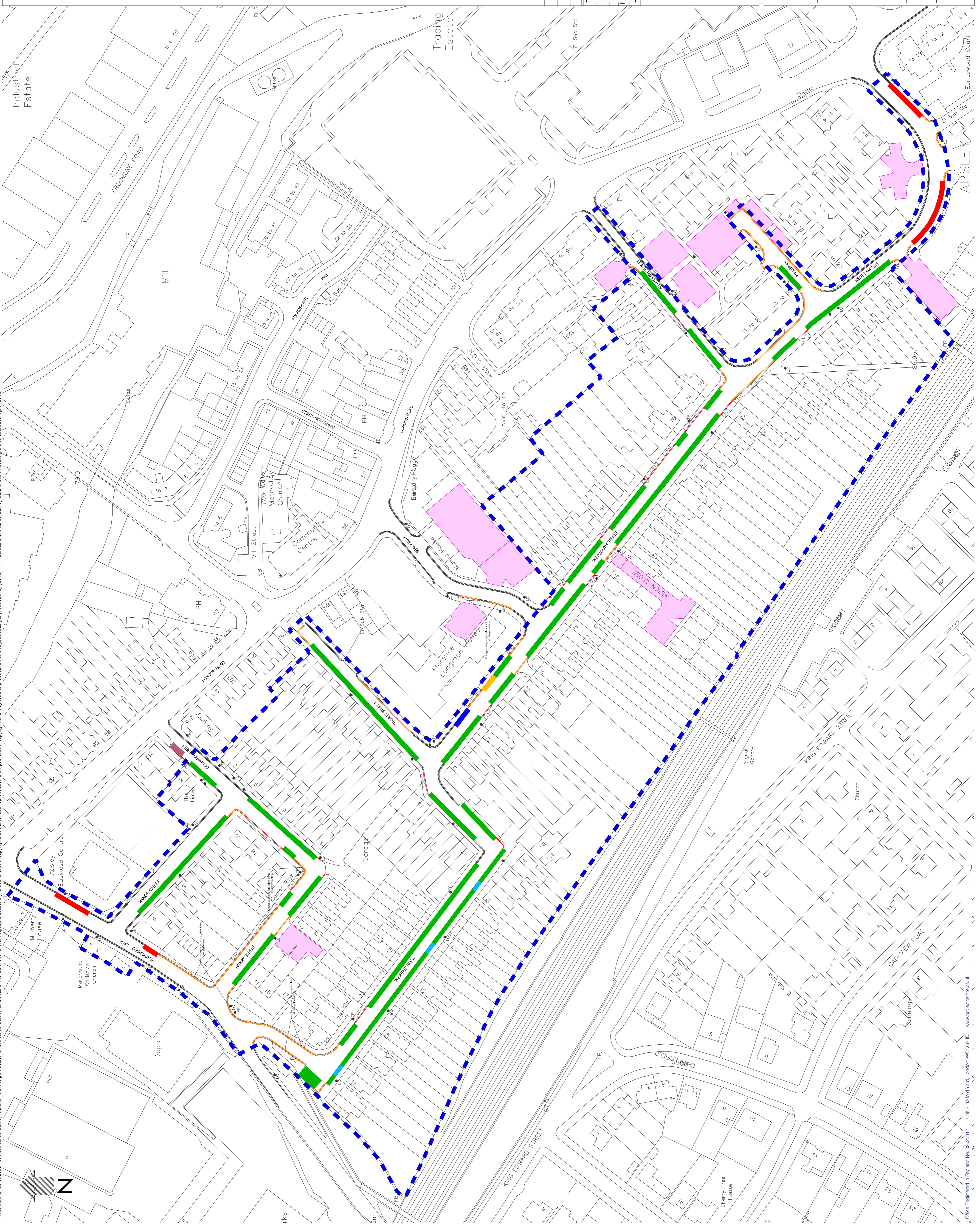
Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.

The Council's privacy policy can be found at the following link: <http://www.dacorum.gov.uk/home/tools/privacy-statement>

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LEGEND

- Existing no waiting at any time
- Existing no waiting Mon-Sat 8.30am-6.30pm
- Existing dropped kerb
- Existing disabled bay
- Existing private parking area
- Existing lamp column
- Existing sign post
- Existing telephone post
- Proposed no waiting at any time
- Proposed no waiting Mon-Fri 8am-6pm
- Proposed resident permit bay Mon-Fri 8am-6pm
- Proposed resident permit disabled bay
- Proposed short stay or pay by phone bay
- Proposed ambulance bay
- Proposed bus bay
- Proposed controlled parking zone boundary



DRAWING ISSUE DISCLAIMER
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Unit 2 Hildford Yard
 WC1X 9HD
 Tel: 02030 0880 855
 Mail: info@projectcentre.co.uk
 Web: www.projectcentre.co.uk
 FS 77165

| | | | | |
|----------------|----------------------------------|---------------|-----------|---------|
| Client | APSLEY CPZ ZONE O | | | |
| Project | PROPOSED CONTROLLED PARKING ZONE | | | |
| Drawing Title | PROPOSED CONTROLLED PARKING ZONE | | | |
| Drawing Status | FOR INFORMATION | | | |
| Drawn MS | Designed MS | Date MAY 2018 | Scale NTS | Size A1 |
| Drawing No. | 1000004709-2-SK01-04 | | | Rev. |

APPENDIX B – ADDITIONAL COMMENTS

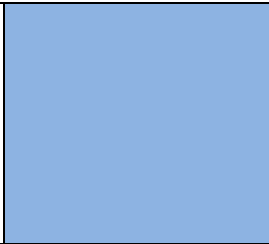
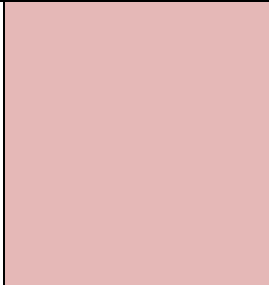
Orchard Street

| COMMENT | <ul style="list-style-type: none"> • Support • Object |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p>I would like to suggest making the parking restrictions Monday-Saturday 08:00-20:00.</p> <p>I would also like to suggest keeping as many parking spaces as possible on the junctions located on orchard street, manor avenue and Henry street as maximising the allowable spaces is critical for the local residence, hence I would advise not to implement any more double yellow lines in this area - if anything the amount double yellow lines need to be reduced not increased.</p> <p>Please can you confirm which business in this area are eligible for the 'business parking permits'?</p> | |
| <p>We would like to parking restrictions from 8am-8pm Monday- Saturday rather than the proposed 8am-5pm Monday-Friday. This would be better for residents trying to park outside our homes. Also we would like to keep the parking space between XX-XX Orchard street (you have proposed double yellows) as parking is already very limited.</p> | |
| <p>100% in agreement with cpz. The situation has become intolerable over the years and particularly because of a small number of the garages who leave up to 10 cars parked on the street, often for months and sometimes even years.</p> <p>The proposals however, do not meet the aim of the scheme, which is to INCREASE the parking available to local residents. The space between 16 and 18 has been removed. This needs to be reinstated. Equally double yellows are proposed at the junction between Orchard Street and Manor Avenue, resulting in the loss of a further 2 spaces. There is absolutely no safety reason to lose the space in front of No XX and the 1st space in Manor Avenue. Please reinstate these.</p> <p>1 whole side of Henry Street is also proposed to be nomparking. Loss of another 4 spaces and totally unnecessary. Please reinstate.</p> <p>1 whole side of Manor Street proposed as double yellows. The loss of more evening parking. Please reinstate.</p> | |

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>I vote for the zone being resident only from 8am to 8pm. The reason for this is that, otherwise, the garages will park cars at 18:01 and move them at 7:59 the following morning. Those of us returning from work will still find the whole area dominated by the few businesses who refuse to work with the residents.</p> <p>I am keen that there is still parking for people to pop into the shops so suggest the parking bay restrictions on London Road are extended to the pavement parking on London Road. Currently people park there the whole day.</p> <p>Please listen to the residents. We live with the difficulties every day. I am law abiding and don't want to park on yellow lines but am often forced to do through having no other option.</p> <p>Ed's Garage and Mr Clutch have always worked with the residents but others refuse to do so and will not change their behaviour so cpz is the only solution.</p> | |
| <p>We have just purchased this house and opened letter to see that are dropped curb to the rear of are building is not on the on the plans and concerned that a bay may be put in front of it? If this could be changed it would be much appreciated.</p> | |
| <p>Please Include in the proposal the current parking space(s):</p> <ul style="list-style-type: none"> a. 1 space: between 16 and 18 Orchard Street. b. 3 spaces: on the North east end of Henry Street (2), and to the rear of 6 Manor Avenue (1). No need to lose these, as Manor Avenue is clear on the east side. <p>Florence Longman House does not need an ambulance bay, Nor do they need a bus bay, as they have their own car park.</p> <p>Hours need to include Saturday.</p> <p>Hours ideally to 8pm (all 6 days).</p> | |

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>Also, Would much prefer paper format, not paperless.</p> <p>And, if it has to be paperless - WHY do they expire after 12 months?</p> | |
| <p>A restriction from 8am -8pm Monday to Saturday would be better. Please could we keep the space between 16-18 orchard st also on left hand side of Henry Street from Featherbed lane.</p> | |
| <p>I support the proposed restrictions from Monday to Saturday 8am-8pm as it is impossible to park anywhere near our houses with 3 garage businesses in very close proximity,as well as people parking for businesses in Apsley.</p> | |
| <p>I agree with few suggestions:to implement a restriction of 8am-8pm Monday-Saturday,as 9-5pm Monday-Friday isn't sufficient for us. We also suggest keeping the space between 16-18 Orchard Street and on the L hand side of Henry Street from Featherbed Lane.</p> | |
| <p>Whilst I agree with most of the plan, there are some areas I want to highlight/propose are changed.</p> <p>You have removed a number of spaces in the local streets near me (Orchard, Henry, Manor), and I don't understand why. We need as many paces as possible as over the years through the implementation of yellow lines we have lost a lot of spaces.</p> | |

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>We want to keep the space between 16-18 Orchard St. There is a space there already and you do not need that amount of dropped kerb to allow access to the driveways.</p> <p>We would like the spaces on the left of Henry St as you approach from Fetherbed Lane reinstated. There is plenty of space even with vehicles parked on both sides of the road to allow traffic to pass through. This should be at least 2 spaces.</p> <p>The existing private parking area on Henry St. Who owns this, who does it belong to (the council we believe), then this area should not be deemed private but become part of the scheme please.</p> <p>The proposed short stay/pay by phone spaces on Featherbed. Can we use these also with our permits?</p> <p>The proposed timings of Mon-Friday 9am- 5pm are too short. The problems will still exist as the local business are open after 5pm and can continue doing what they do now, which is fill the streets with their cars. Mon-Sat 8am-8pm will help alleviate that problem. It seems to me that 9am-5pm would be a very expensive way of making little or no difference to the current problem and the last thing we want to do it's waste precious council money implementing a scheme that doesn't make the problem better.</p> <p>The existing disabled bay at the bottom of Orchard St. Will this be an official bay as right now there is no signage/penalty for parking there?</p> <p>The parking on Orchard St - why can this not be extended a little further towards the junction with London Road? As long as the junction with Henry St allows for vehicles to safely turn out, can we extend the parking down the road by 1 or 2 spaces as we are losing 2 spaces on the corner of Henry and Orchard.</p> | |
| <p>It is really important for the area that these proposed restrictions are put in place. There is a huge number of commuters and people working in local businesses using these roads to park. This makes it very difficult for residents to park and increases traffic congestion in Apsley at busy times. The car garages on Orchard St also use the roads for the vehicles they service which leads to more issues.</p> | |

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <p>We need the zone to be H, Mon-Sat 8am-8pm as businesses still park their vehicles in the streets on a Saturday. We would like a space between 16-18 Orchard Street (existing space currently). We would like at least 2 spaces on the left hand side of Henry Street as you approach from Featherbed Lane, in addition to the 2 which are marked at CornerWays. The existing private parking area on Henry Street needs to be included into the CPZ zone.</p> |  |
| <p>We are against the proposed restricted parking because we do not think it will help the problem. One of the main problems is that there is not space for 1 car per house and as several houses have more than 1 car there will never be enough spaces as seen at night when the road is full. The proposed scheme could make it worse because the proposal is for even less spaces. At the moment we happily allow people to park across our drive for a short time. This would no longer be possible which will further reduce the parking spaces. If this scheme goes ahead we would like restrictions for as short a time as possible and not at week-ends and Bank holidays. As I do not use a computer please could you let me know how I would obtain permits. Thank you</p> |  |

Manor Avenue

| COMMENT | <ul style="list-style-type: none"> • Support • Object |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| No yellow lines, just CPZ as I like to park across my drive | |
| <p>Bays marked in red as existing disabled bays on Featherbed Lane are not disabled Bays, anyone can park there. This whole strip should be no parking as currently the second space is extremely dangerous as it means cars exiting manor avenue are unable to see approaching traffic. Now the bridge work has been completed people speed down from the Manor Estate and treat both Henry Street and Manor Avenue as one way, I have nearly been hit several times when exiting Manor Avenue due to traffic not seeing me as large van is parked on Featherbed lane. Also, when exiting Manor Avenue to turn right with cars parked all the way down featherbed lane you have no visibility of cars turning in from left or right making it extremely dangerous to exit. This is dangerous for both cars and also pedestrians and many children cross this road on their way to Hemel School, there will be an accident one day if this road is not made no parking at any time.</p> | |
| <p>With 2 car garages and rude staff and many other shops it is a nightmare to try and park outside my home! Putting this in force will create a much happier home life instead of getting stressed every time we are trying to park by our own home!</p> | |
| <p>Its impact on local business' I walk this route every day to commute to work, and on the way home I will see employees of shops on the high street returning to their cars for lack of other available parking in Apsley, short of making Sainsburys allow parking again, this will see employers in the area most likely losing staff, who cannot afford parking rates, or just find that they cannot park altogether near their location of employment. What is that going to do to the already quiet Apsley high street?</p> | |

The facebook pages for Apsley and the constant moaning of residents in the affected areas, even moaning about residents on the Manor Estate and Aspen park using the roads as a cut through when London Road is busy are to me a bunch of people that will never be pleased, short of making their roads private, and making them their own responsibility the constant 'people shouldn't be allowed to cut through' and 'people shouldn't be allowed to park on a public road' nonsense do grate on the community. The said roads are not private, and the residents do not own their parking spaces. They knew what they were signing up for when they bought their property hence why although I love those properties would never purchase due to the well known fact of parking issues.

Henry Street

| COMMENTS | <ul style="list-style-type: none"> • Support • Object |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| The restrictions should be between 8am-6.30pm | |
| 8-8 would be a better time restriction including Saturday | |
| I just wanted to know why the hours are between 8-5. I don't get into work until 6.45 and we could still have people/ local businesses park here from 5 over night. Also why will the permit only be mon-fri when Saturday's we also have trouble parking. Thanks | |
| <p>Frequently a random vehicle not belonging to a resident will be parked in front of my property, half on the pavement half on the road and left for anything up to four weeks!</p> <p>Regularly other vehicles park right on the corner of Henry Street and Orchard Street next to a telegraph pole and half on the pavement, this restricts the pavement for parents with buggies etc it also restricts the clearance for the Waste Disposal lorry on bin day !</p> <p>During the day vehicles going to EDS garage often park across my drive totally blocking access even t hough there is a single yellow line with restrictions !</p> <p>Traffic Warden, or lack of, I have not seen a Traffic Warden in the area for several months leading to quite a lot of parking on single or double yellow lines without thought or care !</p> | |
| <p>I have some points as follows:</p> <p>1. There is a space on Featherbed Lane between Henry Street and Manor Avenue which, when occupied causes alot of near misses due to people speeding coming from the new bridge. Recommend this space is turned to double</p> | |

yellows.

2. There are 2 spaces at the end of Henry Street which are earmarked on the plans for double yellow lines. This will worsen the issue rather than solve it. Recommend leave spaces.

3. There are set to be properties built on Featherbed Lane on the corner of Henry Street and 8 flats on Winifred road. Where are the spaces for these cars going to be? Will they have access to our permit parking?

4. On the corner by Cornerways on Henry Street there is a yellow line and potential spaces for 2 cars which have been earmarked for double yellow. Recommend keep as single on the actual corner and make space for 2 more cars.

5. A lot of houses on Manor ave have spaces at the back of their gardens but still park on the road. Will this be taken into consideration?

6. The main problems we have when parking is in the evening. Having parking controls from 0800-1800 will not help this at all. People do park here for work in the local area so it would stop this but I imagine most residents are at work during the day and when I have been off during the day I haven't had a problem parking.

7. When I arrive home late at night I often have to park on a single yellow line. On the plans these have been changed to doubles and I think this will worsen the situation unless the parking restrictions are in force until later.

Winifred Road

| COMMENT | <ul style="list-style-type: none"> • Support • Neutral • Object |
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| <p>I would like the continuation of the current single no waiting line on the end of Winifred Road and Featherbed Road. There is a high concentration of houses in this area a we need more parking not less please.I find it impossible to park even near my house and drive round and round every evening to park.</p> | |
| <p>I think the restrictions should run from Monday to Saturday as there are more residents around at the weekends needing parking spaces outside their own properties, but businesses are still open.</p> <p>I am VERY concerned that you have suggested that visitors parking have to be registered online. I strongly object to this and think this is incredibly selfish. What about all the people who do not have a computer or mobile phone? This will prevent them ever having visitors during the times of parking restrictions. This will particularly effect elderly residents, of which we have plenty in Apsley. I am flabbergasted that this has even been suggested! We need to be able to purchase books of visitor parking tickets that never run out time wise and then when all of these are used we can purchase further tickets.</p> | |
| <p>We think delivery drivers should be given 10 minutes.</p> <p>Parking should be to the bottom of Storey Street on the uneven side and parking should be head on as now towards the end of the road towards London Road.</p> <p>Can you please tell us what a business permit is as all the businesses on London Road should be parking in the car park in Durrants Hill Road not in our road.</p> | |
| <p>I would vote for parking restrictions to be in force from 8am to 8pm Monday to Saturday with paper permits for visitor parking.</p> | |

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| <p>It is nonsensical to impose more double yellow lines, such as round the corner of Winifred Road, as there wont be enough parking spaces overnight or at weekends</p> | |
| <p>We welcome the permit parking to stop commuters & small business staff / customer cars being parked down our road so residents are unable to park. Would it also be possible to prevent commercial vehicles being parked in a residential street as well?</p> | |
| <p>The proposed resident permit parking area will not be sufficient to support all cars given the number of multi-car households. Priority must be given to ensure all residents have their first permit granted, before second/third permits are authorised. In addition, the proposed permit parking zone on the corner of Winifred Road, circling round to Henry Street, could be extended where there is clearly space.</p> <p>What will be the fines or actions taken for unauthorised parking? How will these funds be collected? I assume there will be no additional fee for the residents in order to support this initiative, which is so clearly required.</p> | |
| <p>Although I agree in principal the main problem is not during the day so much, except at weekends, but late afternoon, evening. With the proposed restrictions, I still don't see there being sufficient parking for all residents. Looking at the map for Winifred Road and Weymouth Street there appears to be fewer spaces once the restrictions come into force. Parking in the evening usually results in cars on double yellow lines. It is not acceptable to expect people to park in car parks some distance away from their homes late at night when they are then more vulnerable walking home and indeed the vehicles are more vulnerable to vandalism and theft. I think an accurate assessment of the number of cars requiring local parking needs to be taken into consideration, especially with new builds being planned, and extending the available parking along our road and others.</p> | |

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| <p>As well as the parking difficulties, Winifred Road is also used as a rat run to cut out queuing in traffic in the high street, cars drive very fast down this small road, and there are often arguments between drivers when one is coming one way and another the other way and neither will back up it would be good to either make it one way or introduce speed ramps.</p> | |
| <p>The 'disabled bay' on Featherbed Lane should not be there as it is dangerous as people drive fast over the bridge and the visibility on the bend is bad if you have to go around a NON DISABLED parked car. Also Winifred Road should be ONE WAY as there are very little places to pass if street parking full. IF DOUBLE YELLOW lines on corner outside no 27 & 29 are enforced this will make it safer. People park on the pavement on the corner too which is bad for people with buggies etc on the path. There needs to be DOUBLE yellow lines on both corners where Winifred Road meets Featherbed Lane to stop the constant issue of people not being able to get through. Many thanks.</p> | |
| <p>As mentioned on the phone, we are not opposed to Controlled Parking in our Area in general, but have a few concerns about the suggested zone and time.</p> <p>Controlled Parking Monday to Friday 8am to 6 pm</p> <p>Most of us are at work during this time. Our main concern is parking from 5pm onwards and at the weekends.</p> <p>If evenings and weekends are not included, I fear residents will object to the suggestion, as it will not help with most of our issues.</p> <p>I do not see why our area cannot be turned into a permanent controlled parking zone like they have in Two Water Way.</p> <p>Parking Permits for the businesses</p> <p>You advised that this is for cars registered to the business only, not for their employees, who constantly park in Winifred Road and often are not gone by the time we come home,</p> <p>causing a lot of the parking issues we currently have in the area. Also, the garages would not be able to leave cars</p> | |

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| <p>they are working on in our street for weeks on end.</p> <p>Could you confirm that I understood this correctly?</p> <p>Extending of the Yellow Lines.</p> <p>This will cause issues, as we have already lost 2 spaces due to the bridge extension, if you take even more possible spaces away, the situation will get worse, not better, even with a controlled zone.</p> | |
| <p>Firstly the problem with the parking is in the evenings and weekends so the times proposed are not acceptable. There is limited space as it is and the proposal is looking to put more yellow lines on the roads reducing spaces even further.</p> <p>There are many vans that park in our roads from the nearby garages and workers park in the streets close to businesses when there is a car park on Durrants Hill. I would not agree to permits being issues to these businesses, what would be the point?</p> | |
| <p>I reside in Winifred road no XX, I have lived here for 15 years, I have had minimal parking issues until the new road was built over the bridge. We lost 6 parking spaces some as a result of the walkway being designed differently reducing the parking bays, and the other when a single yellow line appeared on the left-hand side for no apparent reason. I have rang the council and have quite got nowhere a advised to talk to my MP.</p> <p>After the road had been expanded one of the parking bays has now got white diagonal stripes outside no XX that is mainly used for a works van which belongs to no XX, is this a legal parking restriction? The reason I ask is this restricts there ability to move off the drive if my visitors park behind my vehicle movies is the van parking is the obstruction.</p> <p>I don't believe we have any choice but to permit parking if the situation remains as is, although the additional restrictions described above are not necessary and never have created a problem in the past.</p> <p>I would appreciate your thoughts on my concerns as a part of the consultation, the resolution to the parking issues are not just the permits.</p> | |

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| <p>Between the hours of 8am and 5pm there is plenty of room to park. Therefore no need for any parking regulations. Any regulations would only make life more difficult for residents who have visitors or tradesmen working on their property</p> | |
| <p>I feel the proposal will see Les spaces trough out the area especially in Kent’s Avenue and I am not willing to pay for parking in front of my own house where is no problem with parking Also it is not clear if the people with private parking like Aston Close can get vouchers to</p> | |
| <p>There may be some Apsley station users parking in, say, Kents Avenue. I’m not sure you can determine this without intruding upon their privacy.</p> <p>However, I think it just as likely there are people from the industrial park doing this.</p> <p>During the day there are plenty of spaces in the designated area. I counted 32 today, June 12th. Come the evening, there is very little. If it were Apsley station commuters causing this they would have gone by evening.</p> <p>It’s residents who take up the spaces. A CPZ wouldn’t solve this. It would result in extra income only. AND THE PLAN PROPOSES CUTTING THE NUMBER OF SPACES by having more double yellow lines.</p> | |
| <p>Not required. Parking far busier in the evenings when there will be minimal train use. Parking congestion’s is down to the lack of spaces on the street, unless you limit the amount of cars allowed to park for each household, there will be no difference.</p> | |
| <p>Winifred Road does not really suffer from the ‘Station Parking’ situation. What is needed here is a total crack down on the parking on double yellow lines, and the provision of a one way system, preferably running from the Featherbed Lane end.</p> <p>The whole Apsley suffers from ‘flow’ issues caused by the amount of traffic, which we have been told again and again would be removed. Instead measures such as narrowing Durrants Hill, closing Storey Street and complete ignorance of the area when granting more superstore's in the area (On a major crossroads!) have all contributed to bringing the area to a virtual standstill virtually every day of the week.....</p> | |

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| <p>In a nutshell, the resident parking system may help those at the other end of Weymouth Street and in Kents Avenue. However, provision here would then only cause more parking issues further along in Winifred Road etc.</p> <p>I am afraid I am against the proposals.....</p> | |
| <p>Winifred Rd does not require resident parking. The parking between 9am and 5pm is fine. The road is almost empty. After 5 pm parking is an issue. This is purely down to houses having 2 cars plus and returning from home from work. It's a road with terrace houses. All the people that park down Winifred road are residents. We don't have commuters evidenced by the road empty during office hours.</p> <p>Henry street and Manor Ave may have issues but I suggest this is due to the nearby garages using the street for customers cars. A letter has gone round to the residents in this area created by a small number of people (3 in total) trying to push this through. They are residents in Henry street mist likely affected. By roping Winifred road residents into this is only a money making exercise. It's not needed.</p> | |
| <p>I wish to inform you that I am against this proposal and would like to make the following comments:</p> <ol style="list-style-type: none"> 1. I believe the parking problems in Manor Avenue, Henry Street and Orchard Street are linked to the motoring businesses based in that area and a CPZ is not an appropriate way of dealing with untaxed vehicles being parked there. 2. The lack of available parking spaces in Winifred Road is simply down to most households having more than one vehicle, therefore a CPZ would not have any beneficial effect here. 3. I think the issue of commuters using Apsley railway station and parking in nearby residential streets only applies to Kents Avenue. | |

Storey Street

| COMMENT | <ul style="list-style-type: none"> • Support • Object |
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| <p>The proposed restricted hours need to run into the evening (10am-8pm / 8-8pm / 8-10pm). Unless this is lengthened, residents will still not be able to park after work in the evenings as getting home after 6 already means parking a long way from the house. Many people from London road apartments park on Storey street. They need to be incentivised to park in the durrants hill car park, perhaps make this free? Also, some parking has been removed from Storey street on your plans, removing the spaces opposite number 21 Storey Street for 3+ Cars (plans to change to double yellows) is unnecessary and will make parking even harder, even with permit parking. Please reconsider this part of your plans.</p> | |
| <p>There is no need for 'No Waiting' at the bottom of Storey Street & to the road by Longman House running down Storey Street as there are no restrictions at present & works well introducing more restrictions will not be beneficial at all!!!</p> | |
| <p>Great idea, long time coming</p> | |
| <p>Whilst we are in agreement to the proposed controlled parking zone, I would like to add that purely having controlled parking from Monday to Friday 9am to 5pm, will not ease the congestion on Storey Street and surrounding Streets during the weekend and after working hours. It is often at these times that the parking is even more congested due to non residents parking their cars. This would also mean that an individual could potentially leave their car from 5pm on Friday until 8am on Monday which will not help the situation whatsoever.</p> | |
| <p>I do agree but feel that the hours of restriction are not adequate. 8am - 6pm is not solving the issue of parking at night when the parking is becoming an issue. If you drive around the neighbourhood during the day there is adequate spaces. The parking restrictions should be from 8am to at 8pm at least or even 11pm.</p> | |
| <p>The proposed times of 8am-6pm are not really going to make a difference to many people who finish work after these hours. It would be more suitable from 10am-10pm 7 days a week as weekends are impossible. A lot of residents will have to pay for permits but nothing will change. What with Taxi's parking in Storey St the overflow from the flats and people who just park up to go to the shops or Doctor's. A lot of residents have more than 1 car</p> | |

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| <p>and it's such a small Street i can't see there being a suitable solution.</p> | |
| <p>I feel there still needs to be parking not double yellow lines on the corner of winfred street by number 29, also on Henry street.</p> | |
| <p>Having considered this I feel the times that have been stated are from 9-5pm are not the problem for us it's after 6pm in the evening when you can't get parked....houses 1 and 3 both have more than 2 cars and now houses 1 has been granted a disabled bay which is council owned....absolute joke.! I feel I pay enough already on road tax insurance and council tax and now this.....I don't think it will change a lot as storey street will just be full with residents cars in the evening and you will see traffic wardens up to 10pm at night sneakily putting tickets on our cars while we have been to work all day providing for our families....life is expensive as it is and the council are the ones causing this problem so it benefits them with new flats and houses being built not providing enough spaces to accommodate these people.your killing our village...please build a new car park near the station and let people who live there register there cars at that adress without a charge up to 2 cars per household...stop ripping people off it's a joke.....</p> | |
| <p>1)A number of current parking spaces seem to be being removed and I would question why this is. Eg one side of Storey Street when you made it a dead end anyway so this seems senseless. 2)The main problem with parking is at night 5pm onwards, not during the day when many of the roads are empty, so focus has to be on overnight parking problem. 3)Why does Florence Longman House need an ambulance bay and a bus bay? 4)If it goes ahead, permits must be shown on windscreen and visitor permits must be able to be bought in advance - not reliant on online system. What happens if the online system goes down or if resident does not have access to the internet. 5)How about as an alternative, allocating one space to each property, outside their property, for sole use of that property? If a property has more than one car, they then need to find alternative parking for their other cars elsewhere. 6)The new social housing at the intersection of Storey St, Sealy Way and London Rd, were never built with enough parking. I raised this many years back and was assured that the council would monitor car ownership by tenants. I have emails from the housing officer from Dacorum council promising this. This monitoring clearly is not taking place, as their car park is full and so residents from the flats are parking on the streets. This is highly unfair to the other residents on the street who already have problems parking. Why is the car park on Durrants hill not allocated to these flats? This promise that has never materialised should certainly be considered when allocating permits, particularly to those residents on Storey St who are particularly affected by this issue. Do you happen to know who owns cars, and how many in these flats?</p> | |

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| <p>7)Visitor permits must be available in more sensible time options. If a visitor is here for a weekend, 10 permits will need to be purchased which is confusing. Why not allow for hour, half day and full day options? Also the cost of visitor permits seems too high when comparing to other local council visitor permit charges (eg Barnet council in London).</p> | |
| <p>Residents of Storey Street & Permits</p> <p>As far as many of the residents of Storey Street are concerned we don't need permits in Storey Street –the reason is that in the day we actually have ample parking and NO issues regarding parking whatsoever – if you enforce permits in our street it won't help anything at all. Becoming a cul de sac has helped resolve day time parking completely.</p> <p>However we have a MASSIVE problem after 5pm at night and at the weekends.</p> <p>We have overflow parking which makes it IMPOSSIBLE not to park in double yellow lines. This comes from the flats, the shops, and people using Apsley community centre and from the neighbouring roads.</p> <p>Here's where the COUNCIL could help the residents of Storey Street without issuing permits.</p> <ol style="list-style-type: none"> 1. The council came and painted extra double yellow lines in Storey Street a few years ago much to everyones incredulity and caused an instant problem – remove them and you free up approx. 4/5 extra spaces in Storey Street. With an extra 4/5 spaces on Weymouth Street too near the old people's home and at the top of Storey Street. One poor house has yellow lines right outside their house where before you could park – helping no one. 2. You could ask the old people's home to remove the chains across four parking bays where residents used to be able to park. 3. We would be happy to pay them for these bays and have discussed it amongst ourselves as currently they are not used and are valuable parking spaces which we used to use. 4. It would mean four extra spaces immediately in our street near the non existent turning bay which you created. 5. The Council made a turning bay in Storey Street which no one can turn in. Totally and utterly ridiculous. 6. We lost our access through the flats as you put up no entry signs - this meant the turning bay had to be used. | |

7. This means we have to turn out of necessity in a turning bay which is not big enough.
8. It was great for us when we could just drive through the flats and out and there was NO problem then with coming in one way to Storey Street and out the other.
9. You effectively prioritised the flats and NOT the residents of Storey Street.
10. You created two shops in the flats which so far been redundant but given them no spaces to park in – where will they park when they are inhabited?
11. This is an upcoming worry which has so far not been approached as yet since the shops made are hideous and of course no one wants them.
12. The people in the flats park their cars in Storey street as you gave them 26 parking places and yet 36 people live there.
13. You do not 'police' how many people park in the car park and the overflow falls on to Storey Street especially at night time.
14. You need to sort out the no entry signs into the flats because they are in the wrong place and have been hit about 5 times now and are wonky.
15. If you made the large parking area behind the Bull Rodizio free then people would be more likely to use it for public shopping and for all day parking – that car park is a total joke and no one uses it. Most people don't even know it exists as it is not signposted – create more signposts and make it free.

Weymouth Street

| COMMENT | <ul style="list-style-type: none"> • Support • Neutral • Object |
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| <p>I am a pensioner, I am extremely fed up with the fact that none of my family or anyone caring for me can park even near my house due to the fact that vehicles that are either visiting Dunelms etc or parking for t the railway station. Something needs to be done.</p> | |
| <p>I fully agree that there should be parking restrictions in Weymouth Street and the surrounding areas as the parking has become increasingly difficult for residents over the last few years. However, I do not agree that it is just commuters who are parking on our streets to access the station - the increase in new builds in the area without sufficient parking also results in people using these streets for additional on street parking at the weekends, as well as those customers who are visiting businesses on the high street. Clearly, this problem is only going to get worse given the continuing trend to squeeze in as many houses as possible into Apsley (without any regard for the current infrastructure), the most recent being the proposed flats at the end of Kent Avenue (where many residents previously parked their cars, and now have to park on the street).</p> <p>Some businesses use the streets to park commercial vehicles without moving them for weeks on end (there has been a tow truck parked outside Florence Longman House for well over a month that has not been moved and is taking up two valuable car parking spaces).</p> <p>Therefore, I would request for zone H controls that are for 8am to 8pm Monday to Saturday.</p> <p>I would also request that permits are displayed in car windows so that they are clearly visible for all to see (not just to those enforcing the parking controls) and to ensure that people are following the guidelines.</p> <p>I would also suggest that residences that already have access to private/off street parking (i.e. Florence Longman House, the new flats that were build between Storey Street and Sealy Way) are given reduced numbers of permits to ensure that residents who require on street parking near their homes have the opportunity to do so.</p> <p>Thank you for providing us with the opportunity to provide our views on this desperately needed scheme.</p> | |

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| <p>The permit holder only parking time span should run from 10am to 10pm, as my property is adjacent the Odd Fellows Arms Public House. This would align the the restriction with which exists in Two Waters Road.</p> | |
| <p>Proposed Zone O - Controlled Parking Zone: Weymouth Street and Surrounding Roads</p> <p>I live at XX Weymouth Street and my comments on the proposed parking restrictions are:</p> <ol style="list-style-type: none"> 1. The residents at my end of Weymouth Street should now have controlled parking due to the current overdevelopment of this area of Apsley, the upcoming massive developments that have not been built yet and the further planning permission applications that are/will be springing up along our road, Featherbed Lane and Two Waters Road. 2. I have been at home during the day since last November and can see that controlled parking is necessary during the day particularly if this is put in place in Orchard and Henry Streets as I am aware of the problems they experience with day time parking by local businesses. We also have our own problems with the GP patients, shop users, carers etc parking in our road during the day. There is also a long pick-up truck which must belong to a local business that has been parked in various places along our road for about a year! 3. It is much more essential that we have residents' permit parking from 4.30pm onwards and overnight. There was a surveyor carrying out a parking survey of Weymouth Street a few months ago. I was very surprised when he advised me that a survey was only being carried out for day time parking and our chronic evening/night time parking problem was not being dealt with. 4. It is essential that there should be individual parking bays painted within the controlled zone in order that people are forced to park properly and do not waste precious parking space with their selfish parking. Even if the controlled parking does not go ahead, this must still be done as some people park like idiots which forces other people to park like idiots and precious parking space is lost - sometimes for weeks on end. 5. The plan shows a double yellow line being painted in front of the Florence Longman parking spaces in Storey Street. This is ridiculous as these spaces are never used and the precious road parking in front of them is being lost for no good reason. It does not make sense. If you are going to do this the local residents should also be allowed to park in these spaces so they are not wasted. | |

6. The existing double yellow lines on the right hand side of the Storey Street/ Weymouth Street junction should be removed to provide an additional parking space. This is no longer a very busy junction following the blocking off of the bottom of Storey Street and these lines are not necessary in this position. The existing double yellow lines on the other corner of this junction should be shortened to provide more parking space, particularly in Weymouth Street where the current length of them is quite unnecessary as this is a much less busy junction to pull out of than it used to be.

7. The proposal plan omits to show the current pink private parking area at the Weymouth Street front entrance to Florence Longman House. This is where the ambulances park and have done so efficiently for years and years. There is also the Florence Longman parking area off Sealy Way. If other Florence Longman users are complaining that they can't get out of their parking space when an ambulance is in then there should be a dedicated ambulance bay on the Florence Longman private land not on Weymouth Street. It is not necessary to lose yet another parking space in Weymouth Street for a permanent ambulance bay when they have plenty of land to put this on and a very wide existing entrance from the road already.

8. Why is a permanent bus bay being added next to the Florence Longman entrance? I can see why this is a good idea for day time only for the Florence Longman mini buses, coaches etc as it can get quite congested over there sometimes but we should not lose precious evening/night time parking for this as it is not necessary at that time of day.

9. You are increasing the double yellow lines on the corner of Sealy Way and Weymouth Street. This is unnecessary and will add nothing to the visibility on this corner. It will only encourage the people who use our road as a rat run to pull out of this junction fast and that is not good. People should be encouraged to come out of the junctions into Weymouth Street slowly as so many people speed down it.

10. Weymouth Street should be made a 20 mph road and mid road humps built that do not interfere with the road parking, to discourage or at the very least slow down the 'Rat runners' going up to the Manor Estate. I often have to shout at some of these cars that it isn't the M1!

11. You are removing our 2 night time parking spaces on Sealy Way by changing the single yellow line to a double line. I understood from a neighbour that it was a planning agreement at the time Aspen Court etc were built that these night time road spaces would be provided. By making this road all double yellow lines you are again encouraging people to speed up along this road and they should be discouraged from doing this. It is not a problem

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| <p>having these parking spaces here as you just wait for oncoming traffic before you pull out to go past them.</p> <p>12. If this consultation proceeds to the next stage there must be a meeting that residents can attend to voice their objections and concerns. The people who have produced the parking control plan obviously do not live in Weymouth Street or spent any amount of time here.</p> <p>13. We have a chronic parking problem in this area which is only going to get worse with the continuing overdevelopment. Apart from the introduction of residents parking permits, the proposals that have been put forward are only going to make matters much, much worse. These proposals are supposed to be helping us local residents. I am also very annoyed that the more important evening/night time parking problem is not being dealt with at all. I suspect that this is because the planners want a 'smoke screen' in order that they can still keep agreeing to planning applications in an area which just can't take any more development.</p> | |
| <p>I agree that parking is at very high stress levels for the local area proposed for this CPZ. However each street has its differing issues from local business, doctors surgery, commuters parking for the station and so on. I do think that by imposing further space restrictions and introducing stricter yellow lines at my end of Weymouth street/Storey Street it will leave the residents at least 10 spaces down and in the evening when all the residents need to park this will make the parking issue worse and have residents parking illegally or away from the CPZ altogether. This is not an ideal situation and there must be some compromise with this. I would challenge someone to actually visit the streets at 7pm onwards and you will see the problems a resident faces. The 2 spaces on sealy way are a god send in the evening and should be retained and categorically the Florence longmann does not need an ambulance bay and a bus bay. They have plenty of parking already and an ambulancr could always get into there parked area at the front. Our main issue on this end of the street is the doctors it is just ridiculous the amount of patients and staff that park for long periods from 9-6pm. It is already impossible to park on the road from 3pm til the morning now. So reducing spaces is not the answer. I would welcome the CPZ but would like to see the street retain as much space to park as possible for the residents.</p> | |

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| <p>We are in support of the controlled parking zone as parking is a huge issue on the street. We can never park near our house - particularly when arriving back after work (post 6:30) it'S impossible to get a space. At the moment, the proposed controlled parking zone is not long enough, the time period needs to be until at least 8pm, and include Saturday. Most people are at work during the hours of 8am and 6pm so it seems irrelevant to have a controlled parking hours during this time.</p> <p>In addition, the visitor parking permits do not seem flexible enough. If family or friends are visiting, they're usually here for a weekend and having the option of 5 hour or 1 hour sessions does not seem enough for this purpose.</p> | |
| <p>This is very welcome. I live at XX Weymouth St and maneuvering out of my drive is very difficult due to people parking inconsiderately on the corner (outside 76) and in the very small section which has raised curb between the driveways of 85 and 87. Yellow lines on that corner will improve visibility and therefore road safety.</p> <p>It would be helpful if the Weymouth Street road sign could be moved from between 85-87 to enable a dropped curb to be applied for and installed as this will allow a continuous run of dropped curbs and driveways along that section.</p> <p>Speed humps on Kents, Weymouth and Winifred should be considered as these as used as a by-pass for Apsley High St and traffic speeds are high.</p> <p>Highways should also be asked to consider the bridge on Durants Hill as people frequently block the bridge which congests the whole of Apsley and causes traffic to use rat-runs and by-passes down Weymouth. Poor design. Yellow hatching could be used.</p> <p>I think there should be increased enforcement of no waiting outside of Lincoln House Surgery and the pharmacy as there is frequently dangerous parking on both sides while people go to the surgery or pharmacy.</p> | |

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| <p>With regard to the CPZ consultation map sent to me I would like to comment that the No stopping suggested outside no 83 Weymouth Street and 85/87 Weymouth Street is not necessary. There are two parking spaces being used here currently without issues, therefore these should remain as residents parking spaces. Also at Florence Longman House I believe their designated ambulance and bus bays should be designated residents parking spaces as Florence Longman House already has three car parks for residents, the front door to the house being located at the largest carpark, ambulance and bus access is currently in this car park as the residents cannot walk the distance (uphill) to the suggested designated bays. Ambulances and buses currently reverse down to the front door for ease of access for residents, there is equally more than enough room for maximum Flo. Long. residents to park and for ambulance and bus access without issues to the size of the existing car park. I further believe the pay and display suggestion at the end of Kents Avenue should be utilised as further residents parking as the car park which residents had access to has now been allocated as building for flats and will cause further problems with parking, the flats have allocated parking but with a standard of at least two cars per household the pay and display suggested area could be used for Kents Avenue overflow parking due to the new builds. I also believe that parking permits for people with large vans parked for long periods on the street should not be allowed under the residents parking permit scheme. permits should be for residents with cars and not large business vehicles. Equally the CPZ should run as long as possible throughout the day as people are parking early in the morning for access the day nursery, for access to the railway but also park late into the evening to go to pubs in the area, sometimes leaving cars parked for days and on some occasions even weeks before moving them.</p> | |
| <p>It's a great idea. Parking is a problem in the area and needs addressing. I also think the council needs to provide enough parking when approving planning permission. Effectively each new build house/flat needs a parking space.</p> | |
| <p>consideration needs to be given to drive ways, residents should be allowed to park over their own drive way as often happens now. they should not have double yellow lines as standard. Residents of Aston Close should not be eligible for permits as they already have ample parking. There is no requirement for the additional bus and ambulance spaces outside Florence Longman house. The front area can be used for this as currently happens. They have many parking spaces including 4 on storey street that are never used. Planning permission already issued should be looked at as many residents are abusing their permissions including the nursery, Any future development {not that there should be any} should ensure that there is adequate parking and any new residence should not be issued CPZ passes The hours of operation for the CPZ should be 8am-8pm not 8am till 6pm.</p> | |

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| <p>How does the parking scheme work for visitors? Also if you have a hire car what happens in relation to that? IF YOU HAVE A DRIVEWAY WITH 4 CARS PARKED ON IT, AND THE 5th (BEING A MASSIVE VAN) PARKED ON THE ROAD WHICH TAKES UP TWO SPACES, WHAT IS PROPOSED FOR THAT?</p> | |
| <p>Are the proposed Ambulance & Bus bays outside Florence Longman really required given that there is a private car park outside anyway?</p> <p>If there is a genuine need, could they be combined?</p> <p>Or just an Ambulance bay?</p> | |
| <p>I live very close to the public house in our street . With this in mind I would really appreciate a long period of time in the zone to include some evening time . Presently we can't park late afternoons and evenings. Perhaps a time of 8 am to 8 or 9 pm could be considered in this part of the road please. Thank you for considering this.</p> | |
| <p>I feel that the limited waiting time should be increased to 9am to 6pm. We have people parking for the station and for Lincoln House Doctors Surgery as well as local shopping.</p> | |
| <p>Can the the time be extended to 8am to 8pm to stop those using the community hall on the High street from continually parking in this area?</p> | |
| <p>I highly support the plan, however there are some amends I'd like to propose.</p> <ol style="list-style-type: none"> 1) The hours need to be extended from 7am-8pm, this is key traffic time around the time people move their cars. 2) the two individual car parks to the right of 83 should be green, this is prime parking for our house, and is not necessary to make single/double lines, even due to the driveways. 3) the curb parking outside 1-23 & 25-35 should remain (the street is wide enough). 4) All available parking to the right of 83 Weymouth St / Millbank road should also remain as non-double line, just permit parking. | |

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| <p>These amends will allow us to retain a minimum of 15 -20 car parks!</p> | |
| <p>I would extend the area on Kent’s Avenue the whole way along towards the industrial park, the road is often used by staff from the nursery and given the surrounding roads are to be permit parking and this area is closest to the station it is likely to be the most used by commuters etc</p> | |
| <p>I notice on the plan the provision for parking (green on the legend) in Storey Street is only one side only. Currently I believe the provision is for both sides. Not to keep the same parking provision would lead to further parking complications. I also note that the proposed parking restrictions are between the hours of 8am to 6pm. I would suggest this be extended to 6.30pm this would limit the ability of visitors to the doctors surgery to park in Weymouth at the junction of Sealy Way</p> | |
| <p>I feel very strongly that we need a solution to the current problems we face parking near to our properties and the controlled parking for residents and their visitors is a sensible way forward as proposed. The history of the majority of properties means that there is very little off road parking and today’s society unfortunately means most households have at least one sometimes two vehicles. I only purchased my property last year and was not aware of the parking problems in the area caused by so much commuter parking and people parking for visits to Apsley high street, Doctors surgery, pharmacy and community centre. The car park on the other side of London road is not utilised and should be.</p> <p>Had I known that parking outside my property or even near to was going to be such a problem I would have reconsidered purchasing it.</p> <p>With all the proposed local development I am certain the current parking problems for myself and the other residents of Weymouth Street and surrounding streets the problem will only get worse; sooner than later I will not even be able to park my car within a sensible distance from my house and that quite frankly is not acceptable.</p> <p>Therefore I fully support the proposal with only two comments for the proposed ambulance bay. I assume this is for the elderly residents centre and is the forecourt no large enough to park the ambulance on it in case of emergencies. This would allow that space to be utilised for resident permit parking. My other comment is, is there enough spaces for all residents who purchase a permit to be able to park in the zoned area. I make this comment as at a previous address we had permits issued but there was at times still no parking available and this was also</p> | |

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| <p>infuriating as paying for a facility and not having any benefit is also an issue to be considered.</p> <p>I reiterate we do need some sort of controlled parking and I certainly support this idea.</p> | |
| <p>The cpz should run from 8 am to 10pm Monday to Sunday .</p> | |
| <p>I would like to see the parking restrictions in place at the weekend also. Commuters and shoppers still park in the road at the weekend preventing local residents from parking near their homes. It is a challenge with two small children and a weekly shop at the best of times. Thank you.</p> | |
| <p>As a resident with a residents' permit would I be able to park in short stay areas/pay by phone areas without paying if there were no spaces in the cpz ?</p> | |
| <p>C P Z should be 24/7. Commuters using Apsley train station park from 6am and often don't return until late in the evening.</p> | |
| <p>Please find below my concerns about the changes to parking in Weymouth Street, Apsley.</p> <p>I support a residents only parking scheme but feel important adjustments need to be made.</p> <p>XX Weymouth Street</p> <p>1 - Visitors wanting to park in the restricted hours should be able to use scratch cards NOT the internet as not everyone has it. Discriminatory.</p> <p>2 - Residents should be issued with a visible permit for their car. This is also an effective deterrent.</p> <p>3 - No reduction of parking spaces with additional yellow lines as there is already no where left to park for residents by 8pm when any non residents have gone. The street is still completely full at 6am next morning before any</p> | |

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| <p>commuters would have arrived. So we would be against the proposed extension of double yellow lines.</p> <p>4 - The proposed short stay to be available for residents in the evening.</p> <p>5 - Hours for permit need to be reconsidered. On the whole, there is plenty of space in the street during the day so the permit times need to be 7-10am to stop commuters and 4pm - 11pm so residents can park on returning from work.</p> <p>6 - As the street is already completely full from 4pm onwards any further infill building must include its own adequate parking (realistically 2 cars per household) and not be allowed street permits.</p> <p>7 - Florence Longman NOT to be allocated permits as they have adequate private parking.</p> | |
| <p>Providing I'm able to purchase the visitor parking sessions as you've confirmed below I am in favour of the controlled parking in the Proposed Zone O. Parking in Weymouth Street and neighbouring streets has become very difficult for the residents over the last few years.</p> | |
| <p>My Comments are as follows:-</p> <ol style="list-style-type: none"> 1. The proposed no-waiting Mon - Fri 8am - 6pm (shown on plan as single red line) could be a white line (Just to emphasise a dropped kerb) thus enabling those residents with dropped kerbs to park on the road and intern not take up proposed residents permit bays mon-fri 8am - pm (Shown on plan as wide green line) 2. Would resident permit 1st, 2nd, 3rd only be allowed to residents vehicles which are registered by the DVLA to addresses in the named street / road (i.e. Weymouth st / Kents Avenue). 3. The junction between Weymouth st and Kents avenue urgently needs stop signs on posts and on the roads to avoid vehicles joining Weymouth st from Kent Avenue at excessive speeds. | |

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| <p>There is absolutely no parking problems during daytime - only evenings/night. Why is there a need for an Ambulance and Bus bay outside Florence Longman House? - there is perfectly good access to the main entrance, and the residents existing parking is under-utilised. Please ensure that we are on your mailing list, as we had not had notification of this proposal!!</p> | |
| <p>The new plans would be detrimental to parking in my area of our street based on the significant loss of spaces through stretches of extra double yellow lines, as well as a proposed bus stop and an ambulance bay. The excess parking in this section of the street is based on insufficient parking for existing properties and facilities (flats and Lincoln House Surgery) and while I understand Orchard Street have specific issues related to the businesses there the plans in their entirety would in fact exacerbate issues on this stretch of Weymouth Street rather than ease them. Having said that if the council's plan is to increase the double yellow lines around here and add a bus and ambulance bay anyway then I would p, in that case specifically, be in favour of the parking scheme. Current parking allocation for new builds is woefully inadequate and is what is set to cause more problems should it continue in this way. Lincoln House Surgery has at least 4 doctors and several nurses in operation with only 5 parking bays, this is totally inadequate.</p> | |
| <p>The fact is there isn't enough parking, and looking at the plans there will be less spaces once the restrictions are in place; introducing an ambulance bay, bus bay an placing restrictions down Sealy Way will cut around six spaces maybe more from our streets.</p> <p>Parking is not a problem during the day when you plan to restrict who can and cannot park in certain areas, its in the evenings and through the night when its hardest to park so putting in resident only parking for the proposed times isn't going to benefit us.</p> | |
| <p>There are NO parking problems in Weymouth Street during the hours of the proposed parking operation period (mon-fri 8am-6pm). The roads are clear during these times.</p> <p>Parking is a problem after 6pm when residents return home. I believe this is due to the over development of is area i.e. the flats opposite Lincoln Hse Surgery, flats above the surgery etc. The problems will increase when the plans for further flats to be built near No. 25 begin.</p> <p>What would help residents would be 'painted parking lines' on these roads. I strongly object to paying for parking during these times when there isn't a problem to park!!</p> | |
| <p>This proposal has been put together apparently as a result of commuters using the roads during the day. It is actually after 5pm that we experience a big problem with parking on Weymouth Street and this comes down to the fact of people having more than one car per house as well as limited spaces for Florence House and the newly built</p> | |

flats which occupy London Road. The restrictions proposed will not fix either of these issues and in fact the plans will only make them worse. Directly opposite our house we will be losing 4 spaces which currently we use and these will be replaced by an ambulance and bus bay. When ambulances or buses arrive at Florence House there is sufficient parking within the entrance area for these facilities yet they are being pushed on to the road which directly impacts us.

Secondly, the proposal is set to replace a number of spaces with double yellow lines in all of the streets which means we will lose a considerable number of parking spaces that we currently use. The plans fail to outline how many houses/flats and residents live on these streets vs. the number of proposed parking spaces there will be. If every home applies for only one permit each there still will not be enough parking spaces this is the real issue. It's probably worth also noting that if you review at what time of day most PCN's are issued in this zone you will notice this is after 5pm because residents are forced to park on corners and double yellow lines due to the lack of space currently – the issue will only be worse once the number of spaces are reduced.

We have recently had to object to a planning application (64007/18/FUL) on Weymouth Street and one of our major objection points was that the proposal had no additional parking spaces but was expected to potentially house 16 individuals, that could mean 16 additional cars. The planning officer received a significant number of other objections also due to the parking issue from residents of Weymouth St. Equally, residents of Kents Avenue (no.1-10) were parking on the strip of land situated between the industrial estate and no.1 Kents Av. this has recently been closed off and all 10 spaces lost for another new development which has meant these cars must now park on the neighbouring streets including ours.

The proposal also stipulates that the visitor parking permits are for a max 5 hour stay when the restrictions are from 8am-6pm (a 10 hour time frame) - how is this fair for our visitors that they will have to leave after 5 hours?

I am very disappointed that the reality of the parking issue in this zone has been ignored and instead this proposal aims to treat an issue which doesn't really exist. I am aware the separate issues experienced on Orchard St, Manor Ave, Henry St & Winifred Road are to do with the local businesses who abuse the lack of a controlled parking zone in the area and park business vehicles and trucks in these roads. However, this issue should be dealt with accordingly by the DVLA and Police rather than to penalise all the residents of neighbouring streets as well. We do not need more double yellow lines, less spaces and more restrictions for a commuter issue that doesn't really exist.

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| <p>I have responded 'no' as I have reservations with the proposed plan as it stands now.</p> <p>I note on the plans you have a small no waiting section outside my house, XX Weymouth St. I assume this is due to the tiny section of dropped curb. I don't know what the historic purpose of it was, but it has no current purpose. There is no entrance at that point. So if the proposal went ahead I would hope this would continue to be allowed parking along this whole stretch as it is now.</p> <p>More troubling is the turning of the single yellow line in Sealy Way to double and extending the double further into Weymouth Street on the Florence Longman corner. This will reduce available parking. My support of this scheme would be on the basis of maintaining (if not increasing) parking, NOT reducing as appears to be the case here. On the face of it, this proposal would make evening parking even more problematic and therefore is not helpful to any of the residents.</p> | |
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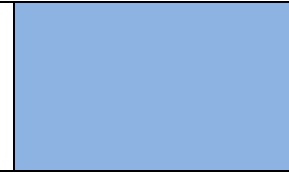
Kents Avenue

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| <p>COMMENT</p> | <ul style="list-style-type: none"> • Support • Object |
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| <p>The short stay or pay by phone should be a overflow for residents.</p> | |
| <p>I would like the r strictuons to be in place for a longer amount of time. Until 8pm.</p> <p>Also I think that parking permits should be visible in windscreens for both residents and their visitors.</p> <p>I would like the ‘no stopping at any time’ zone opposite kents avenue (outside the Millbank flats) to be available to residents as well as I think that there may not be enough spaces outside the houses in Kents avenues, especially when the new proposed flats are built at the end of the street close to the industrial estate x</p> | |
| <p>Yes. Millbank parking should be for Millbank residents. Kents avenue make one way from with London Rd to Weymouth Street. Angled parking for Kents Avenue residents.</p> | |
| <p>As long term residents of Kents Avenue we have serious concerns regarding the recent loss of 10 parking spaces adjacent to number 10 and also the proposed control zone O.</p> <p>Kents Avenue has a unique problem in that we are only able to park on one side of the street due to Milbank having residents only bays, we are also the closest to Apsley Station and unable to park any further out as the next road is London Road.</p> <p>We believe the fairest solution would be to allocate, mark and number the space outside each of the cottages so that everyone has at least one space and that Kents Avenue has its own zone. Given that the average home now has in excess of 2 cars, the excess vehicles from Weymouth Street and beyond are already being parked in Kents Avenue and often left badly parked for long periods of time.</p> <p>We also propose that the whole of Kents Avenue be residents only parking with no short stay or pay by phone bays with a maximum of 2 per home (after each home has at least one allocated space).</p> <p>As stated earlier, Kents Avenue has unique issues and we would very much appreciate these being taken into consideration when making your decision. Many thanks.</p> | |

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| <p>Private parking (10 spaces) next to 10 Kents Avenue which we have all been able to use has now been closed for redevelopment. This means we have effectively lost these spaces. The proposed parking restrictions show 'short stay or pay by phone bas' from 10 Kents Ave along to Earleswood Court. This means that yet again we will lose these spaces to other members of the public who probably do not reside in our road. We propose that these short stay areas should be changed to 'residential permit parking between 8 - 5 Mon-Friday' also. We currently own 3 cars between a family of 4 - if we all pay for permit parking and cannot park in the designated areas will we then have to pay AGAIN to park in the short stay parking bays in our road? Also there will be more cars than the 5 spaces allocated in the plans for the new redevelopment in Kents Ave, so there will be more vehicles to park again.</p> | |
| <p>I would like to see the same parking spaces available as we have at present. No extra double yellow line restrictions and definitely no pay and display allocation at the end of Kents Avenue as that is where at least 2 people in our house have to park at present.</p> <p>I also propose 8 til 8 parking restrictions.</p> <p>Please also be aware that the pink area at the end if Kents Avenue has been sold to a developer who has proposed 5 flats which will cause big parking issues on Kents Avenue.</p> | |
| <p>Longer restrictions to allow resident who commute/travel. Extend to the weekend. Please note the land next to no 10 Kents Avenue is no longer a parking option and if they build more flats its a dangerous exit when vans/cars are parked either side with speeding cars use it as a cut through in rush hour/weekends. Please check and see. There has been several near misses thankfully but its only a matter of time</p> | |
| <p>I would like the residents parking to be 8am to 8pm as a lot of people people park in this street for Apsley station and 6pm restrictions would not solve this problem As we have lost existing private parking in Kents ave to a private developer who is intent to build flats pre planning submission this will not give Kents ave enough permits for residents plus new development residents</p> | |

Looking at your plans you have existing private parking parallel to 10 Kents ave and the industrial estate this parcel of land has been sold to a private developers and is locked and gated awaiting planning permission for possible flats so is lost to existing residents and will increase more pressure to this part of zone o



Millbank

| COMMENT | <ul style="list-style-type: none"> • Support • Neutral • Object |
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| All existing tenants should be supplied with free parking permits for 12 months | |
| Parking outside 9 to 15 needs to be residents only all retired residents. Private parking area shown at the bottom of Millbank to the left is in fact public parking and needs to be included in the restricted parking area as it would be inundated if other nearby areas are restricted parking | |
| the residents of millbank are in assisted housing and we need to have carers and nurses calling daily , we already have our bays marked so don't see the need for this permit parking, most of us living here are pensioners and can't afford the extra cost of this | |
| I agree that there should be residence parking, but we should not have to pay because of the station high parking costs so that people park in the area. Also the tenants of millbank are EPD and pensioners so feel that the tenants should not have to pay for there permits and need to be able to park, also cares family should not have to pay to visit people in mill bank there is a risk of tenants becoming isolated as family won't visit. When is not the surrounding roads fault. May a barrier will be better | |
| I received your proposed consultation and have some concerns about this. The problem we have with parking is both day and evening and not just caused by commuters but by residents that have more than one car. I have neighbour's who own as many as five cars and have taken up parking space on the roads outline in your proposal and in the private car parking area behind flats 11 to 35. The private car park at the end of Millbank has no barriers and so currently anyone even if you are not a resident has parked there. I am a resident and find that I can't find somewhere to park in the evening. I currently park in the private car park that are behinds flats 11 to 35 on Kents Avenue. If these proposals go ahead it will make it worse for me to find a place to park my car as residents who live | |

in flats 11 to 35 will start parking in the private car park . Some of the neighbours have been giving out there keyfobs to anyone and so it has become pointless have keyfobs to open a barrier when anyone can park there now. Another problem causing the car park situation is that there is a pub called the Odd Fellows which does have its own car park but it is small so customers will use the areas within parking zone as car parking during the day and evening from 5pm. The car park that has a barrier and is next to Odd Fellows car parking area can only allow eight cars to park, but two other the spaces are not used because of flooding and a large tree that needs branches cutting off because birds sit on the branches and have left a lot of bird faeces on the car which is why cars are reluctant to park there. The flood is caused because the drain has been blocked by the falling leaves from this large tree. No one from the council has done anything about it. I don't agree that carers and delivery vans should only be allow 5 minutes to stop and wait. A lot of people get parcels and they won't get delivered if you have given them a restriction. What is someone wants to view a house that is for sale. Where does the estate agent park if he showing someone around?

I think the following should apply:

- 1) Residents permits for up to two cars
- 2) The zone should extend to the private car parks areas (particularly the car park that is on Millbank as it has no barrier) except for the Odd Fellows car park
- 3) Delivery vans and carers should be exempt from this scheme
- 4) The time zone should go from 8am to 8pm.

Section of Featherbed Lane

| COMMENT | <ul style="list-style-type: none"> • Support • Object |
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| <p>Time scale should be 8:30 - 10:30pm Monday to Saturday because people will still park in the streets involved for shopping, eating and drinking and to use the station in the evenings and on Saturdays. There is also a query with the 'Private' Car parking space in Henry Street which we have been told belongs to Dacorum Borough Council in which case it should be included in the CPZ or allocated to the houses that are directly connected to it. XX-XX Featherbed Lane and XX Henry Street.</p> | |

Outside of Zone O

| COMMENT | <ul style="list-style-type: none"> • Support • Neutral • Object |
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| <p>My husband and I have lived in Apsley for 35 years, and the parking has always been a problem. Over the years this has become worse due to the ongoing developments in the village.</p> <p>Our address is XX London Road, Apsley.</p> <p>If I am lucky enough I park on the rough piece of ground at the front of our property. This is pure luck if there is a space available. I used to be able to park in the car park where the proposed planning is but that has now been gated off.</p> <p>Parking here is a nightmare from early morning until late in the evening. People use the road opposite us for Apsley Station / The nursery opposite Sainsburys / the flats on the corner and people who cannot park further down the road.</p> <p>We would welcome permit parking but feel it needs to be evening as well as when I come home from work you still cannot park as residents further down Weymouth Street are unable to park by their properties.</p> <p>I work and also look after my grand children. I have COPD [Emphysema]. I can provide medical evidence of this. I need to be able to park near to our property as I cannot carry shopping etc having to park further away.</p> <p>If this proposal goes through, can you advise how many permit spaces are we entitled to.</p> <p>I would be grateful if Richard Plant was able to visit us so we can show him the problems we are facing.</p> | |
| <p>Whatever the restrictions, please allow provide for a visitor maximum 2 days.</p> <p>The other issue is triming hedges and cutting grass, what on earth happened to the old good days where we used to have carpet like maintance of grass giving the neighbourhood an elegant beauty? We seem to be heading to savannah grassland before any thought is given to cutting grass.</p> | |

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| <p>i agree to a certain extent but I think that avia close should be completely residents area only in the only 5 spaces available for all residents, I have a son a toddler who doesn't fully walk yet and I have had to park numerous times across the road in dunelm (illegally parked) due to shop owners parking in our only 5 bays. I have had to park in dunelm and carry my son across the road with food shopping bags and do this two or three times due to inconsiderate XXX. this should be a residents area only at all times due to the irresponsible shop owenrs who cant supply parking to their staff members (may I add it is a employers responsibility to give staff members legal employee parking) not illegal. we at the flats on avia close have 5 spaces for alllllll of us and these donuts want our spaces not thinking there is a elderly lady who needs a space there is a disabled man who needs a space all the time and a mother with a baby. the emount of times my mum has bought my son back home after looking after him and had to park in dunelm also its disgusting to allow this from being 9-5 only Monday to Friday as the people at the Chinese park here take two spaces every night. no consideration for actual residents of the flats whom the parking is actually there for. I'm disgusted by everyone who has no consideration but nect time they park in these spaces I will go park my ccar right outside their shop front door to XXX them off also. I think these should be full time residents only parking spaces full time 7 days a wek 24 hours a day (avia close) we have 5 spaces for every flat on this block we have to fight for a XXX space and a couple times I have had to wait for a space whilst my son is screaming the car down crying wanting his food but I cant park up and take him home to feed him like he wants i cant park no where cause those absolute inconsiderate XXX park here. keep my details and comments private from everyone I will deal with shop owners where and when I see them parked up as usual. I will sort the XXX out on my own as per usual seeing as we have to sign this XXX paper to get our voices heard. idiots. its easier to voice it myself when I see gheir stupid XXX parked up. evem people who go to the dentist park here even people who go to bond link they park here also. its XXX rude and I will continue to tell them to XXX off and take pictures of their plates due to them being inconsiderate laxy XXX illegally parking not considering other people who actually pay their bills to XXX live here and be able to XXX oark safely outside their home. thanks for reading as I say keep me anomomys no one reads my comments online privacy policy and all that hey guys if you know about all that!!!!!!!!!!!!</p> | |
| <p>My address is London Road. I have concerns with people parking on the double lines on orchard street near my property and the concern is that the people who park on these double lines are to visit the food shop and parents waiting until they child has finished at the IQ Plus which on your plan states surgery which it is not . The parents park there making the road more difficult for vehicles to get through and at times I have seen children getting out of the passessnger side when vehicles are driving along it's an accident waiting to happen. The fire service wouldn't be able to get down the road . We now have a disabled bay and the gentleman who is disabled couldn't even park in there as someone else parked there and then he parked over my drive so I couldn't get into my drive . This disabled bay should be yellow lines not white then people can't parked there unless they have a disabled badge . It's not just one car parked waiting for their child it's up to 3 cars . If you want evidence I am more then happy to send you</p> | |

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| <p>pictures , parking permits will solve people parking on orchard street but it won't stop the other people who come and take no regard to double yellow lines and park on it making the road more hazardous and I have never seen a parking warden monitor this .</p> | |
| <p>I think It would be ideal to have a resident only between the hours of 10 and 11 am such as in Castle Hill in Berkhamsted which would stop commuters parking as they would not be able to leave cars all day, however people wanting to use the high street would be able to do so. In my opinion this solves the issues raised by the residents but would not have an impact on local business who may well rely on people being able to use this parking as a way of visiting them.</p> | |
| <p>It may be a good idea to make the parking spaces on London Road restricted to a time period e.g. 30 minutes, no return for 1 hour. This would ensure a quick turnover of people who want to use the shops and would prevent others from occupying them for the whole day. We all want the shops to survive as they enhance the high street.</p> | |
| <p>I agree that station parkers should not 'take advantage' of local resident's parking areas, but feel that prior to bringing in such measures, other parking should be made available to the station users.</p> <p>From our point of view, if the proposals come into force now, railway station parkers will inevitably look further afield for parking opportunities. They will be attracted to the five parking bays on the east side of Avia Close marked 'Residents Only', which are just outside the proposed Controlled Parking Zone.</p> <p>What measures do you propose taking to ensure that these parking bays remain available solely for the use of residents?</p> | |
| <p>Are actions being taken in the right order? What provision is being made for London-bound commuters to park their cars once they have reached the station? Will there be an immediate and vast improvement in parking provision at the station? Will there be a significant increase in local bus services between the station and surrounding residential areas? What consultation has there been with train users?</p> <p>In particular, if the scheme must come to pass, will you please include within it the small cul-de-sac between the Sainsbury's roundabout on London Road and the access path to St Mary's church. This surely is meant for church users during the week and not station parking.</p> | |

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| <p>There is woefully inadequate parking available at Apsley Station for the number of commuters that use the station. Rather than bringing in resident parking the better approach would be to look into creative parking solutions eg the bunnings site opposite has a largely unused carpark on weekdays the same is true for Sainsbury's why not sublet a proportion in each to provide more spaces for commuter parking - an alternative would be a bus servicing aspen park and Manor Estate (for example) so people would use that instead - also there are not enough taxis that service station especially in the evening. I think if commuter parking were improved parking on side streets would greatly reduce</p> | |
| <p>I am writing in regards to the letter I have recently received regarding the surrounding roads to my property.</p> <p>I see there are proposed plans to make most of the surrounding roads to my property permit holder only;</p> <p>Firstly - I do not see that we have an issue with parking on the surrounding roads - maybe from 7/8pm onwards there may be an issue as there are many properties which are usually going to have a minimum of two vehicles.</p> <p>In regards to the commuters being a pain and parking in these roads - I have been here for around a year and a half now and have not ever seen one commuter walk from the train station to these roads to pick their vehicle up.</p> <p>I work shifts and will be at home at various different times - throughout the day from 0700-1700hours there are copious amounts of space for people to park in the surrounding roads, including Storey Street which is the smallest of them all.</p> <p>I do not believe putting permits in place will assist any persons living in the surrounding roads - it will just be an additional cost for a homeowner to pay (I presume).</p> <p>Could I also just clarify - I live on London Road - Would I be entitled to a permit for my vehicle?</p> <p>To conclude - I do not believe permits will assist parking as the main issues are in the evening with many properties having many vehicles, yet saying that I have not once had a problem to park.</p> <p>I hope all of the above makes sense, you're welcome to contact me back if needed.</p> | |

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| <p>In reference to you recent information concerning the proposed parking zone in and around the Kents Avenue, Hemel Hempstead area as a Commercial tenant on the Apsley Road Industrial Estate is that this will lead to the people going to the station parking on the Estate and therefore will cause a parking issue on the Estate, so I think you will also need to address this as an issue.</p> | |
| <p>We have received your letter about the controlled parking proposal and wanted to contact you about our concerns and wish for it to not take place.</p> <p>Our Flats (Manila House) has limited parking and is shared with the surgery and we already get people parking in there who do not go to the doctors or live here and fear that it will encourage people to park there as well as Sealy Way to avoid the permit parking.</p> <p>We are not in favour of the proposed parking scheme and fear it will not only draw people to other areas that have no parking restrictions but also create further problems. At what point do you stop making everything permit parking?</p> | |
| <p>I live on London Road but park on Storey Street which is the closest side-street on which to park. Under this proposal would I receive a permit to continue parking on Storey Street? The alternative would be parking on London Road itself which would cause heavy congestion on an already busy road.</p> | |

Unknown Location

| COMMENT | <ul style="list-style-type: none"> • Support • Object |
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| <p>The parking situation on storey street and the surrounding areas needs addressing, but I do not feel that the proposed plans will have a positive effect on the issue. We do not have, “an increase in the number of commuters parking inappropriately in residential streets” as mentioned in the proposal letter. In addition, the plans proposed will hugely decrease the potential number of spaces that residents currently have to park.</p> <p>There are ample parking spaces on Storey street, Winifred road and Weymouth street between the hours of 8am to 4pm. Unfortunately, the parking becomes problematic from 5/6pm onwards into the evening. This primarily is due to the number of individuals that park on the street and whom are not residents of the aforementioned streets. I witness on a daily basis, residents from London Road and the newly build Aspen Court using Storey Street to park their cars. The residents of Apsen Court particularly, are given preferential treatment of parking spaces. They fill up the specially allocated private car park and then excess cars from their residents and visitors park on Storey street, Weymouth Street and Winifred Road.</p> <p>A quick and easy way to encourage those individuals to park elsewhere would be to utilise the Apsley car parking next to Durrants Hill. If this parking area was free (similar to that in Kings Langley), it is more likely to be used by residents of London Road, and those visiting shops and restaurants during the evenings.</p> <p>In summary, I would propose opening the Durrants Hill car park for free use and sending correspondence to residents of London Road and Aspen Court, urging them to make use of the free car park as necessary. It would then make sense to re assess the impact of this on the surrounding areas following this introduction. If it is felt that parking permits are required for residents of Storey Street, Weymouth Street, Winifred road, Orchard Street, Manor View, Henry Street, Kents Avenue and Millbank, I would strongly suggest these permits be valid for the hours of 4pm to 8am. This again is due to the fact that parking is at its most problematic during these hours.</p> | |

I agree with the introduction of some kind of park restrictions to make the parking situation easier, and more fair to the residents of Storey Street.

I do however feel that the proposed plans are grossly inappropriate for the issues we have, and the proposed plans will make the parking situation drastically worse for Storey Street and the surrounding roads.

Firstly, we have witnessed over the years that the parking becomes an issue in evenings (post 6pm) and therefore there will be no benefit from the restricted times proposed. We do not see, as stated in the proposal, significant use of Storey Street for commuters parking during the day. I regularly see people parking on Storey Street in the evening and leaving their cars overnight to make use of either restaurants, shops, or the residential properties on London Road.

This evening parking situation worsened with the completion of Aspen Court, which granted the residents of those flats preferential treatment in terms of parking. This is because they have dedicated parking, and then free use of the streets for overflow parking. Due to the gross underestimation of the parking needs of these flats, again the evening parking situation causes many residents of Storey Street to not be able to park near their property.

This will become worse again with another proposed development just off Weymouth Street that is grossly under-parked and even stated in the plans that 'overflow parking is available on Weymouth Street'. As proven with Aspen Court this will have a detrimental effect on parking throughout the day and especially in the evening.

To address this issue it would be more beneficial to offer full time restrictions to address the issue of evening parking that is squeezing the residents further and further away from their homes.

It would also seem to make sense to make more use of the car park off Durrants Hill for the residents of London Road, and overflow from Aspen Court. Perhaps with some permit scheme or free pass for its use. This would help alleviate the overflow issues.

I also strongly disagree with many of the proposed restricted areas on the map provided. It seems bizarre that in plans to help ease parking congestion that there is such a drastic reduction in physical space.

The plans show that the entire length of Storey Street adjacent to Florence Longman House, will become no waiting

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| <p>(8 - 6), and the north end of the road (closest to London Road) will become no waiting at any time. There appears to be no reason for these changes and by my calculations this will remove space for approximately 6-7 car spaces. That is approximately 2-3 permanently removed with the double yellows, and 4 others during the no waiting times. I feel it should be mentioned that there is a turning point built into the entrance to Aspen Court which is not visible on the plans. I am mentioning this as the only reason I can think of for the double yellows at the end of Storey Street is to try and provide this facility. It is however unnecessary.</p> <p>In addition there are proposed plans for bus bay, and ambulance bay on Weymouth street. These will again remove 4-5 spaces. I would like to see evidence that show there is that much demand for visiting ambulances to have dedicated parking over and above the off street area that Florence Longman already has. There is also no explanation of why a bus bay is needed.</p> <p>There are also drastic areas of 'No waiting at any time' around the western most end of Winifred Road. These are changing from the current single yellow markings, which will again increase the knock on congestion in the evening period as highlighted earlier.</p> <p>I strongly urge that these areas are reconsidered, with the removal of unnecessary double yellows, and single yellows on Storey street, and instead having resident permit bays. I would also urge this for the ambulance and bus bays, and the additional double yellows around Winifred street. This is all in the interest of having enough physical space for the residents of these streets to park.</p> | |
| <p>1 - Visitors wanting to park in the restricted hours should be able to use scratch cards NOT the internet as not everyone has it. Discriminatory.</p> <p>2 - Residents should be issued with a visible permit for their car. This is also an effective deterrent.</p> <p>3 - No reduction of parking spaces with additional yellow lines as there is already no where left to park for residents by 8pm when any non residents have gone. The street is still completely full at 6am next morning before any commuters would have arrived. So we would be against the proposed extension of double yellow lines.</p> <p>4 - The proposed short stay to be available for residents in the evening.</p> <p>5 - Hours for permit need to be reconsidered. On the whole, there is plenty of space in the street during the day so the permit times need to be 7-10am to stop commuters and 4pm - 11pm so residents can park on returning from work.</p> <p>6 - As the street is already completely full from 4pm onwards any further infill building must include its own adequate parking (realistically 2 cars per household) and not be allowed street permits.</p> | |

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| <p>7 - Florence Longman NOT to be allocated permits as they have adequate private parking.</p> | |
| <p>XX Weymouth Str is comprised of three flats (A,B & C) and has a private carpark/drive in front of the property - not marked on the map. Despite a private parking notice on the entrance, this is regularly used by visitors to the neighbouring terraced houses(including contractors) which means that, as residents, we and our visitors are frequently blocked from accessing our own property and often cannot get out of the drive at all.</p> <p>So although I support the proposals, it will in all probability worsen the situation for us as the purchase of a parking permit for the road will most likely encourage more parking in our private carpark.</p> <p>Should these proposals go ahead, I was wondering if we could be marked as an 'existing private parking area' and whether there was some way of enforcing this, or reporting back to you, any infringement of the parking restriction.</p> | |
| <p>Yes, I have the following observations/comments to make based on both the drawings and the 'lived' experience;</p> <ol style="list-style-type: none"> 1. Currently residents are able to park in the space at the rear of number 6 Manor Avenue and an additional two spaces immediately on the left as you enter Henry Street from Featherbed Lane (adjacent to the garages). On the current plans these spaces would be lost to double yellow lines, despite there being no issues with using those spaces. This will worsen the parking situation, not improve it. Recommend that these spaces are retained for resident permit parking (Green). 2. On the corner of Henry Street and Orchard Street (adjacent to Corner Ways) there is one space allocated on the drawing, with the remainder of the corner being changed to double yellow lines. Currently at least one additional space is being used (immediately next to the the space allocated on the drawing) without issue. Again this would worsen the parking situation, not improve it. Recommend the resident permit parking (Green) is extended to allow more parking spaces than currently provided on the drawing. 3. On Orchard Street, in front of property numbers 1-5 there is no provision for parking on the drawing. Currently this area is being used for parking in evenings without issue. There is space for resident permit parking (Green) to be included in front of these properties, which would help to improve the parking situation. Recommend additional parking is included. | |

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| <p>4. On Orchard Street, in front of The Limes, I believe there is a disabled parking space (Blue) which has not been identified on the drawing.</p> <p>5. On Featherbed Lane, adjacent to number 9 Manor Avenue is currently a parking space and on the drawing it is allocated as a short stay parking space (Red). Now that the new bridge has been built and the road fully reopened this parking space is dangerous. With cars coming down the hill around a slight blind bend in the road and cars having to manouvre around the parking space coming up the hill it has caused several near misses among the residents, and likely other drivers too. Recommend this parking space is removed and double yellow lines are put in its place.</p> <p>6. One of the main issues is being able to park at night. Transferring single yellow lines to double yellow lines reduces the parking available, so any of the areas where this change is proposed could be reviewed to see if they could instead be converted into resident permit parking (Green) as most spaces are being used currently without issue.</p> <p>7. The garages on Featherbed Lane have recently been sold and are likely to be used for property development, subject to planning permission and there is property development plans for 8 flats in Winifred Road. Both of these will increase the number of residents living within the controlled parking zone boundary. With this in mind, every effort should be made to maximise the number of available resident permit parking spaces available, otherwise the controlled parking will not be successful.</p> <p>I would be grateful if these comments could be considered. If the proposal is taken forward then will there be revised drawings made available?</p> | |
| <p>I do not encounter the same parking problems as residents in other streets and more often than not I am able to park in Winifred Rd. The amount of parking proposed for our street is largely unchanged however the reduction of available residents parking in other streets concerns me. The idea of CPZ is to deter commuters and businesses from parking here therefore make it easier for residents to park but I believe that the reduced amount of parking will not improve the current situation for residents. Having said that I understand why the proposal has restricted the parking in some streets more than others - to enable emergency services to gain access.</p> | |

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| <p>I struggle with the idea of paying a yearly fee to park my car close to my home under restrictions that will not guarantee that I can park within the zone. What guarantees will the council offer that the zone will be patrolled on a regular basis and vehicles that are untaxed and not MOT'd are removed.</p> <p>Why do we need short stay/pay by phone parking, a bus bay and an ambulance bay - we have never had these before and these are taking away valuable parking spaces for residents.</p> <p>I would like to see the introduction of parking bays to maximise parking availability and to avoid inadequate parking spaces being left as cars come and go.</p> <p>Although not directly related I would also like to see a halt to proposed small developments within the zone. These developments often go ahead with inadequate parking provision and these will put more demand on the parking availability - with or without CPZ in place.</p> | |
| <p>First and foremost - I strongly disagree with the reason that these parking restrictions are being proposed. It claims that commuters using Apsley Station are inappropriately parking on these streets as they are nearby. This is simply not the case.</p> <p>During the day, Monday to Friday, these roads are totally clear. I can take my pick of where I want to park which is directly outside my house most of the time. It is the evenings, say after 6pm, where parking becomes frustratingly difficult and when I usually have to park a good 5-10 minute walk away.</p> <p>This is not due to commuters, as they've all gone home by this point. This is due to all of the residents on these streets coming home from work. Most households outside of London have 1-2 cars minimum, and that's if they don't have teenage kids - then it can be 3-4 or even more cars. I recall being a teenager and having 5 cars between us all when me and all of my siblings lived at home.</p> <p>Additionally, there are numerous flats along these roads which house multiple individual tenants or homeowners, in this case meaning that a small block on the street will require the need for even more cars to be parked. I appreciate some of them have allocated parking but not nearly enough to provide for all of the residents of these buildings. It is important to note that most of the properties on these streets were built over 100 years ago in the early 1900's when not many people had cars, and when the population was much less. There weren't even motorways back then! Everyone just lived locally. So these streets weren't built to withstand the amount of</p> | |

congestion they do today.

Enforcing parking restrictions in our neighbourhood would be a futile exercise. All it means is that the residents will have a new job to do once per year in registering their vehicles not to mention another outgoing in the cost incurred for doing so. It also means that residents will have to buy permits for their guests which, having lived in London, is a burden I and my guests can certainly do without.

My second point, which is more to give further reason not to enforce these restrictions, is that the plans proposed actually provide **EVEN LESS PARKING** than there already is!

We know it's the evenings that are busy, not during the day. and yet the proposal implements no parking zones and pay and display zones along Featherbed Lane, the first half of Henry Street, Winifred Road, practically half of Storey Street, sections of Weymouth Street, and most of Kents Avenue!

If you look at all of these highlighted (orange and red) zones from the plan in the evenings, when we actually need the parking, these areas are filled bumper to bumper with cars. Where will all of these people then park?

I appreciate there will have been numerous complaints about the difficulty of parking on these streets but implementing restrictions is not the answer. I actually don't think it can be made any better without people getting rid of their cars **BUT** it can be prevented from getting even worse by restricting new build developments on these streets, which I don't think is a threat anyway as it seems almost all of the possible development has already been taken advantage of.

The only other factor that may make it worse is if the high street gentrifies and opens up more popular/trendy restaurants for evenings out. In my opinion it's got a long way to go before it reaches this stage but even in such an event this will add a lot of value to the properties in the area which wouldn't have happened otherwise. And so we would owe it back to Apsley to allow the punters to park on our streets!

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



DOCUMENT CONTROL

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| Job Number | Issue | Description | Originator | Checked | Authorised |
|-------------------|--------------|--------------------|------------------------------|----------------------------|----------------------------|
| 1000004708 | 01 | Final Report | Richard Plant 27.07.18 | Chris Harrison 31.07.18 | Chris Harrison 31.07.18 |

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Project Delivery\3 Reports\1 Draft Reports

Award Winning



Accreditations



Memberships



Contact

London Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 008 0855

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183
fax: 01273 627 199

Slough Office

Forth Floor
The Urban Building
3-9 Albert Street
Slough
SL1 2BE