



Apsley Proposed Zone O Statutory Consultation

Dacorum Borough Council

Document Reference: 1000004708

Date: 04/03/2019

Created by

Richard Plant

richard.plant@projectcentre.co.uk

07826909288



**PROJECT
CENTRE**

CONTENTS PAGE

PAGE NO.

1.	EXECUTIVE SUMMARY	2
2.	INTRODUCTION	5
3.	CONSULTATION RESULTS	7
3.1	Orchard Street	8
3.2	Manor Avenue	9
3.3	Henry Street	10
3.4	Winifred Road	11
3.5	Storey Street	12
3.6	Weymouth Street	13
3.7	Kents Avenue	14
3.8	Millbank	15
3.9	Section of Featherbed Lane	16
3.10	Aston Close	17
3.11	Overall Summary of Zone O	18
3.12	Overall Response Rate	20
4.	OUTER LYING ROADS	21
4.1	Unknown Location	22
4.2	Bedfordshire Police and Hertfordshire Fire & Rescue Service	23
5.	CONCLUSIONS & RECOMMENDATIONS	24
5.1	Conclusions	24
5.2	Recommendations	26
	APPENDIX A – CONSULTATION MATERIAL	27
	APPENDIX B – ADDITIONAL COMMENTS	28

1. 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 final 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. DBC considered the responses received and decided to move forward with introducing Zone O with the following changes:

- Hours of operation of the parking zone will be Monday - Saturday, 8am-6pm.
- 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 have been changed to permit holder or pay to park (shared use) to provide more resident parking in the area.
- The proposed short stay bay on Featherbed Lane between Henry Street and Manor Avenue has been amended to a double yellow line.
- The proposed ambulance bay on Weymouth Street has been amended to permit holder only
- Permits bays to be introduced along the eastern side and north eastern end of Millbank as well as the areas to the front of 16 to 23 Millbank which are accessed via Kents Avenue.

The consultation period ran for 28 days from **16th January to 13th February 2019**. During this period those within Zone O and outer lying roads were given the opportunity to provide comments or submit representations regarding the proposals.

The consultation included properties located on the following roads: **Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and a 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 **49** individual responses were received from within the proposed zone O which equates to an overall response rate of **17%. 8** external responses were also submitted by residents from outside of the scheme proposals and a further 6 responses were received but did not include address.

Additional comments received regarding the proposals included:

- Extending the times of operation of the parking restrictions. Both 8am-8pm and 8am-10pm are suggested with most comments in consensus that running the restriction until 6pm would have little effect as most residents would return home after 6pm.
- A number of residents objected to the scheme as they felt that the proposals would not solve the current parking problems
- Further comments suggested the Bus Bay outside of Florence Longman House isn't necessary, reduces the number of parking spaces for other residents and suggested removing it as there is sufficient parking on the Florence Longman House site.
- A response from a resident of Millbank suggested giving residents over the age of 65 free permits and exempt them from having to pay a charge.
- During the consultation period Hertfordshire County Council indicated the area of Featherbed Lane proposed as a shared use parking place should not have been included as this should have been recorded as a double yellow line. Should the proposal move forward to implementation, the double yellow line will be reinstated.

Conclusions

The initial consultation which took place between **6th June 2018 to 29th June 2018** saw a total of 110 individual responses received from within the proposed zone O which equated to an overall response rate of **38%**.

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

Results from the statutory consultation show a total of **49** individual responses were received from within proposed Zone O, an overall response rate of **17%**, a reduction of **21%** from the initial consultation.

The majority of responses indicated the proposed hours of operation were not suitable to deal with parking issues due to the nature of the businesses located in the village centre.

Fewer responses to the statutory consultation were received than for the initial consultation, with a greater number indicating objection to the proposals.

Durrants Hill Car Park, a short walk from Apsley village, has sufficient capacity to accommodate the non-resident vehicles that currently park in the proposed Zone O area.

Recommendations

Based on the level of support and the number of responses received during the statutory consultation process Dacorum Borough Council may wish to consider the extension of

operating hours which will require additional enforcement to cover the period between 6pm and 10pm.

Should it be agreed to implement the proposals as advertised, the only significant change required is to ensure the double yellow line (in the location of the proposed shared use bay) on Featherbed Lane is reinstated as per the current traffic regulation order.

It should also be noted, the dropped kerb on Manor Avenue, providing access to property No. 16 Orchard Street, will be required to be kept clear at all times, therefore a double yellow line will be required, the final plan will be amended to reflect this.

Due to the nature of the comments received, the final decision to implement the scheme should be made by the Portfolio holder.

2. 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 the above roads, Dacorum Borough Council wish to engage with residents to determine if there is support for the revised Zone O proposals. Outer lying roads including Avia Close, Sealy Way and London Road have also been consulted to determine if residents are in favour of Zone O.

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 8am and 6pm, Monday to Saturday.

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 8am and 6pm, Monday to Saturday.
- 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.

3. CONSULTATION RESULTS

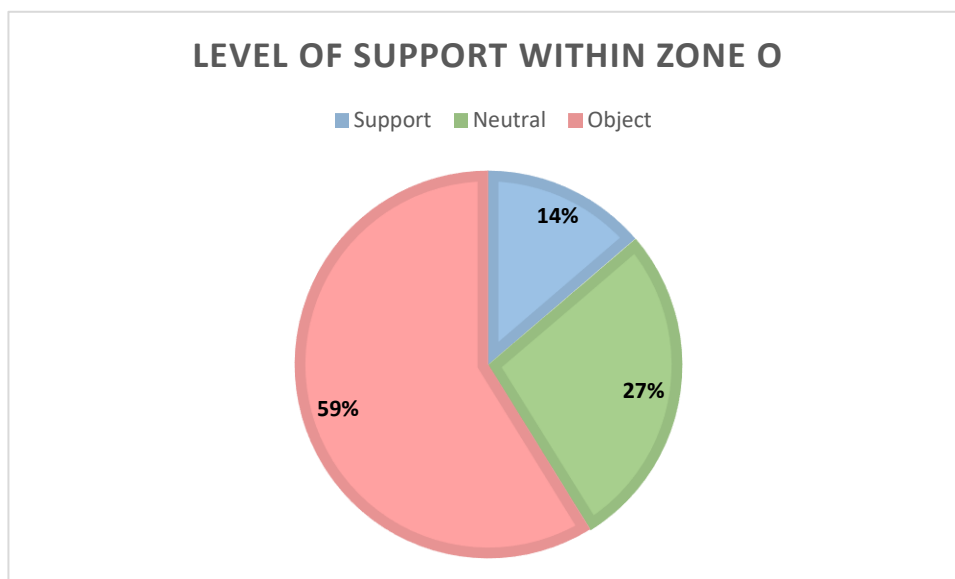
The statutory consultation for proposed Zone O took place between 16th January 2019 and 13th February 2019, letters and accompanying plans were delivered to all properties within the consultation area. The consultation allowed for comments relating to the final scheme proposals to be submitted. A plan 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- Zone O Comments

Road Name	Support	Neutral	Object
Orchard Street	1	2	3
Manor Avenue	0	0	1
Henry Street	1	0	3
Winifred Road	3	1	7
Storey Street	0	3	1
Weymouth Street	1	4	9
Kents Avenue	0	3	2
Millbank	1	1	1
Section of Featherbed Lane	0	0	1
Aston Close	0	0	2
Total	7	14	30

Chart 1



3.1 Orchard Street

6 responses were received from Orchard Street with 3 objections, 2 neutral comments and 1 comment in support of the Zone O proposals.

Chart 2

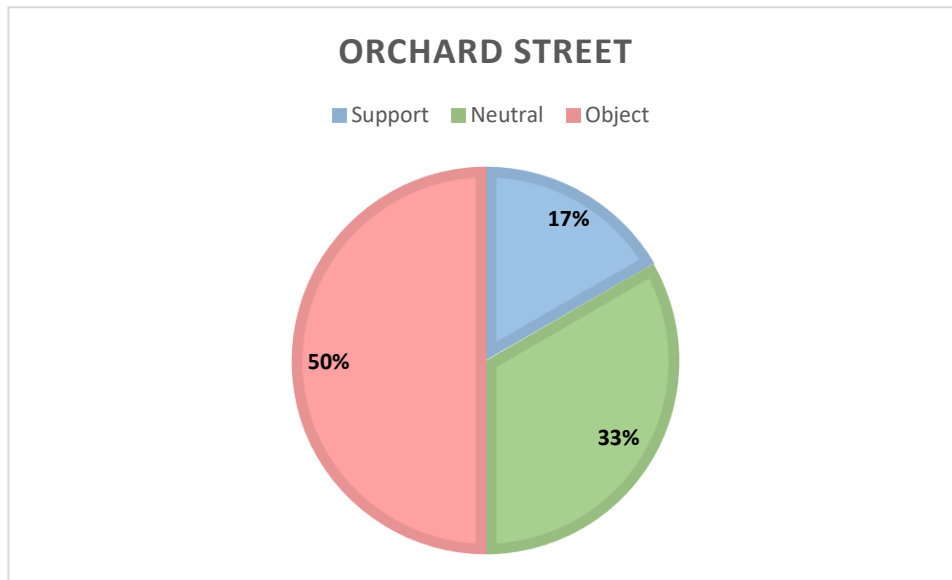


Table 2

	Support	Neutral	Object
Orchard Street	1	2	3

The neutral comments submitted from Orchard Street suggested that there would be a 'loss of parking on the North-West end of Henry Street (close to Featherbed Lane), both on the North (2 spaces) and the South (1 space) side of the street' along with a few other spaces on Orchard Street.

All comments in opposition suggested the proposals will reduce the number of parking spaces available and make 'the problem worse'. One of the representations also mentions the space between 16 and 18 Orchard Street (as does one of the neutral representations) which has a proposed no waiting Mon-Sat 8am-6pm restriction.

The resident also suggested they were concerned about how to obtain a permit as they do not own any device which has internet access.

The resident in support 'wholeheartedly' agreed with the proposed permit scheme.

3.2 Manor Avenue

Manor Avenue had 1 representations submitted in objection to the proposals. This objection was from a business owner.

Chart 3

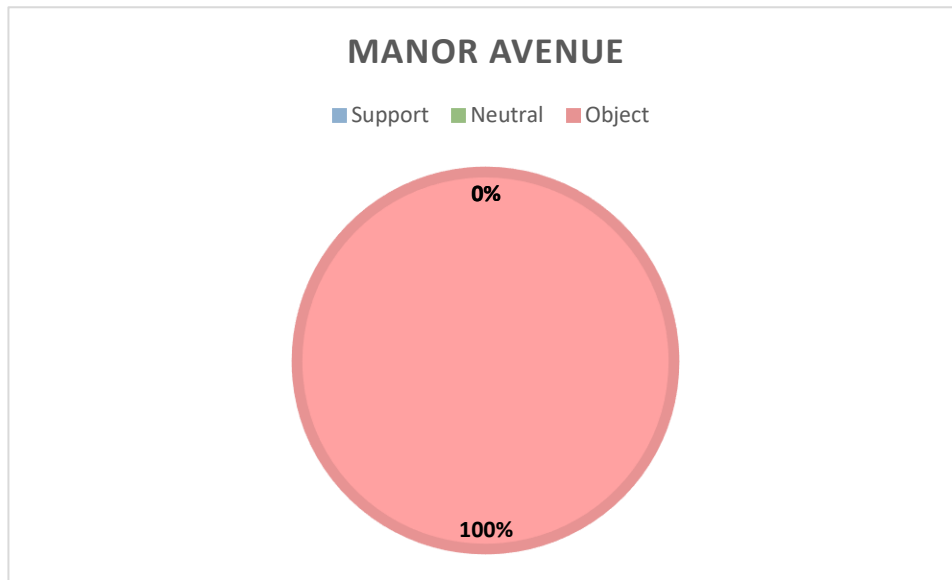


Table 3

	Support	Neutral	Object
Manor Avenue	0	0	1

The only respondent expressed their 'strongest objections' towards the proposals. The representation suggested that the proposals will reduce the amount of parking available for staff and will result in roads being 'empty during the daytime when parking for workers and local shoppers is needed.' The comment also went on to say that 'this proposal needs further consideration for business owners and staff, not just residents'.

3.3 Henry Street

Henry Street had a total of 4 representations, 1 in support and 3 in objection towards the scheme.

Chart 4

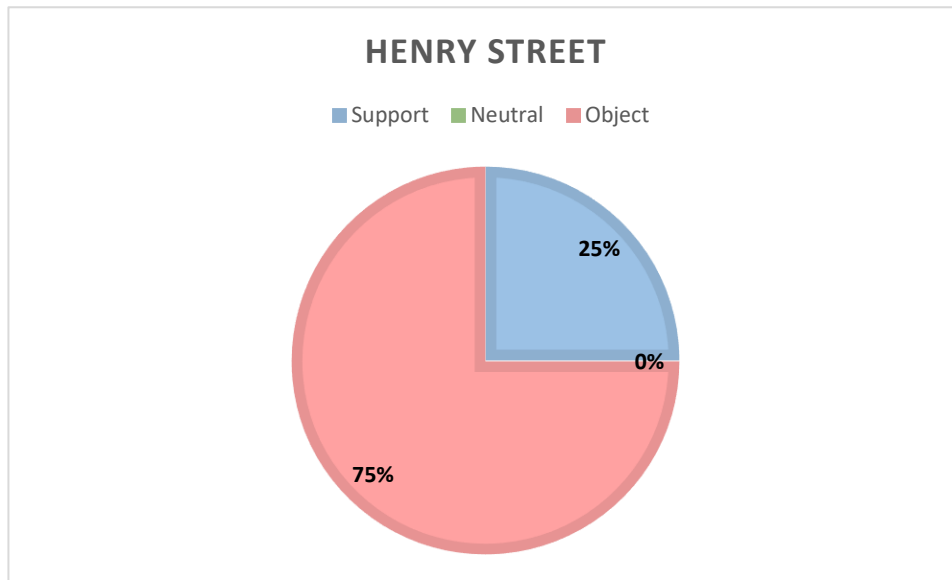


Table 4

	Support	Neutral	Object
Henry Street	1	0	3

The 3 representations in objection to the proposals all suggested that having parking restrictions on Henry Street is not necessary, that there is currently 'always spaces during the day and usually in the evening' and that the scheme would reduce the number of parking spaces available on Henry Street. Two of the objection also suggest that having parking restrictions that stop at 6pm is not suitable and 'will not create the desired improvements to the parking, especially parking that is caused as a result of the local businesses, particularly those on Manor Avenue'.

The one representation in support agreed with implementing the scheme however believed 'The times should be between 8am - 8pm or 10pm' giving 'residents time to get home after work'.

3.4 Winifred Road

A total of 11 representations were received from Winifred Road, 64% being against the scheme proposals.

Chart 5

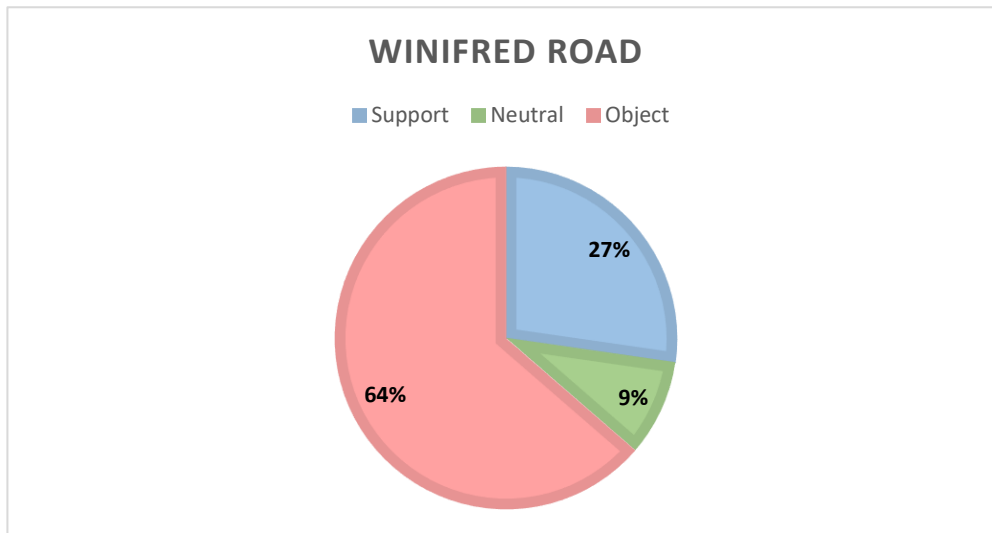


Table 5

	Support	Neutral	Object
Winifred Road	3	1	7

A representation in support described 'the parking situation to be extremely stressful' and the road to be 'quite dangerous with cars driving very fast down it.' The comment then goes on to say that they 'would however recommend one change to the times of operation' proposing 'operating hours of 8am to 10pm'.

The representations in objection to the proposals focus primarily on how the times of operation are not suitable and will make 'negligible difference to the available parking' with one comment suggesting 'The streets that make up Zone O are, for the most part, empty from around 8am-6pm. This is when most people are at work. After 6pm the streets become very congested.' Another representation 'strongly objects to the fact that visitor parking sessions must be in a virtual format' 'because not all people have access to the internet'.

A further objection to the proposals believes 'parking has become a huge problem over the last 10 year' 'due to most residents having more than 1 vehicle' and suggested that introducing permits would serve no benefit to this problem with another representations suggesting 'the only real way to solve this issue is to restrict the number of permits per household to one (max two)'

Other comments in objection stated concerns of having 'to pay to park, and not be guaranteed a parking place.'

3.5 Storey Street

4 comments were submitted regarding the proposals from Storey Street 3 neutral and 1 in objection.

Chart 6

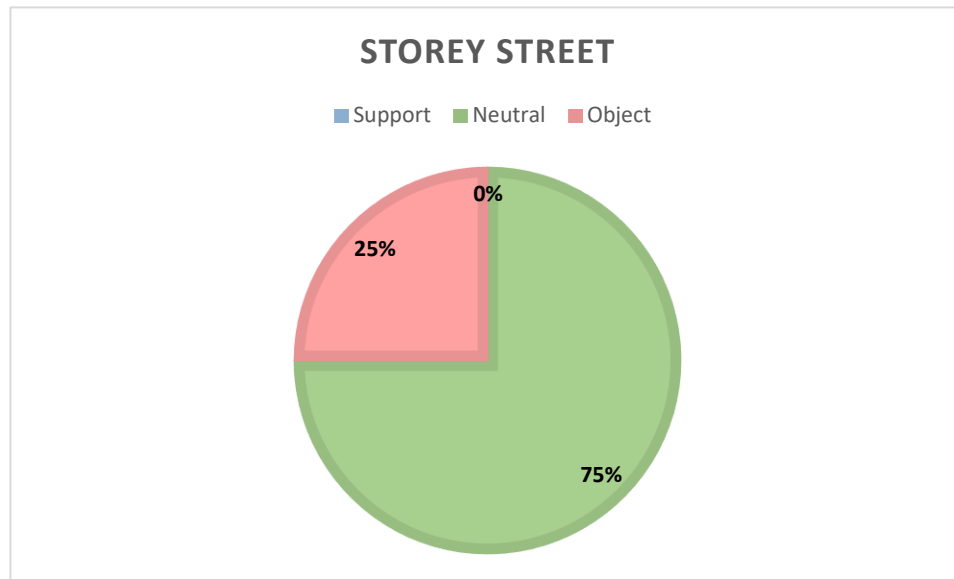


Table 6

	Support	Neutral	Object
Storey Street	0	3	1

The one representation in objection suggested that any benefit received under the scheme would not be worth the cost.

One of the neutral representation expresses concern that whilst agreeing with the scheme in general to end restrictions at 6pm is not late enough and that the bus bay outside Florence Longman House is not needed as there is 'adequate parking with its three separate car parks'. Another neutral comment also states that 'in my own personal experience the main problem I face with parking generally occurs during late evenings and weekends. Therefore I propose the time be changed to 10am-8pm'. The last neutral comment suggested that 'more parking on the right side of the road' should be considered.

Parking has only been allocated on the left hand side of the road to ensure safe access can be maintained for larger vehicles such as refuse trucks and fire engines.

3.6 Weymouth Street

Weymouth Street provided 14 comments regarding the scheme proposals. 9 of which were in objections to the scheme, 1 in support and 4 neutral.

Chart 7

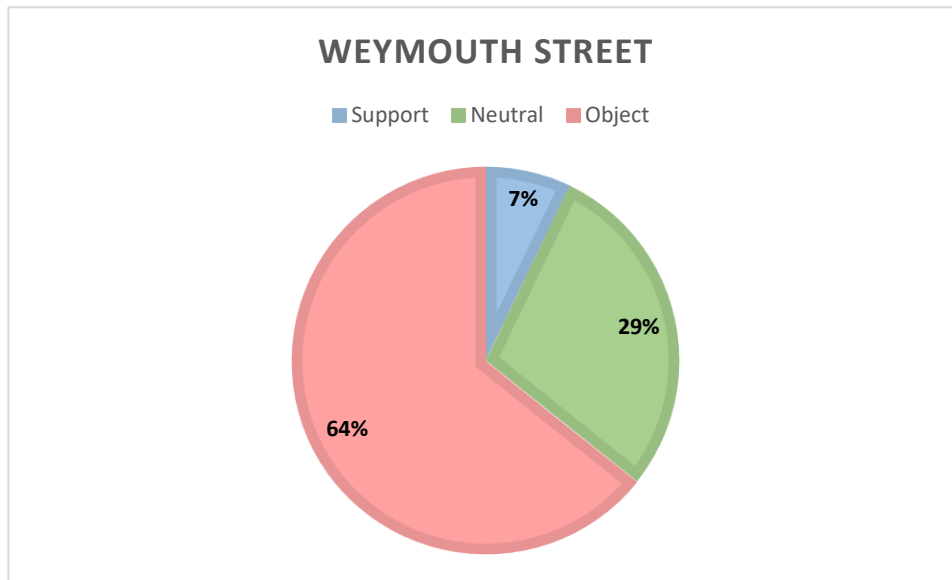


Table 7

	Support	Neutral	Object
Weymouth Street	1	4	9

Almost all representations submitted both neutral and in objection to the scheme suggest a desire for the times of operation to be extended. Some of these are shown below:

'It also seems totally pointless to have a resident permit parking zone between 8am and 6pm as there are always LOTS of spaces available during these times'.

'It's from 5.00pm onwards that parking is an issue'

'I don't get home from work before 6.30pm and sometimes later. I therefore am not likely to be able to park my outside my house or anywhere in that part of Weymouth Street. The proposed no parking restriction times of 8am to 6pm are therefore unacceptable. The time zone in this section of Weymouth Street should at least be 10am to 10pm'

'With regard to the proposed time for the CPZ, Monday to Sunday 8am-6pm, I would urge you to stretch the time to 10pm as quite often our street is used for parking after 6pm for those using the station for evening trips and as a car park for those visiting the retail park and Oddfellows Arms when their car parks are full.'

As well as the requests to change the times of operation, one comment in objection to the scheme suggested to reduce days of operation 'to Mon-Fri. Because this allows residents' visitors e.g. coming for the weekend to park near their resident, without need for permits.'

Another objection was received relating to permits being 'on-line only, in an area which has many elderly residents who may not have access to computers, smart phones etc' suggesting 'it could be considered as discriminatory'.

3.7 Kents Avenue

A total of 5 representations were received from Kents Avenue. 3 neutral and 2 in objection to the scheme.

Chart 8

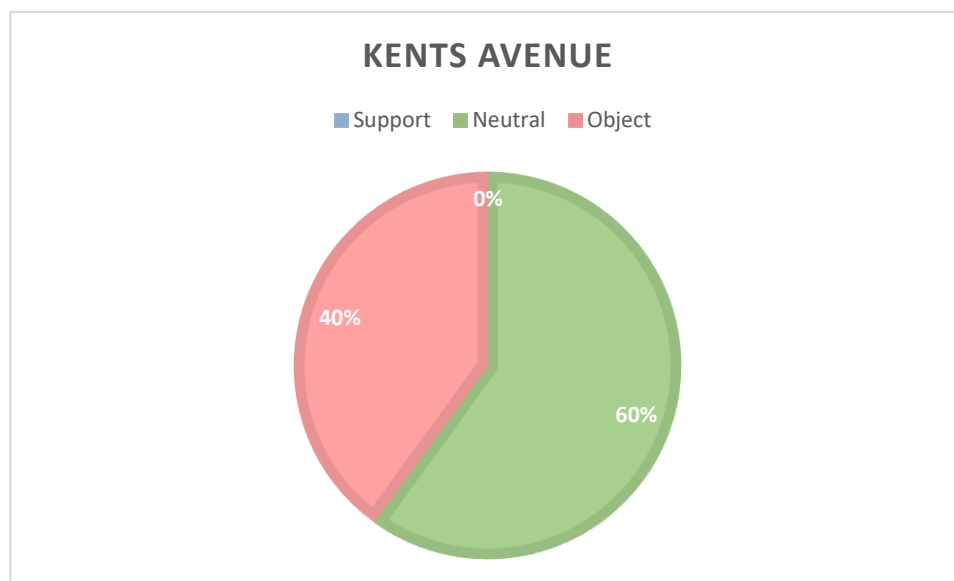


Table 8

	Support	Neutral	Object
Kents Avenue	0	3	2

All 3 neutral representations indicate support for a parking scheme but would like the times of operation extended to 8am-8pm or 8am-10pm. In addition, one of the neutral representations also 'requests the parking scheme operates 7 days a week' due to difficulty parking on weekends.

One of the objections suggests there is 'no disabled parking spaces on your proposed permit areas' and expresses concern regarding where visitors would be able to park.

Unless DBC is made aware of the need for additional disabled bays any proposal will not include provision of additional disabled bays.

3.8 Millbank

3 representations were submitted from Millbank splitting three ways.

Chart 9

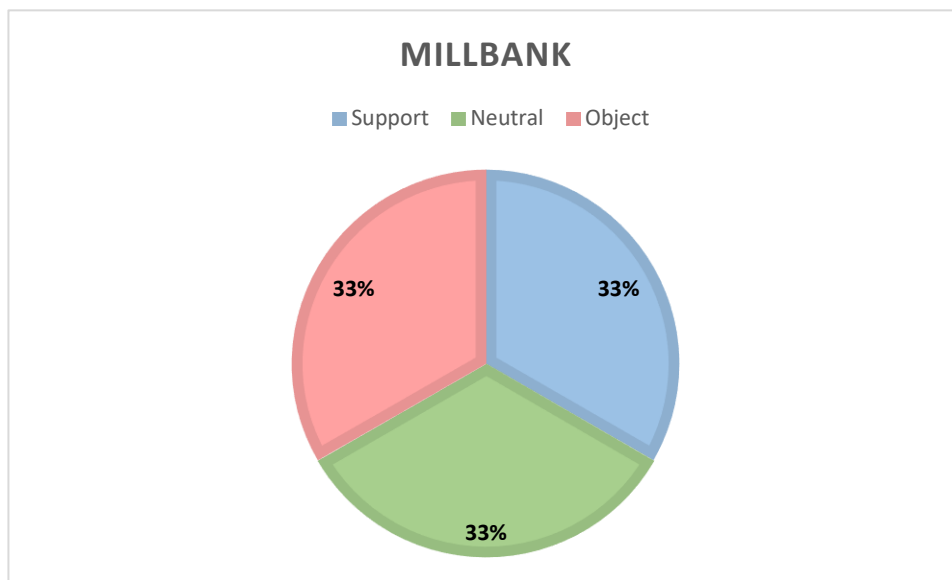


Table 9

	Support	Neutral	Object
Millbank	1	1	1

The representation in support expressed 'agreement with these proposal and hope it eases the parking situation'.

The neutral comment does 'not agree that the tenants that live in the sheltered housing EPD dwellings if they are over the age of 65 that they should pay to park in the allocated parking for Millbank tenants, they should be able to register and be exempt from payments.'

The objection suggested 'The parking bays from 16 to 23 Millbank have been provided for and are currently reserved for Millbank residents only. These bays are designed in such a way as to be off street parking and as such, vehicles parked there do not impede passing traffic at all.

These facilities can be likened to the private parking areas which have been provided for other Dacorum Council tenants in adjacent areas. Many of the Millbank residents are

living in sheltered accommodation and these proposed changes will 'discriminate against us.'

In response to the objection, providing permit parking in the area will ensure non-residents cannot use the parking places in Millbank to park their vehicles should the scheme be agreed and implemented.

3.9 Section of Featherbed Lane

1 objection was received from Featherbed Lane.

Chart 10

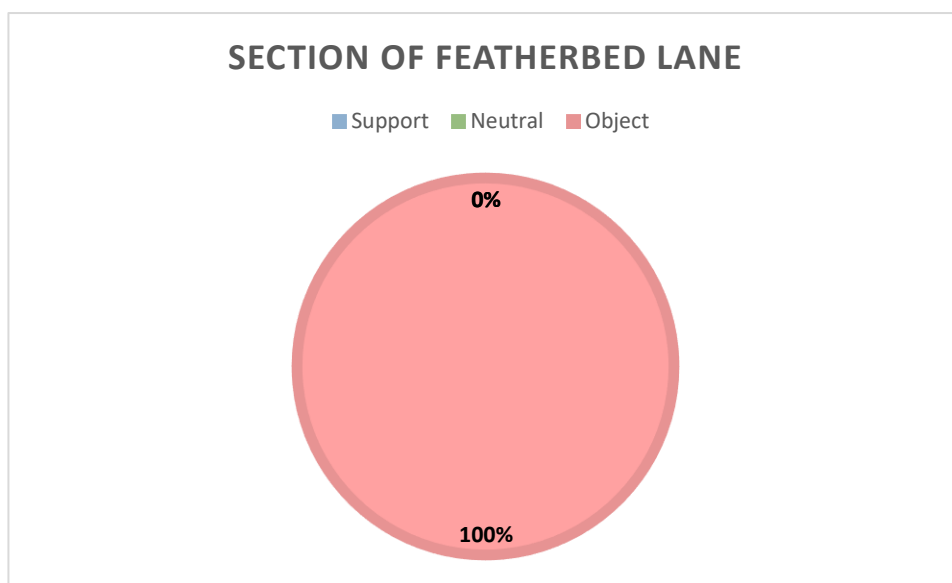


Table 10

	Support	Neutral	Object
Section of Featherbed Lane	0	0	1

This objection suggested that the times of operation of the restrictions should be altered from 8am to 6pm to 10am to 10pm. Monday to Saturday to better protect resident parking in the area.

The comment later discusses the "private" car park in Henry Street.' Going on to say 'This is **NOT** private at all, everyone in the local area uses it not just the people who's premises have back garden access to their property. If it is not included in the CPZ limitations non-residents, and the various businesses will park there possibly overnight & long term which will further restrict the provision of spaces for the residents.'

The resident also suggested 'In general I support the CPZ O Zone but would definitely prefer a later restriction of some type.'

The proposals only relate to on street parking provision, DBC do not have any powers to enforce the areas of off street parking throughout the proposed Zone O.

3.10 Aston Close

There were 2 representations from Aston Close.

Chart 11

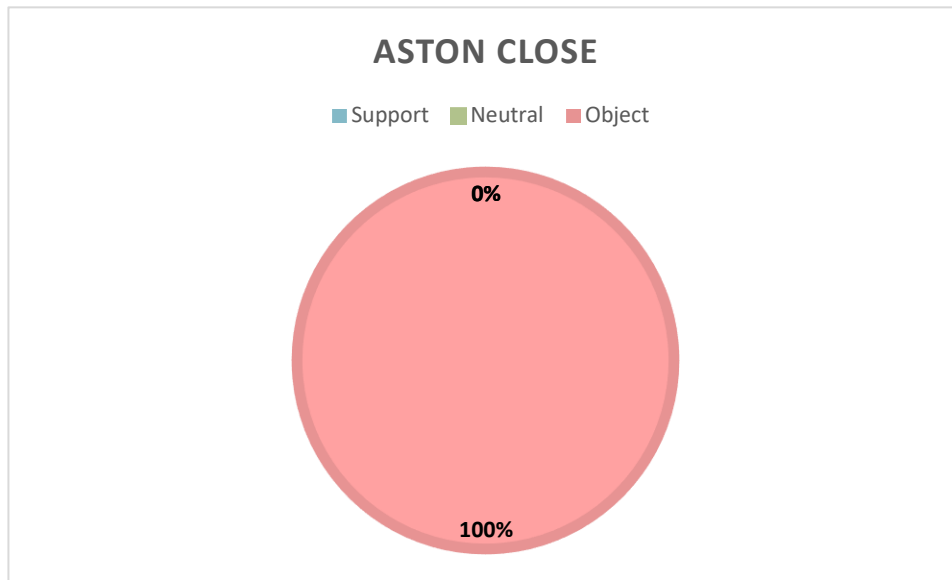


Table 11

	Support	Neutral	Object
Aston Close	0	0	2

The objection goes on to comment 'The proposed hours of operation, which will be between Monday to Sunday, 8am to 6pm. There is no rationale provided around why such restrictive hours are being proposed, especially around the weekend as well. This should to be changed to 8am to 5pm (if not less) Monday to Friday with the complete removal of the weekend restriction unless a valid reason has been provided for maintaining these hours of operation.'

The resident also required an assurance that Aston Close residents can apply for a Residents' Parking Permit in Zone O for our second family car.

3.11 Overall Summary of Zone O – Statutory Consultation

Chart 12

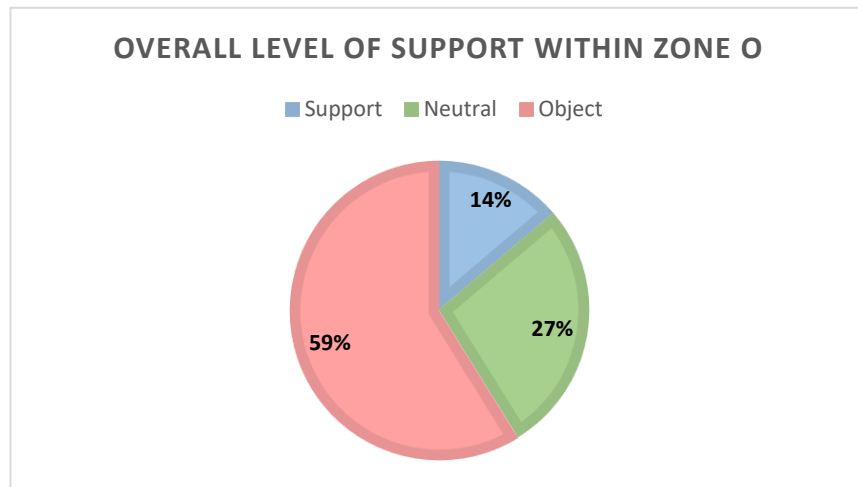


Table 12

	Support	Neutral	Object
Total	7	14	30

As shown in the chart and table above 59% of representations received were in objection to the scheme with only 14% in support of the plans. The rest of the representations were neutral, with the majority of the opinion that the hours of operation should be extended to later on in the evening.

3.12 Overall Summary Zone O – Informal Consultation

The chart below displays the representations received from the informal proposed Zone O consultation. Levels of support from the statutory consultation show a significant decrease since the last consultation however far less representations were received (50 responses compared to the 110 from the initial consultation).

Chart 13

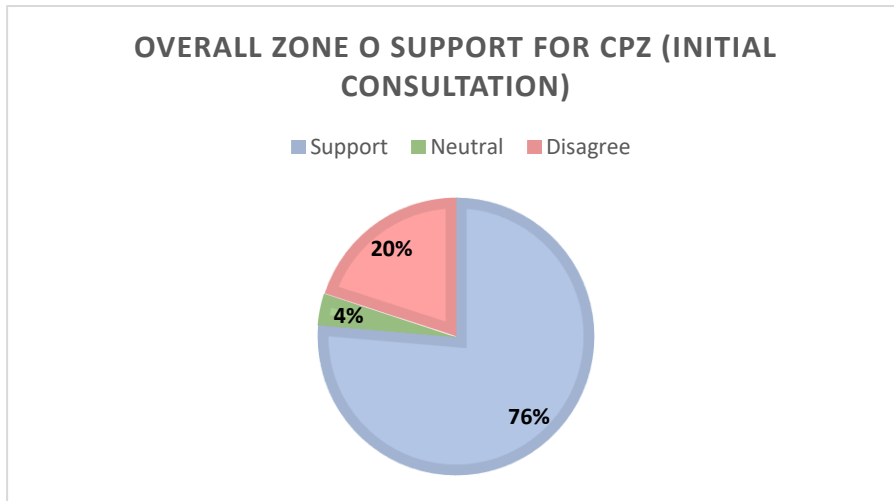


Table 13

	Support	Neutral	Object
Total	84	22	4

3.13 Overall Response Rate

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

Table 14

Zone O			
Road Name	No. of responses	No. of Properties	Response Rate per Road
Orchard Street	5	20	25%
Manor Avenue	1	11	9%
Henry Street	4	8	50%
Winifred Road	11	44	25%
Storey Street	4	24	17%
Weymouth Street	14	106	13%
Kents Avenue	4	43	9%
Millbank	3	22	14%
Featherbed Lane	1	10	10%
Aston Close	2	4	50%
Total	49	292	Average Response Rate: 17%

Within the proposed Zone O consultation area there were 49 representations accounting for a 17% response rate. This is significantly lower than the response rate from the initial consultation which had a response rate of 38%.

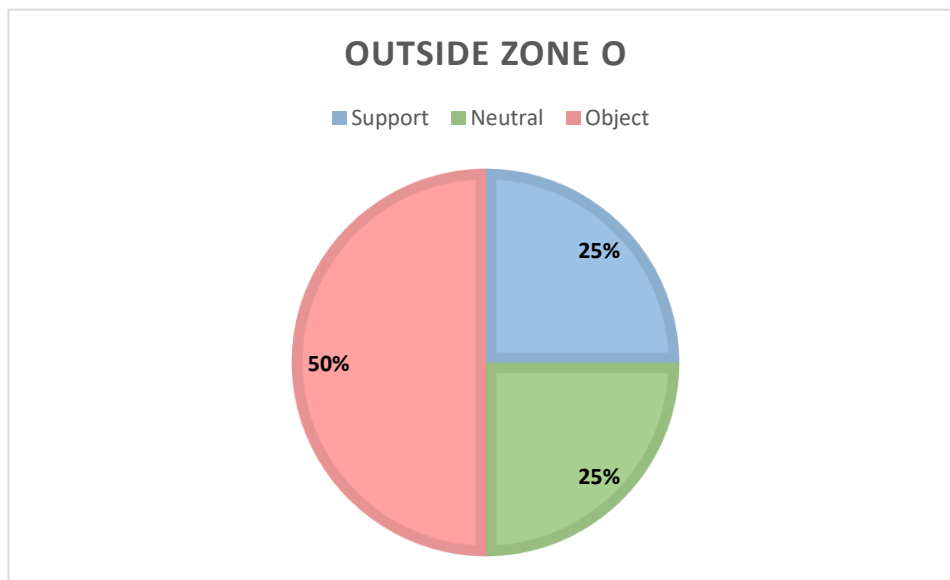
4. OUTER LYING ROADS

The table 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 total of 50% of the representations submitted from outer lying roads objected to the introduction of the scheme.

Table 15 Total Outer Lying Comments

	Support	Neutral	Object
Outside of Zone O	2	2	4

Chart 14



The comments in support both agree that parking measures are required to improve the parking situation within Zone O however do have concerns with the proposals. One representation in support is from a resident of London Road and explains that 'there is already extremely limited parking for any of the flats on London road' and raises that 'many of the residents have been using Dunelm's car park' which will soon have parking controls implemented to stop this reducing the available parking further.

One objection to the scheme from a business owner suggested that 'The proposed scheme will not work as there is plenty of parking available during the daytime, restrictions will just push the problem to surrounding areas which is both unsatisfactory and avoidable' going on to say, 'This will encourage surrounding areas to follow their methods until the Complete District has parking restrictions and the town dies'. The representation also suggests the scheme will 'not actually help residents as most are at work during the daytime and the parking will be unrestricted when they come home

from work’ and that ‘Many small businesses will be destroyed by passing trade and visiting customers being unable to park to enable short visits’

Another comment from a ‘small business’ owner in objection to the scheme gives concern regarding the cost of a business permit. ‘The Business Parking Permits are at a cost of £300 each! The small businesses in this area, I am sure, cannot afford this!’

4.1 Unknown Location

7 responses were received with no address listed and therefore could not be included within the total Zone O figures. 50% of these responses objected to the scheme proposals.

Chart 15

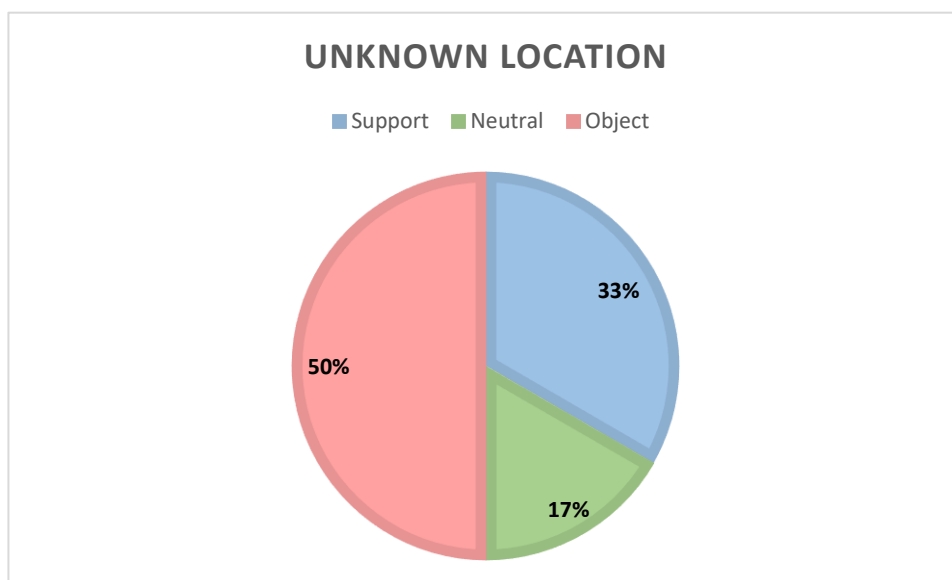


Table 16

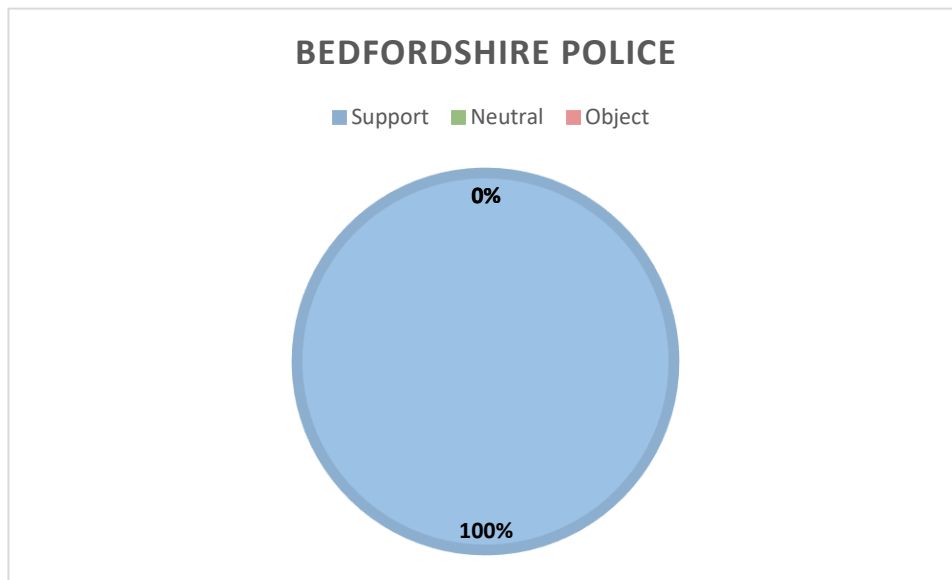
	Support	Neutral	Object
Unknown Location	2	1	3

2 responses were received in support of the proposals one suggested ‘permits be limited to two per household as there really is insufficient room to park’ and the other that times of operation should ‘be extended to 8am to 8pm as commuters still park after 6pm’. The one neutral representation also suggested extending the times of operation to ‘8am to 8pm rather than the proposed 8am to 6pm’. One of the three objections suggested similarly and another suggested limiting the days of operation to Mon-Fri. One comments also requests that the delivery time of 5 mins should be extended as ‘even the smallest shopping delivery would struggle to complete a delivery in that short time.’

4.2 Bedfordshire Police and Hertfordshire Fire & Rescue Service

Hertfordshire Fire & Rescue made no comments regarding the proposals and Bedfordshire Police stated that the proposals have been fully considered by the Traffic Management Unit and the Police have no objections to the proposals.

Chart 16



5. CONCLUSIONS & RECOMMENDATIONS

5.1 Conclusions

The responses received have indicated a greater number are in objection to the proposals with 59% of comments objecting to the scheme.

A significant number of comments indicated opposition towards the proposed hours of operation were received, not only from those in objection to the proposals but also from representations in both support and those neutral to the proposals.

Orchard Street

50% of comments from Orchard Street were objections to the proposals. All of the objections suggested that the proposals will only reduce the number of parking spaces available and not solve the parking issues.

Manor Avenue

1 objection was received from Manor Avenue. This objection came from a business suggesting that the proposals need to consider local businesses and their staff more and the effects the proposals will have on them.

Henry Street

The 3 responses indicated their objection to the proposals which made up 75% of the comments received for Henry Street, all suggested that having parking restrictions on Henry Street is not necessary, that there are currently spaces during the day and usually in the evening and that the scheme would reduce the number of parking spaces available on Henry Street. The representations from Henry Street also suggested that the times of operation should be extended.

Winifred Road

Many of the comments from Winifred Road relate to the extension of the hours of operation along with concern that permits can only be bought virtually leaving those without internet connection unable to purchase a permit. 64% of the comments from Winifred Road were in objection to the proposals.

Storey Street

75% of the representations from Storey Street were neutral. The one representation in objection suggested that any benefit received under the scheme would not be worth the cost. One of the neutral representations expresses concern that whilst agreeing with the scheme in general to end the operating hours at 6pm is not late enough and

additionally that the bus bay outside Florence Longman House is not needed as there is ample space on their own grounds.

Weymouth Street

64% of representations were in objection to the proposals. Almost all representations submitted both neutral and in objection to the scheme suggest a desire for the proposed hours of operation to be extended.

Kents Avenue

Representations from Kents Avenue suggested increasing the hours of operation of the parking restrictions as well as extending the days of operation to include Sundays. 60% of representations from Kents Avenue were neutral, with each one suggesting to extend the hours of operation to 8pm or 10pm to ensure availability of parking for residents in the evening.

Millbank

The representations received from Millbank indicate no clear majority. The response in objection to the proposals suggested 'these proposed changes will discriminate against us' with the neutral representation suggesting that residents of Millbank 'should be able to register and be exempt from payments' 'if they are over the age of 65'. The comment in support agrees with the proposals and hopes it will solve the parking issues.

Section of Featherbed Lane

1 representation in objection to the scheme was submitted from Featherbed Lane. The representation agrees with a parking scheme of some sort but requests that the times of operation are extended and also suggest that the private parking area on Henry Street is not private.

Additional Comments

14 further responses were received; 8 from residents residing outside of the consultation area and 6 where no address was provided.

The responses given with no residential address cannot be included within the consultation results.

All consultation submissions can be found in **Appendix B** of this report.

5.2 Recommendations

The general consensus suggests there is objection for parking controls with 59% of representations in objection to the proposals. Along with this the majority of neutral representations which make up 27% disagree with the times of operation. The comments both neutral, in objection and in support suggest increasing the times of operation to 8am-8pm.

It is recommended the final decision will need to be made by Dacorum Borough Council to either extend the hours of operation or leave them as proposed.

Should it be agreed to implement the proposals as advertised, the only significant change required is to ensure the double yellow line (in the location of the proposed shared use bay) on Featherbed Lane is reinstated as per the current traffic regulation order.

It should also be noted, the dropped kerb on Manor Avenue, providing access to property No. 16 Orchard Street, will be required to be kept clear at all times, therefore a double yellow line will be required, the final plan will be amended to reflect this.

Due to the nature of the comments received, the final decision to implement the scheme should be made by the Portfolio holder.



APPENDIX A – CONSULTATION MATERIAL

Orchard Street

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I am in favour of the CPZ, BUT I am concerned about:</p> <ol style="list-style-type: none"> 1. loss of parking on the North-West end of Henry Street (close to Featherbed Lane), both on the North (2 spaces) and the South (1 space) side of the street. 2. loss of parking between 16-18 Orchard St, and on the corner of No.16 <p>It doesn't seem fair, to be taking an extra 5 spaces away.</p>	
<p>I am submitting these comments as a resident of Orchard Street The zone needs to operate from 8:00 to 20:00 to prevent the many local businesses preventing local residents from parking. Please restore the parking space between numbers 16 and 18 in Orchard Street. This has been missed by the surveyor I think? Also, the parking space on the corner by number 16. With so little parking, it is really important that every possible space is utilised and not lost to double yellow lines.Thank you for your work so far. I very much hope we can bring this plan to fruition.</p>	
<p>Having recently received your consultation controlled parking zone form I noticed that The driveway to the rear of my property is not marked with a dropped curb. Having recently purchased the property I am in the process of re-instating the rear driveway that is already shown on the drawings received from yourself if you could amend your drawing so that when the parking permits are allocated it shows that the The already positioned dropped curb is recognised I would very much appreciate it.</p>	
<p>As a resident of Orchard St, I wholeheartedly agree with the proposed permit scheme and urge Dacorum council to implement it as soon as possible.</p>	
<p><i>I object to the proposals.</i> I suspect parking space available will be reduced. The scheme appears to be based on combatting commuters parking and using Apsley station. How true is this? Does it affect part of Kents Avenue only. I may well find myself parking 200 yards or more from home and as someone suffering COPD and cancer I do not relish this thought. Commuters? WHY SATURDAY ALSO?</p>	

I am writing to you about Zone O permit parking proposal. I am opposed to the scheme because in our particular area of Orchard Street and Henry Street it could make the parking problem worse. One of the main problems is that to fit into the spaces available because some houses have double yellow lines in front and some households have more than one car. The number of proposed parking spaces in Orchard Street and Henry Street is less than at present thus potentially making the problem worse.

For instance at the moment cars legitimately park between 16 and 18 Orchard Street; that space has gone. Also at the moment our visitors can park across our driveway so that they do not take up other peoples spaces in the road. This will no longer be possible in the day time thus further reducing the parking spaces. If this scheme was to go ahead I really don't want it to extend beyond 6pm as this would seem to be an unnecessary inconvenience outside business hours.

I have a problem regarding parking permits as I do not have a computer or a smartphone. How would I get parking permits? Also can you use one hour permits in blocks or will I be expected to go out every hour to change the permit.

I am hoping this scheme will not go ahead for our road as I think residents might live to regret it.

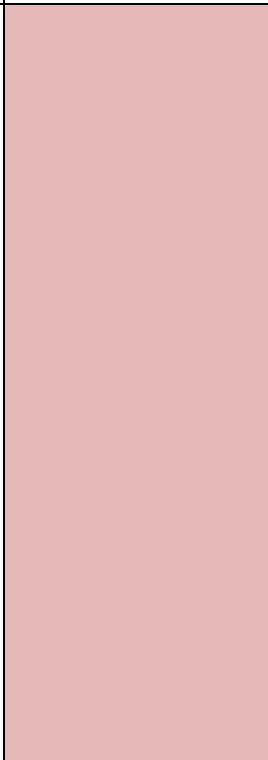
Please see below my feedback re the CPZ proposals:

1. The reason we the residents have lobbied hard for CPZ is due to parking issues caused mainly by local garage businesses parking their client vehicles on the roads, commuters using Apsley station, shoppers using our roads whilst they shop meaning we cannot park anywhere near our houses at any time. The proposed hours of Mon-Sat 8am-6pm (although on the accompanying 'what are the proposals letter' they say Mon-Sun 8am-6pm so there is some confusion) are just not long enough to alleviate the issues and residents will still struggle to park making the whole scheme a waste of time and money so we request that the area is given Zone H or Zone C status. This will ensure residents are able to park which is the objective of the scheme.
2. Please re-instate the proposed short stay bay on Featherbed Lane between Henry Street and Manor Avenue either to a short stay bay or a shared use bay. Where the scheme has proposed to lose spaces I believe we need to keep as many as possible in order to make the scheme work to it's maximum potential.
3. Please re-instate the two bays which are currently in place on the left hand side of Henry Street as you turn in from Featherbed Lane. They are not on the proposed map as the whole of Henry Street is proposed no waiting at any time. Most of that side of the street has dropped kerbs due to driveways but there is plenty of space for 2 spaces on the left hand side as you enter Henry Street alongside the proposed spaces on the right hand side and it will not hinder traffic flow.

4. There is a private car park marked up on Henry Street that is apparently DBC owned and is in fact open to everyone to park in and is not private and should therefore be included in the CPZ and would create 6+ more spaces for the scheme.



Manor Avenue

COMMENT	<ul style="list-style-type: none"> • Support • Object
<p>I would like to go on record stating my strongest objections to your proposals for the Statutory Consultation: Zone 0 – Controlled Parking Zone Plan for Manor Avenue and Featherbed Lane and all other roads in the proposal.</p> <p>I have been the owner of XXXXX since 2005, during which time I have paid a lot of money in business rates and taxes to the council.</p> <p>I have a reasonably small car park for the turnover of business I do every day, so I need all the parking spaces here for my customers which makes it impractical to allow all my eight members of staff to park on the property. This means they have to find suitable parking in the surrounding areas, something they have been able to do since I have operated from here. We make every effort to make sure none of our customers cars are parked in the existing parking spaces in Manor Avenue allowing the residents access to their properties, it is only since the arrival of XXXXXXX and XXXXX who have little parking that there has been a problem with the residents of Manor Ave, Orchard St and Henry St, but I understand they have made other arrangements for their customer car parking</p> <p>I frequently have residents cars parked on my property in the mornings as the overnight parking seems more of an issue than during the daytime, at weekends when we are closed my car park is used by a lot of people. I don't mind people parking here during the evening but I have told residents that use the car park, that their cars must be gone when I am open for business.</p> <p>I regularly have residents cars still on my property at start of business which does cause problems for me. I have looked at the idea of putting barriers up to stop after hours and weekend parking but realise that for the nature of my business the car park needs to be accessible for breakdown/recovery vehicles to leave customers cars here when we are shut. If the proposal goes through I would seriously have to consider getting a parking company involved to ensure my premises were not used in the evenings and weekends to</p>	

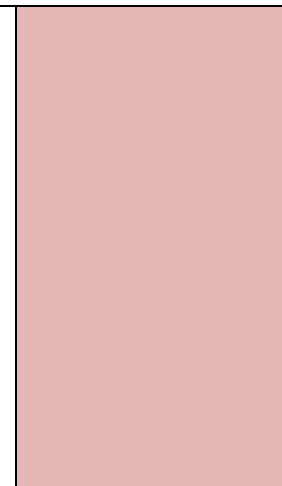
ensure all my parking spaces are available to me when I open and for customers leaving and collecting cars after working hours.

If this proposal is implemented my staff will have serious problems as there is no adequate free parking in Apsley, parking in the paid car park in Durrants Hill will be too costly for them, I am worried that if they have nowhere to park at a reasonable cost that they might leave.

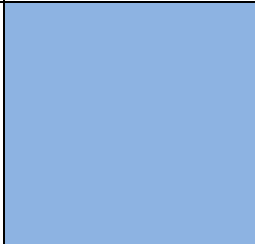
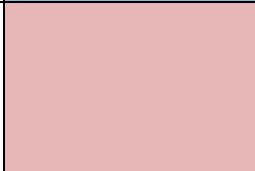
I also strongly object to your proposed plan for a shared parking area next to Apsley Business Centre in Featherbed Lane, before the double yellow lines were put there the junction of Manor Ave and Featherbed Lane was quite dangerous as vehicles leaving Manor Ave couldn't see cars turning in from London Road, there have been several near misses and a couple of incidents there, I propose that the yellow lines remain there for road safety.

Looking out of my office window as I write this email there are spaces for three or four cars in Manor Avenue, if the proposal is implemented the road would be empty during the daytime when parking for workers and local shoppers is needed.

In my opinion this proposal needs further consideration for business owners and staff, not just residents.



Henry Street

COMMENTS	<ul style="list-style-type: none"> • Support • Object
<p>Re Statutory Consultation January 2019</p> <p>Support for the introduction :- Yes in general but with a couple of points.</p> <p>The times should be between 8am - 8pm or 10pm this would give residents time to get home after work.</p> <p>The proposed shared use bay in Featherbed Lane between London Road and Manor Avenue, This was changed in 2018 to double yellow lines to give better visibility for traffic turning out of Manor Avenue.</p> <p>Sheet one states Monday to Saturday, sheet two states Monday to Sunday, which one is correct?</p>	
<p>I wish to respond to the consultation regarding the Zone O controlled parking zone.</p> <p>I feel that controlled parking is NOT required in Henry Street and the surrounding roads. I have been resident in Henry Street for over 4 years and while parking spaces are occasionally limited I can count on one hand the number of times I have had to park further that the immediate streets - and this has always only occurred very late into the evening.</p>	

<p>Henry Street, Orchard Street and Manor Avenue are by design small houses with no allocated parking. This is not a secret when homeowners make their purchase and it should come as no surprise that occasionally parking is in relatively short supply. For most residents, however, arrival home at any time up to 9pm usually means spaces ARE available, and only very late on in the evening do spaces ever run out.</p> <p>While there are one or two local businesses that park customer vehicles on the surrounding roads I do not feel that this is a justification to impose such a scheme, with all the associated costs and LOST SPACES that the proposed scheme suggests.</p> <p>I was fully aware when I bought my house of the parking situation. I therefore object to the scheme, to having to pay to park my own vehicle in the roads surrounding my house, and to actually losing some of the car parking spaces that are currently available to all.</p>	
<p>This email is to provide comment on the latest proposed Zone O CPZ in Apsley (dated Jan 2019). We do not support the latest proposal for the following reasons;</p> <ol style="list-style-type: none"> 1. Hours of Operation: Not long enough and will not create the desired improvements required to the parking, especially parking that is caused as a result of the local businesses, particularly those on Manor Avenue. Recommend this should be until 22:00 each evening for it to have the desired effect and benefit. 2. Loss of two parking spaces on Henry Street on the left as you enter the road from Featherbed Lane (at the end of property No 8 and 9 Manor Avenue). The loss of these perfectly useable spaces will negatively impact on the current parking situation. Recommend these parking spaces are retained in order to not further reduce the available parking. The garages on the corner of Featherbed Lane and Henry Street have been sold and it is expected that the land will be built on - is removing these spaces in preparation for this and to make it easier to implement rather than take them away in future??. 	
<p>I want to respond to the proposed Zone O controlled parking zone. I live in Henry Street and feel strongly that we do not need controlled parking in our road. There are always spaces during the day and usually in the evening. If I arrive home later in the evening I struggle to find a space but as all the residence are home and our houses were not built with parking in mind, that is to be expected. A controlled zone between the times of 8am and 6pm will not help when we live in an area where residents cars outnumber available spaces.</p> <p>The proposal will also replace single yellow lines with double yellows, meaning we are actually losing parking spaces (in particular, two on the left as you enter Henry Street from Featherbed Lane). Parking in the</p>	

<p>evenings will be harder in our road if this goes ahead. We need all the spaces that we currently have available after 6.30pm. I object to paying for permit parking to lose spaces and to park during the day in spaces that are already available. A neighbour of mine is pushing for permit parking and states that the garages local to us park their customers vehicles on the road for days or weeks. If the controlled parking ends at 6pm they will still be able to park on the road overnight, parking the cars on the road as they close up in the evening. I believe our issue is more cars than spaces and permits will not help enough to put up with the cost or inconvenience.</p>	
--	--

Winifred Road

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>Thank you for your recent correspondence. We support the introduction of the proposals. We have one question: On one sheet of paper the hours of operation of the parking zone will be Monday - Saturday 8am - 6pm. On the other sheet of paper the hours of operation are Monday - Sunday 8am - 6pm?</p>	
<p>After reviewing the proposal we received through the door in Jan 2019 in regards to the above mentioned CPZ; my husband and I support the proposal. We live on Winifred road and find the parking situation to be extremely stressful, especially when we're not able to park close to our house when we have our children with us. The road is quite dangerous with cars driving very fast down it. I would however recommend one change to the times of operation; I would propose operating hours of 8am to 10pm. This is because people that go into London in the evening will still come and park on Winifred Road after 6pm so they don't have to pay for parking at Hemel Hempstead train station, as we're so close to Apsley station.</p>	

<p>Thank you for sending through details of the proposal for parking permits around the Winifred Road area of Apsley. We live at number 19 Winifred Road, and wanted to send our support of this scheme, which is long overdue.</p> <p>I fully appreciate that the developments have increased the needs for parking over the 28 years we have lived here, but support this motion due to the difficulty in parking anywhere near our own road on occasion. The amount of commercial vehicles has been problematic at times, with added pressure from commuters. Hopefully this will assist in alleviating the issue once it has been implemented.</p>	
<p>I would like to report my partner and I are fully opposed to putting in resident permits. We never have problems parking during the hours of the proposed permit, and work from home so can see the conditions consistently, it is only after 6pm that it becomes an issue, suggesting it will not be alleviated by the introduction of a permit, as it is only residents parking after that time.</p> <p>We would also propose if a permit is definitely moving forward the hours be altered to 8.30am to 5.30pm Monday to Friday otherwise impacting weekend visitors for no reason.</p> <p>Additionally we would like to raise that we do not believe anyone uses the disabled bay at the top of Winifred Road opposite number 52. We have lived here for a year and a half and no one has ever been parked there.</p> <p>Again we would like to reiterate we do not believe that the introduction of a permit will assist the residents of these roads at all and would like to know if there is the option of a trial with a review period.</p>	
<p>With reference to your letter dated January 2019 in relation to the proposed plan for residents only parking in the Apsley area, I have the following objections to make:</p> <ol style="list-style-type: none"> 1. I do not believe it is necessary to make all of the area by the North western entrance to Winifred Road a 'proposed no waiting Mon-Sat 8-6pm' single yellow line. My reason for this objection is that there would be plenty of room for cars to get through and the proposal restricts the number of spaces that could be available for permit holders only. This could increase the number of permit holder spaces by 3. 2. I strongly object to the fact that visitor parking sessions MUST be in a virtual format. I object to this because not all people have access to the internet so how are they supposed to purchase these? I propose that this is optional so that those without access to the internet have the option of purchasing paper visitor parking sessions that could be placed in a visitor's windscreen. If you have no access to the internet the council is being discriminatory against this group of people, perhaps particularly the elderly. I know of several people who live in Winifred Road whom this would effect 	

<p>I write in response to the Statutory Consultation: Zone O - Controlled Parking Zone letter that I have received. The streets that make up Zone O are, for the most part, empty from around 8am - 6pm. This is when most people are at work. After 6pm the streets become very congested. This is when most people are home from work.</p> <p>The purpose of introducing controlled parking is to reduce congestion to allow local residents to have priority over the parking when there is limited space in exchange for a fair cost. Since the roads are mostly free during 8am - 6pm the proposal will make a negligible difference to the available parking during that time. It is not required. The issue with parking comes in the evening after 6pm when most people return in their vehicles from work. Sometimes I get home from work at 8pm and have to park several streets away from my home and will still have to park on yellow lines.</p> <p>I live on Winifred Road and park on all of the neighboring streets and can say that based on my experience the proposed controlled parking will make no difference to me at all. I can only see that it is another job to register for a virtual permit every year and also will probably cause me to be around £150 worse off. Additionally to the above, from what I can tell from looking at the plans 1000004708-2-SK01-03 there are actually even less available parking spaces than there current is.</p> <p>I am against introducing controlled parking Zone O. The streets in this area will not benefit from it, rather be subject to extra charges for permits and visitor parking sessions.</p>	
<p>I have lived at XX Winifred road, for 26 years. Parking has become a huge problem over the last 10 years, I believe this is due to most residents having more than 1 vehicle, and by drivers parking selfishly. Daytime parking is rarely a problem, but of an evening it is practically impossible to park on my own road. I do not see how a permit will help.</p> <p>Can It guarantee me a space? Why should I pay, and still NOT be able to park? Who does the permit benefit?</p> <p>I personally feel that this suggestion will not in anyway benefit the residents of Winifred road. I strongly and wholeheartedly am against the permit idea.</p>	
<p>I wish to object to this proposal and would like to make the following comments and suggestions:</p> <ol style="list-style-type: none"> 1. The reasons for this proposed CPZ do not apply to Winifred Road, Storey Street or Weymouth Street and they only seem to be included in order to make the scheme 'viable'. 2. Consider alternative smart collaborative solutions to the two separate parking problems e.g. incentivise residents in Manor Avenue, Henry Street and Orchard Street to tolerate customer / employee parking during the day by offering a discount on a service / MOT from their neighbouring motoring businesses; ask Sainsbury's or Apsley Mills Retail Park if 	

they would permit commuter parking in one area of their car park during the day in return for free sponsorship on the Council's website.

3. This proposed CPZ will only benefit the minority of residents who are around during the day Monday to Friday and penalise those residents whose friends and family visit on a Saturday. Councillors need to talk to local business owners to find a better solution for everyone.

4. The parking problem affecting all residents is the lack of available spaces in the **evenings** and this proposed CPZ does not address that issue.

5. Introduce regular parking attendant patrols along Manor Avenue, Henry Street, Orchard Street and Featherbed Lane to discourage parking of untaxed vehicles there. Also leaflet all residents to inform them how they can check a suspected untaxed vehicle and if necessary report it online.

6. It is essential that each household within this proposed CPZ should be able to vote for or against it in a simple majority ballot.

Further to my last email sent on 21/01/19 I would like to add the following comments and suggestions against the proposal:

1. Seeing as only **29%** of residents (76% of the 38% who responded) are in favour of the scheme (according to the initial consultation) how can the council possibly proceed without giving all households the opportunity to vote in a postal ballot? Asking for opinions online is useful feedback but it should not be used as a mandate when it comes to important issues such as this proposal.

2. It is clear from the responses received that the daytime parking problem is confined to Orchard Street / Henry Street and hence this proposal will not achieve its objective in Winifred Road. It would therefore be extremely unfair to impose a CPZ on the residents of Winifred Road and I fear a backlash if it was.

3. To deter commuters from parking in Kents Avenue simply introduce a 1 hour restricted parking zone there between 10 & 11am Mon - Fri. This has been proven to work elsewhere.

I am writing to inform you that I disagree with the permit proposal for Apsley. (Winifred Road, Weymouth Street etc)

I have been a resident in Apsley for the past 40years. My house is over 100 years old. As you can appreciate that when our houses and the road in these streets were constructed, they were not built for the level of traffic we have today. In Winifred Road, most people have two cars, so even with parking permits there would not be enough room for everyone to park. At times, yes it is frustrating, especially at weekends when you have shopping. But permit parking will not be the answer.

<p>Some of the group who have protested regard this have been particularly unpleasant on social media which has caused some bad feeling in the community. I understand that some streets are worse than others, but I strongly oppose permit parking. I have spoken to a number of residents who also feel this way. I am not prepared to pay to park, and not be guaranteed a parking place. I hope my concerns will be considered</p>	
<p>As a resident of Weymouth Street, Apsley, I would like to object to the potential controlled parking Zone O for the following reasons:</p> <ul style="list-style-type: none"> - Firstly, I believe that the council has been misled as to the genuine reasons why the controlled parking zone is required. The first proposal suggested commuters were using resident parking during the day as well as local businesses. However, the real issue is that there is not sufficient parking spaces for the number of cars that are owned by residents. Therefore residents struggle to park after 6pm, not due to commuters, but due to the fact there is often more than one car per household, sometimes as many as four. - The plans have reduced the number of spaces on Storey Street, Sealy Way, Weymouth Street & Kents Avenue. Existing spaces we currently use today have been replaced with no waiting zones, bus bays or private parking that does not exist anymore (such as Kents Av). - The max number of permits each household can purchase is 3, this is the very reason we have a problem. The council do not recognise that less people are upsizing and moving on but rather choosing to extend their homes which results in more older families, with children who grow up and get cars. These roads were never designed for larger families in mind and parking will forever be an issue. The only real way to solve this issue is to restrict the number of permits per household to one (max two). This would be fairer to all. I am concerned I will pay for a permit and still not be able to park because there has been no consideration of the fact there are not enough spaces for each household to have one space, let alone 3. - The operation times proposed are also not in keeping with the original request. Mon-Sat when there are no commuter issues on the weekend. The original plans were for Mon-Fri but I strongly oppose to making it applicable on the weekends. I have family who come to visit from far away and its not fair to have to pay for visitors as well as our own vehicle. This leads onto my next point - the visitor permits. Why should you have to use two for a visitor to park for one day? I do not understand this and never have I seen it in any controlled zone I have lived in previously. The number of visitor permits are also limited to 600 hours so if I am using 2 per Saturday I could end up spending an extra £72 per year for my family to visit on the weekend, this is just not fair whatsoever. - I am aware you will receive some suggestions to extend the operation time up to 10pm; this is a clear indication that the issue is firstly not commuters but the residents of nearby flats who don't have sufficient 	

parking within their new developments. We are inundated with new development applications in this small area and we just do not have the space to cope with this level of overcrowding. I sincerely ask you to consider what you are doing to this village on the outskirts of a much bigger town with plenty of other wide open space for developments.

Overall, I don't believe the proposal helps the residents within the controlled zone at all but rather this will just become a way for the council to increase parking charge revenues rather than sorting out our real issues. I hope you take on board my comments and decide to reject the controlled parking zone. However, if you choose to approve I request it is not applicable on the weekends and limited to one permit per household with no new developments able to apply for permits within the controlled zone. I am saddened to think that overcrowding this little village with more housing and parking issues will inevitably lead me to have to consider moving which is not something I should feel.

My only issue with this proposal is how permits are purchased. As I have been nearly scammed before, I will not commit my card details to any internet site, so an option to purchase permits at a physical place, say town hall as council tax is, should be available. Otherwise given the amount of hacking that takes place, the council could be assisting fraudsters.

Storey Street

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I would like to object to the introduction of the proposals. My reasons are twofold. Firstly, while the current parking arrangements are sometimes problematic, I can live with them. I would prefer to keep the current scheme than to have to pay to park my car under the new one. Any benefit which I might receive under the new scheme would not be worth the cost. My second reason is more a matter of principle. Before I retired I used to commute by car to Northwick Park tube station. For this to work it was obviously essential for me to be able to park there. Equally obviously while I was parked there during the day it was no inconvenience for me that another commuter should be able to park in the streets near the railway station at Apsley. Residents only CPZs would have made my commute impossible.</p>	
<p>We do on principle support the introduction of the proposals, however, as residents of Storey Street, there are various objections that we would like to express.</p> <ol style="list-style-type: none"> 1. Page 1 of your letter states hours of operation will be Monday - Saturday 8am - 6pm. Page 2 of your letter states Monday - Sunday 8am - 6pm, which would indeed be more beneficial for residents here, as weekends are just as a problem as during the week - we require some clarification here. Also, to end restrictions at 6pm is not late enough, either 8pm or 10pm would be more beneficial to the residents, bearing in mind that we constantly have people park here the are visiting the local pubs / takeaway shops or community centre, where there are quite often functions taking place - and a public car park is available over the road. 2. Your proposals outline that the entire side of the road on Storey Street on the side of Florence Longman House will become a no waiting zone from Monday to Saturday 8am - 6pm. Why are you taking away more valuable parking from the residents that live on Storey Street, when there is absolutely no need and there is sufficient room for vehicles on either side of the road? 3. You have allocated a Bus Bay outside of the Florence Longman House front entrance on Weymouth Street - this is not a bus route, so is this for the Florence Longman bus? Florence Longman has more than adequate parking with its three separate car parks, and why on earth can't a bus pull into one 	

<p>of these three significant areas, rather than again lose another two valuable spaces where residents can currently park? Surely a bus will not be parked for a continuous duration? I do hope local Councillors take this into account when reviewing these plans, and do indeed do something for the residents that actually live in these over polulated areas, whilst earning revenue from your CPZ.</p>	
<p>My name is XXX and I live at XXX Storey Street in Apsley. I am in receipt of your letter in relation to the suggested parking restrictions. Although I think this is a good idea as it will hopefully improve the parking situation in the area, in my own personal experience the main problem I face with parking generally occurs during late evenings and weekends. Therefore I propose the time be changed to 10am-8pm so that the restrictions come in to the evening a bit as well.</p>	
<p>As a resident of Storey Street, I am writing to confirm that as a whole we support the introduction of the proposal. However, we feel that with the current plans, the parking capacity of Storey Street will actually reduce making it more difficult to park at times than it already is (with the flats at the bottom of the road taking a lot of the spaces, especially in the evenings). As such, we would like to propose that you consider more parking on the right hand side of the road - currently this is listed as no waiting which we feel is not the best use of space and will increase the number of residents unable to park close to their homes leaving the situation worse than before. We hope you will consider our suggestion and thank you for your time.</p>	

Weymouth Street

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
I write with reference to the above statutory consultation to support the proposals.	
<p>We live at XXX and we are against the proposed Zone O Controlled Parking Area. On the map you sent us, our drive has a red line in front of it which is a "Proposed no waiting Mon-Sat 8am-6pm". Doesn't it imply that people can park in front of our drive or on our drive outside these hours? Shouldn't it be "No waiting/parking at any time" - Private Property?</p> <p>Another concern of ours is that if Storey Street and Winifred Road become "Resident Permit Parking zones" then people will start parking on our drive to avoid being fined! And when people park on our drive, we will have nowhere to park except for the resident Permit parking zone which means that WE will be at risk of being fined just because someone is obstructing our drive.</p> <p>It also seems totally pointless to have a resident permit parking zone between 8am and 6pm as there are always LOTS of spaces available during these times. The only time when there seem to be issues with parking in these 2 streets is in the evening, when people get home from work, from 6pm onwards.</p>	
<p>I am writing to object to the proposal of parking restrictions on my street (i live at XX Weymouth Street) I have never had trouble parking in my road, everyone is able to park near there house. Parking Restrictions would not help the parking but would be very unfair to a lot of van/commercial vehicle drivers (i drive a small van for work - not my company, i am employed by company and take van home), i think there are a lot of people in my situation and could not justify £300 a year to park at their property. Most people are home before 6pm and would be very inconvenient for a lot of people who want to park on their road.</p> <p>There is nowhere locally where i can leave my vehicle and leaving so far away would compromise the security of my van - i have tools ect for work and valuable work equipment.</p> <p>i have lived here for 4 years and everyone parks with consideration of others and i think if restrictions could cause friction between people if they are put in place.</p>	

<p>We do not have any problems with vehicles being parked in this street (Weymouth Street, Storey Street, Winifred Road) from other areas , only vehicles from this area park here (with the exception of contractors/services working in houses) and are gone before we get home.</p>	
<p><u>Weymouth St etc Parking Consultation (Zone O)</u> <u>Objections to proposed Consultation Plan of 2019</u> <u>Days of Operation:</u> Reduce to Mon-Fri. Because this allows residents' visitors e.g. coming for the weekend to park near their resident, without need for permits. <u>Hours of Operation.</u> Start at 9.30 or 10 a.m. to allow residents to use the yellow parking areas overnight without having to rush out in the morning. i.e accessing further parking. Finish at say 3pm, at least at Kents Ave end of Weymouth st, to allow people picking up kids from Two waters school, who use the footpath over rly by Kents Ave to avoid congestion at the school gate. <u>Provide more Yellow bays (joint residents and short term paid parking).</u> During the day, short- term parking for visitors and shoppers is needed, but this would be difficult if permit only. During the day short- term parkers are not generally a problem (Unlike railway commuters, who park for many hours). Also the London Road shops and businesses probably benefit from short term parking in Featherbed Lane, Orchard Street, and Weymouth Street(down to the London Road.) This should not be jeopardised. <u>Safety Hazard at Junction of Sealy Way and Weymouth St</u> Already people park on both corners of Sealy way at this junction, which prevents motorists coming up Sealy Way from seeing cars coming along Weymouth Street until they have driven well into the road. It also prevents cars on Weymouth St seeing the approach of cars from Sealy Way. This is an accident waiting to happen. One of the areas shown for private parking provision (S.W. of Kents Ave) is currently fenced off prior to a proposed development of flats.</p>	

<p>Please can you confirm the days of the proposed parking rules. One letter says Monday to Saturday the second page says Monday to Sunday?</p> <p>The hours proposed will not help any residents. There is plenty of parking during the day in Weymouth Street It's from 5.00pm onwards that parking is an issue. Better hours would be 10.00 to 10.00pm.</p> <p>The users of the community hall on the High Street use Storey and Weymouth Street for parking. I frequently see people park and walk down to the hall. Which is totally ridiculous when there is a carpark over the road.</p>	
<p>'Sirs, Re the above Zone O proposal, I live in the Section of Weymouth Street that intersects with London Road & Kents Avenue. My House is XXX. During the day cars park outside my Property which belong either to employees of Bondlink or employees of the Insurance company in London Road. When these cars leave, their place is taken by people's cars who frequent The Odd Fellows Arms PH. Some of these vehicles are then left there overnight.</p> <p>I don't get home from work before 6.30pm and sometimes later. I therefore am not likely to be able to park my outside my house or anywhere in that part of Weymouth Street.</p> <p>The proposed no parking restriction times of 8am to 6pm are therefore unacceptable. The time zone in this section of Weymouth Street should at least be <u>10am to 10pm</u>. I have spoken to several other property owners along Weymouth Street, & they concur that the proposed time span is not long enough, as they too don't arrive home from work before 6.30pm.</p> <p>Zone A in Two Waters Road has a parking restriction between 10am to 10pm, Zone C - 8am to 8pm, Zone K 8am to 10pm & Zone H 8pm to 8pm.</p> <p>There is no reason therefore why my request for a 10am to 10pm Parking restriction, can be regarded as either unfeasible or unacceptable as the precedents are already in place in Apsley & Dacorum as a whole. Without this change, there would be little point in paying for an annual Parking Permit.'</p> <p>'Sirs, Further to my recent email on this subject, if the issue of permits are virtual, i.e. paperless, how is one supposed to find out if a vehicle parked in a permit holder's parking bay is a visitor, or someone who does not have permission to park. Without some sort of ticket displayed one would have no idea if the vehicle is legitimate or not?'</p>	
<p>I see outside numbers 66 and 83 Weymouth Street there are "no waiting" zones. Currently these are two useable parking spaces for residents and, indeed, have been in use as such for at least all of the 22 years I have lived here. I see no reasoning as to why these spaces have been designated "no waiting" zones and would urge you to add these two spaces as "residents parking" in order to maximise all the space we can for residents. Two spaces may not seem a lot to some but would make the world of difference to the residents of Weymouth Street.</p>	

<p>I would like to add that if a car is parked on these spaces they do not affect the driveway access to any property.</p> <p>With regard to the proposed time for the CPZ, Monday to Sunday 8am-6pm, I would urge you to stretch the time to 10pm as quite often our street is used for parking after 6pm for those using the station for evening trips and as a car park for those visiting the retail park and Oddfellows Arms when their car parks are full. Lots of resident from Weymouth Street do not return from work themselves until after 6pm and can often never park in their own street. I, myself returned from a trip at 4.15pm on a Saturday and had to drive around for half an hour before I gave up and parked over a driveway with a known SORN car on.</p>	
<p>Zone O does not go far enough. Should be Zone A. Monday - Sunday 6am - 10pm. We get commuters using Apsley station park in Weymouth street in the evenings as well preventing parking for any residents returning from work after 6pm.</p> <p>Also Florence Longman have 4 unused and chained parking spaces off Storey Street that are always empty so should be included in the controlled parking Zone.</p> <p>If the proposed bus bay is implemented we would loose another 2 parking spaces in Weymouth Street and there is plenty of room for the buses within the car park at the front of Florence Longman.</p> <p>I also think that the 1st residents parking permit at least should be free. 2nd car £25 3rd car £40.</p>	
<p>With reference to the above we would like to comment on the proposals in your letter dated January 2019.</p> <p>We think the hours of operation would work better if extended to Monday - Sunday 8am-10pm. As residents that wish to park on their return at the weekend can do so.</p> <p>The proposed bus bay outside Florence Longman House is not needed as this bus invariably goes into the grounds to collect residents and would provide another two parking bays.</p> <p>We welcome the proposals outlined in your letter as we think this will bring some peace of mind for residents that wish to park near their homes.</p>	
<p>I would like to make the following points regarding the proposed CPZ 'O' in Apsley.</p> <ol style="list-style-type: none"> 1. There is not a parking problem during the daytime in Winifred Road, Storey Street or Weymouth Street, so cannot see a need for a permit scheme. 2. The arrangement for 'visitor permits' is un-workable. It is not possible to 'predict' vehicle registrations in advance on all occasions. 	

<p>As the scheme will be 'on-line' only, in an area which has many elderly residents who may not have access to computers, smart phones etc, it could be considered as discriminatory.</p> <p>3. The Bus Bay outside Florence Longman House, takes at least 3 vehicle spaces, and should not be required as loading/unloading of passengers could take place in the entrance way as current practice.</p> <p>4. Can you please ensure that we are included in any future communications regarding the proposed scheme. To date, we have not received any official communication.</p> <p>We have had to rely on neighbours to give us information.</p>	
<p>Having looked at the proposal for Zone CPZ in Apsley I would like to submit the following representation. I would like to see the hours of operation to be changed from Monday-Saturday 8am-6pm to Monday-Saturday 8am-8pm. Parking in my street - Weymouth Street - is difficult at all times, so the later time would really help us residents.</p>	
<p>Following receipt of the above Resident Parking Scheme I would like you to increase the proposed no waiting time till 10pm to allow people to get home from work & remove the bus bay from Waymouth Street outside Florence Longman House as it really is not required & it reduces parking by two bays.</p>	
<p>Both my husband and I are in favour of the CPZ. As a resident of Weymouth Street for more than 30 years , the development of Apsley over the last 20 years ,has made on street parking for residents very difficult. I propose the times for the CPZ ,should be from 8 am - 10 pm Monday through to Sunday , for the following reason . Next to the industrial estate on Maylands avenue , and the town centre ,Apsley is one of the largest commercial and employment areas in Hemel Hempstead .Apsley has a busy train station ,where the last train from Euston to Apsley leaves at 1.30 am Monday to Sunday . People still use residential roads after 6pm to use the train station . Also Lincoln house surgery ,which serves people outside ofApsley has late night appointments ,up until 8 pm ,their patients regularly park in Weymouth Street . large blocks of flats , houses and businesses outside the proposed boundary ,who have their own private parking regularly overspill into the surrounding residential roads . This means we would still face parking problems if the CPZ is only up to 6 pm . Residents will be paying for a permit and might not get home till after 6 pm .</p>	

<p>I would like to point out that on the map ,in between 53 and 51 Weymouth street ,there is Aspen close ,a private road with its own parking which has been included in the boundary, this should be excluded. Also Arthur Mayo House has its own private parking and should also be placed outside the boundary.</p> <p>83 and 66 Weymouth street currently both have useable parking spaces ,but have no waiting instead outside these houses .A bus bay situated outside Florence Longman should be replaced with a car bay . There are no bus routes running within the proposed zone . Florence Longman have plenty of private off road parking if the residents require a private bus .</p>	
<p>I am a resident on Weymouth St in Apsley and have received the proposed plan for Zone O CPZ. I agree with he proposal however I recommend the parking bay directly outside No. XX to be made a normal parking zone for permit holders. This bay doesn't have any impact on the intersection and the road is significantly wider in this section.</p>	

Kents Avenue

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I am in favour of the proposal but would like to see the hours extended to 8am-10pm as many residents don't get home by 6pm and will have a bigger problem finding reasonable parking. Is there any reason why Sunday is excluded as I don't see the logic ? If its because there are no parking enforcement officers then its still a deterrent.</p> <p>The land adjacent to no.10 is no longer available for parking which takes out 10, or so spaces.</p>	
<p>Re the zone O cpz I would like to request it to be 7 days a week 8am to 8pm. Every Saturday and Sunday is a nightmare to park.</p>	
<p>I would like to comment on the CPZ consultation for the road that I live on, Kents Avenue.</p>	

I feel that the controlled parking should be in place from 8am until at least 8pm Mon-Sat as this would stop commuters from using our street to park and walk to Apsley station, and also stop people parking there when they go into London for an evening.

My concern is that at the moment parking is allowed on the opposite side of the road, outside the Millbank flats, and as it stands 4/5 cars park there with their wheels up on the kerb. These spaces will be taken away in the new plan, replaced with a 'no waiting' zone meaning that people living in those flats will park outside the cottages on Kents Avenue. The private car park at the end of Kents Avenue, until recently was available to park on (6-8 cars) but this has now been closed off and planning permission is in place for some new flats so again, there are fewer places available. The bend of the road past the industrial area at the end of Kents Avenue is proposed to be a shared pay by phone/permit holder zone but I feel that this should be left for residents permits because of the loss of spaces further down Kents Avenue.

Comments re Zone O- Controlled Parking

The private parking bays illustrated on your plans next to NO 10 Kents Ave are actually closed off and cannot be used at the moment by any cars. If planning permission goes ahead for this land will the occupiers be able to park on street as residents also? Will they have to purchase permits. In the original applications there were going to be 5 properties built there but only 5 car parking spaces which is not sufficient hence taking more spaces on Kents Ave.

At the moment we are parking as far down as Earleswood Court and parking on the pavement between 11-55 millbank. This will now be no parking Mon-Sat. This is why it needs to be residents only from 10 Kents Ave around to Earleswood Court to accommodate the residents first! This can happen Mon-Sat as a minimum. You could make it 2x Zones so that parking is split evenly ie. Parking zone 1 from Storey St to Featherbed Lane so that they have their parking area.

Zone 2- from Weymouth St- Earleswood Court so that is another area, and those residents must stick in those areas. At the moment because we live at XX Kents Ave our row of cottages has to park right round at Earleswood Court. If you make this public parking and it gets full with commuters & other public where do we park?

More houses are being built on (unclear) & also next to Nascent House on London Road which will cause more traffic & congestion in a "village!" It doesn't seem to be taken into account at all, plus the new estate on Manor Estate.

Regards.

XXXX,

<p>Will the cottages on London Road next 24 Kents Ave be offered permits too? They park on Kents Ave even though they leave parking at the front & back as private driveways- Again using parking spaces.</p>	
<p>'Having just received your letter regarding the above, I have great concerns. Currently the private car park that my property is entitled to is often getting full up (including by non residents as some properties are allowing visitors to park in these spaces and the house next to the car park that has a driveway at the top of Kent's Avenue is also sometimes using our private car park when they shouldn't! In addition to this the private house behind my flats (that entrances onto the courtyard) has been known to park 3 large vehicles! Again taking up resident spaces that they shouldn't be. As a result of this I have had to on several occasions park on the area you have now marked in yellow on the map (next to Earleswood court) as being for permit holders, it is not acceptable for me to be expected to pay to park at my own property due to people taking up spaces in my private car park that they shouldn't be. It needs to be made very clear that the residents only car park is in-fact only for the residents permitted and not for visitors of any kind. The sign that is currently damaged needs to be replaced so that it's very clear from the road and it should also state that unauthorised users (if the council take the authorised registration numbers from each applicable property) will be fined, this will actually deter unauthorised people from parking there. The properties I've mentioned should also be reminded not to exceed the number of spaces. I have family some of which are disabled and there are no disabled parking spaces on your proposed permit areas, further still I would never expect guests to pay to visit me so where are my visitors meant to park? As I have stated many times on my previous appeals against parking permits, there is no need for them on Kent's Avenue. If residents parked in the correct places and nobody else came into our private car park then there would be no problem. This will cause chaos and unnecessary extra expense to those it shouldn't and due to the reasons explained particularly in terms of the requirement for disabled spaces please leave Kent's Avenue out of your permit plans.'</p> <p>'In addition I'm currently in the process of purchasing my home based on its current conditions including the parking. If you put permits where you are proposing, this would be good reason for me to pull out of the purchase as it would affect me financially as well as in other ways. What date will the decision be taken on this? It's paramount that I know immediately for the reasons provided.'</p>	

Further still I find your delivery proposals absurd! It's not feasible for a delivery of goods for example of a bed or other large piece of furniture to be delivered in just 5 minutes! And no company is going to pay for a visitor permit to make a delivery! I very strongly object to your permit parking proposals and for very good reasons I have provided.

I require a full response to each of my objections and questions as a matter of urgency. I need to know if you are considering objections seriously and if so when and how or if you are rolling this out regardless as it affects me tremendously.

Millbank

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>We re in agreement with these proposal and hope it eases the parking situation .mill bank resident.</p>	
<p>I am a tenant that lives in Millbank Apsley I have read the proposals for the parking at parking zone 0 - yes there is a problem parking in Weymouth street from the train station parking and if there are permits there this will have the knock affect to Millbank and the residence parking area. But I do not agree that the tenants that live in the sheltered housing EPD dwellings if they are over the age of 65 that they should pay to parking in the allocated parking for the Millbank tenants, they should be able to register and be exempt from payments. Also to help prevent parking in Millbank or the private carpark area there could be a barrier as this has helped in other areas and Betty Patterson House it works even though there are private residence having to use that gate, I just feel that tenants are being punished because the station prices are high so cars move onto the back street and we then have to pay when it should be the train users not the tenants. So yes give permits but not at cost to sheltered tenants that can prove their age , and visitors to tenant that are not able to get out and will be alone if visitors cannot park</p>	
<p>I wish to lodge an objection to this scheme. The parking bays from 16 to 23 Millbank have been provided for and are currently reserved for Millbank residents only. These bays are designed in such a way as to be off street parking and as such, vehicles parked there do not impede passing traffic at all. These facilities can be likened to the private parking areas which have been provided for other Dacorum Council tenants in adjacent areas. Many of the Millbank residents, including myself are living in sheltered accommodation and these proposed changes will discriminate against us.</p>	

I feel that we are being victimised by these proposals and I wish to register my strong objections.

Section of Featherbed Lane

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I would like consideration for the following points. Change the timings of the limitations from 8am to 6pm to 10am to 10pm. Monday to Saturday. My reasons for this is that Controlled Zone A which is the nearest controlled zone to us is already at that timing and we have similar reasons to request this. If the restriction is even extended to 8pm I think we would still have the same reasons. We have several restaurants and public houses whose clientele do use our streets to park in in the evenings. Despite the existence of the Car Park in Durrants Hill. Also at the Kents Avenue/Weymouth Street end of the Zone people often use the streets to park in to go to the station even in the evenings and 6pm would still leave them time to get to the station and into London for the evening, thereby taking up residential space. For myself, I would like to know what is going to happen with the "private" car park in Henry Street. This is NOT private at all, everyone in the local area uses it not just the people who's premises have back garden access to their property. If it is not included in the CPZ limitations non residents, and the various businesses will park there possibly overnight & long term which will further restrict the provision of spaces for the residents. We bought our property from Dacorum Borough Council in 1977 and requested if we could purchase one of the spaces but were told no. No. 15 is also privately owned. As far as I am aware No. 17 is still owned by Dacorum Borough Council. There is one other privately owned house with back access which is 7 Henry Street but this has never been owned by Dacorum Council as far as I am aware. All other properties that have fences adjoining do not have any permanent access points. Can this car park either be part of the 10am-10pm restrictions for permit holders only, or can your Estates Office please make a decision on who is permitted to use it and then restrict access with a chain across the entrance and keys supplied to the permitted residents.</p>	

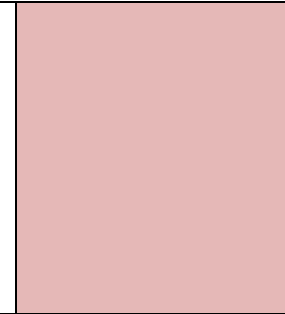
My husband has non-specific Motor Neuron Disease with stability and mobility problems and whilst we only got 2 points on the mobility scale for PIP when we applied a year ago, his mobility has deteriorated and we have purchased a mobility scooter, and I will be applying for a disabled badge.

I also have concerns around the visitors permits and not having any physical permits to put in cars.

What happens if we cannot access our account on line for various reasons by the time we have sorted it out our visitor may have already been ticketed. I have a daughter who lives locally and she often pops round to see us for various reasons without any notice.

Please take these concerns into consideration.

In general I support the CPZ O Zone but would definitely prefer a later restriction of some type.



Aston Close

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I must challenge the proposal on the following grounds:-</p> <ol style="list-style-type: none"> 1. The plans indicate that Aston Close will not be part of the controlled zone as it is in an "Existing private parking area". However, this does not add any clarity around whether residents of Aston Close can apply for a Residents' Parking Permit in Zone O or even Visitor Parking Permits. 2. As you will be aware many working families require more than one car to get to our places of work and manage our children. Ourselves and other families on Aston Close have to park our second cars on Weymouth Street or further away due to the extremely limited space on our road. 3. I must have an assurance that Aston Close residents can apply for a Residents' Parking Permit in Zone O for our second family car. Failure to do so means the following outcome:- <ol style="list-style-type: none"> a. We will have to park outside of Zone O, at least a 5-8 minute walk from our own home, causing significant challenges with managing our children, loading/unloading and also our car insurance. Alternatively we would have to spend literally hundreds of pounds on visitor parking permits (assuming we're even permitted to buy them). b. All of our homes will be devalued for the above reason and because working families will not consider purchasing our homes due to the life and job restrictions this will cause. 4. Of slightly lower importance are the proposed hours of operation, which will be between Monday to Sunday, 8am to 6pm. There is no rationale provided around why such restrictive hours are being proposed, especially around the weekend as well. This should to be changed to 8am to 5pm (if not less) Monday to Friday with the complete removal of the weekend restriction unless a valid reason has been provided for maintaining these hours of operation. <p>I thank you for taking the time to read my e-mail and address my main concerns (points 1-3 above). I'm sure you will ensure the residents of Aston Close are not left stranded (so to speak) in the middle of the proposed controlled parking zone.</p>	

I formally object to the introduction of the parking zone on the following grounds: -

1. There are two documents; “**Statutory Consultation**” and “**What are the proposals?**”. The first document has the parking enforcement period between operating from **Monday to Saturday**, the second states it will be in operation between **Monday and Sunday**, which is the correct proposed period? There is no reason stated for why the zone would be in operation over the weekend.
2. The suggested operational times are 8am to 6pm, and this is the main reason for my objection to these proposals. If you visit the area covered by Zone O between 8am and 6pm on any day of the week the odds are high that you will find plenty of parking. The reason for this is there is no problem with parking between about 8am and 5pm, the issue comes when all the residents return home from work during the working week and from social visits at the weekend. I understand that there are concerns around the businesses and commuters taking up parking spaces, but this isn’t actually a problem during working hours or day times at the weekend. How will this parking zone solve the issue of a lack of parking in the evening? Commuters can’t be blamed for issues with evening parking and the businesses have a limited impact. Bringing in this parking zone introduces more problems than it solves.
3. I live with my children on Aston Close, a really small private road off Weymouth Street with just 4 houses. On the plans Aston Close is excluded from the parking zone. We only have one parking bay each, which is fine as long as my partner doesn’t come to stay or family/friends visit. When this happens they park on Weymouth street as there is no additional parking on Aston Close as the road is so small. If the parking zone is introduced then it is crucial Aston Close residents can buy permits for second cars and the right to purchase visitor passes for when our families visit.
4. I suspect residents on Weymouth Street will have objected to anyone applying for a parking permit who has a driveway or private parking. If the parking zone is brought in and Aston Close home owners can’t apply for residents’ parking and visitors’ passes then it will result in our homes being devalued. No one will want to buy a house where their visitors/second car need to park a 10 minute walk away from their home (I actually can’t see where we can park additional cars as Zone O seems to cover the entire area). Aston Close will become an island stranded in the middle of an unnecessary parking zone. I would never have considered buying this house if I knew it would be impacted in the ways I have outlined above. I can understand new builds being excluded from the CPZ as they will know what they are getting into when buying their home. Existing residents should not be excluded.
I have lived in Aston Close for 3 years now and have witnessed the increase in cars in the area. The road is desirable and as older people move out, younger couples are moving in, with, I suspect, 2 cars. I belong to the Apsley Facebook page and can see that it is people who have lived on the street for many years, who

<p>are pleased about the parking restrictions, however I believe they are not looking at the bigger picture. Someone suggested that people travelling into London to the theatre, park on Weymouth Street and walk to the station, hence they want the restrictions to go to 10pm. I find that a ridiculous notion, that people dressed up to go to the theatre would walk 10/15 minutes to the station to save a cab fare from their house!</p> <p>I would be very grateful if you could fully consider whether there are real benefits to be gained from introducing this parking zone and weigh them up against the negative impact to those of us who live in the zone and the cost of managing it.</p>	
---	--

Outside of Zone O

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>With the parking permits proposal. I think it's a good idea but I do have a concern. Me and my wife live on London road and live XXX which we own along with the driveway and leasehold. Not often but sometimes people park on our driveway without permission and on the odd occasion it means we can not park our vehicles which can be a problem and then we have to park on the street. If you did do permits how do I go about getting permission to clamp vehicles on our property or would the council with our permission clamp and give tickets to vehicles which are illegally parked?</p> <p>The last person to illegally park spat at me so I can see this being more regular if there are permits.</p>	
<p>I received your letter regarding the proposed controlled parking zone in my area. Whilst I don't think it fair to object to it, I would like to know where you think I should be parking as there is already extremely limited parking for any of the flats on London road and our household will soon have 3 vehicles to park. Until recently many of the residents have been using dunelm's car park but understandably they are not thrilled about it and will soon have parking controls of their own in place. Either way it is not a viable solution. I have lived here for 6 years now and the parking availability has got worse ad worse.</p> <p>I often have to carry heavy items from my car to my home and there is nowhere to park close by other than the bays out the front which are all marked as short stay.</p> <p>Can you please let me know what the council plans to do about this? I'm happy to purchase permits to allow me to park outside the flat but I'd like your input please.</p>	

<p>With reference to your letter and plan regarding the above proposal. We live at 73 London Road, Apsley and the rear of our property comes under Kent's Avenue. As said before parking has become an increasing nightmare since the closure of the small carpark adjacent to our property for proposal of building flats. I often have nowhere to park near our property as spaces are taken for people using Apsley station / children's nursery / flats opposite Sainsbury's. I often am not home until after 6pm and still cannot park. We feel the parking zone needs to be Mon-Sat 8am-8pm at least.</p>	
<p>I was asking about getting tickets and clamping for my private property on London road as the new permits will cause more illegal parking on my property. You said speak to the BPA which I have and they have given me a list of 100's of private firms so is there a particular one dacorum use? Also your on there list for parking consultants? So could you not issue tickets to people with my permission?</p>	
<p>I wish to go on record stating I Strongly Object to the proposals being put forward in your Statutory Consultation: Zone 0 – Controlled Parking Zone Plan for the area of Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and part of Featherbed Lane.</p> <p>The proposed parking scheme will not work as there is plenty of parking available during the daytime, restrictions will just push the problem to surrounding areas which is both unsatisfactory and avoidable.</p> <p>The only thing that will be achieved by the proposed parking restrictions is that a small number of loud residents will be quelled for a few weeks until they notice that the scheme doesn't change thing for them. They will then start pushing for more changes which will roll on forever more. This will encourage surrounding areas to follow their methods until the Complete District has parking restrictions and the town dies due to a problem that actually didn't exist until a few people pestered the council officers until they caved in to get the people off their backs regardless of the result.</p> <p>There are a number of issues with the proposed Controlled Parking Zone that those at the council are probably unaware of :-</p> <ol style="list-style-type: none"> 1. that the parking issue is not really a problem and has only been brought to the attention and made into a problem at the council by a group who have used Social Media to build 755 followers that they are providing with misleading information and lies to build support for their quest to restrict parking in the area 2. The request for the controlled parking zone has been created and developed to a secret group now numbering 755 people using underhand tactics, threats lies and inuendo. The Facebook Closed Group "Apsley Village Matters" is full of lies, slander, defamation and other untruths. The leaders of which have no qualms with parking illegally on double yellow lines themselves even with parking availability nearby, they choose to park more conveniently outside their homes, until they received fixed penalties recently. 	

3. All the Businesses in the area have not been consulted or even advised of the proposals for any parking restrictions
4. Many small businesses will be destroyed by passing trade and visiting customers being unable to park to enable short visits.
5. Business failures will cause distress and unemployment for many.
6. Most of the businesses do not have staff parking and staff use the local streets to park
7. The proposed parking scheme will not actually help residents as most are at work during the daytime and the parking will be unrestricted when they come home from work
8. The company that currently are retained by Dacorum Council for parking enforcement are unable to adequately patrol the area as it currently stands
9. The company that enforces the parking themselves park illegally on double yellow lines, on dangerous junctions and even completely on the pavement, causing pedestrians to walk in the road to get past their vehicles. I have numerous photos as proof of this, I have even had one of the parking enforcers drive over my foot as I was walking on the pavement, fortunately this was captured on video so again proof is available.
10. The proposed shared bay in Featherbed Lane will restrict the flow of traffic in an increasingly busy road due to the ongoing property developments further along the road, This is also opposite the entrance to a few businesses operating large commercial vehicles often with trailers attached, such as those of Belswains Plant Hire the parking would make entering and leaving their business premises dangerous to the already busy road. This area was only last year remarked with double yellow lines due to the problems parking caused.
11. Businesses that are operating from many homes in the area that are clearly visible on Google and Google Maps that are not paying Non Domestic Rates will be giving their clients visitors passes which defeats any potential gains.

I have provided further important details of the above in the following paragraphs.

There really isn't much of a problem with parking in the area being considered and any regular visitor will see that there is always empty parking spaces during the daytime, I have been taking photographs of some of these roads on a regular basis over the last few weeks and there is always somewhere to park

The proposals will not help in any way, as daytime parking is not an issue for residents, the Only claims being made by a number of troublemakers that have used a closed group on Facebook to destroy the reputation of local business with their lies about who owns cars parked in the streets. This Facebook Group called "Apsley Village Matters" is led by

three ringleaders, XXXX, XXXX and XXXX, now has 755 members who use the group to mislead the members with lies and inuendo that they believe will help them in their quest to have a parking scheme established in the area. They claim that they only have to look at a car to state that it is the property of a particular business, thus enabling them to incorrectly claim that local business are the cause of the problem, which is factually incorrect. I have reported the ringleaders and the group to the police who have advised that this is a civil matter as the discussions are in a closed group, they did mention that if conversations that they have seen were in public view that they may take criminal action against the offenders. Some of these troublemakers and the 755 "friends" are running businesses and will be unaffected by the parking scheme and in fact may be the real winners as they will then have unrestricted parking for their clients, come to think of it this MAY be the real reason for them creating a problem out of nothing.

There has not been proper consultation with local businesses, many of whom are not mentioned on the maps and have not been notified of the proposed parking scheme

These businesses will be devastated and ruined when their customers are unable to park for the few minutes it takes to make an appointment, have a haircut, buy a newspaper or make an enquiry about the businesses products or services.

My Business Turner Performance & Diagnostics at Apsley Business Centre, 233 London Road, Apsley HP3 9SE will likely be forced to close if our customers are unable to park to book their vehicles into our workshop. This will affect the families of all those involved including my own and my disabled wife.

I have asked a small number of businesses in the area over the last few days who have said that they were unaware of the potential parking scheme, these businesses have also been alarmed at the probable impact on their businesses. Dacorum Council themselves also own shops in London Road that were empty for years after their completion, mostly due to potential parking issues.

The council themselves have recently commenced construction of apartments in Apsley, just like other developments over the last few years there is insufficient parking available which will only result in impacting upon the parking in the proposed parking zone restrictions.

I believe that no consideration has been given to the fact that many of the residential properties in the area are running businesses from their homes, a quick search on google and google maps will reveal just a fraction of the significant number involved, many of whom are not paying Non Domestic Rates, which is reducing the income of the council, these businesses also have visitors that park in the streets

The proposed parking restrictions will also impact upon all the shops in London Road, Apsley as their customers will also find they can't park to visit the shops, again many of these businesses have not been notified or consulted on the proposed parking scheme.

To sum up

The Proposed Parking Scheme is both unnecessary and will not actually help the residents and will destroy many small businesses and increase parking in the surrounding areas, hence the increasing introduction of the schemes by the council which will only stop when only residents can park in their own roads in the district which will be catastrophic for Hemel Hempstead.

There is far more to the proposed parking scheme and those residents who have created the problem than it first seems.

I would ask that ALL Local businesses are all informed and invited to consult with Dacorum Council before any further action is taken. Failure to do so could cause a significant loss of income to the council in Non Domestic Rates income and leave the area looking like a war zone with empty shops and business premises and destroying Apsley Village Community

With regards to the parking restrictions in the above zone, I would like a few questions answered!

1. With these areas becoming resident parking during daytime, ie 8-5pm, please advise how the businesses and the staff would survive? I believe most residents are working during this time period, although the shops and businesses are open. Surely the residents parking makes sense during the hours of 5pm – 8am.
2. We have a 20 min restriction outside Apsley London Road businesses and shops at the moment. We have been advised that this area will become either metered or the parking spaces totally disappear for road widening. If this is the case, the businesses and shops will be not be able to survive as customers are being restricted and this will be very detrimental to the area and to our businesses. Could the 20mins on this road be extended to at least 30 mins or possibly an hour to help our businesses?
We would propose that the restrictions be looked at very carefully in order for Apsley to survive, ie Government's idea of "Support your local High Street" campaign.
3. Having discussed with several business owners around our area, we are very concerned that the aim of Dacorum Council is to basically shut down our hard working businesses by these type of restrictions, which will in turn affect the customers and have a knock-on effect for Apsley as "the best place to live in" (quoted from the local Gazette a couple of weeks ago).
4. The Business Parking Permits are at a cost of £300 each! The small businesses in this area, I am sure, cannot afford this! Do we have to buy for each of the staff concerned too? Can a suggestion be made as to where the staff should park for the whole working day as they travel from as far as Luton and Harrow and possibly further? No direct public travel is available.
5. Finally, as a small business, we are against the parking restrictions suggested in the Consultation letter.

<p>I wish to go on record stating I Strongly Object to the proposals being put forward in your Statutory Consultation: Zone 0 – Controlled Parking Zone Plan for the area of Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kent’s Avenue, Millbank and part of Featherbed Lane.</p> <p>The nature of my business means I have prospective buyers turning up on site expecting to be able to park and walk on to my forecourt to inspect and hopefully buy my vehicles. Added to this I have to accommodate a sales and office team of five people who have to travel on and off site during the proposed scheme parking hours. To date this has worked fine with all involved parties accommodating the situation and parking legally wherever available during the day. We always consider local residents and road safety and have never had any complaints regarding our vehicles. If the scheme you propose is implemented we will not be able to stock as many vehicles on our site and we will therefore loose revenue from the fall in sales. The mental stress and anxiety this proposal will cause will inevitably put pressure on all my staff with added costs to do their normal days work. The lack of sales this situation will cause inevitably means I will have to consider staff levels and probably the loss of local jobs.</p> <p>Further to your proposed plan for a shared parking area next to Apsley Business Centre in Featherbed Lane. I would point out that the enormous plant distribution lorries that come in and out of Belswains Plant Hire yard throughout the day is wrongly marked as ‘Maranatho Christian Church’ on your supplied proposals map. This needs to be further considered as this revised parking situation would cause major problems and dangerous delays to traffic and pedestrians all around the London Road area.</p> <p>For these reasons I strongly object to your proposals for the implementation of the Zone O CPZ Sincerely.</p>	
<p>1- I have seen the posting regarding parking permit control zones for Kent's Avenue and I am concerned about how this is going to affect me.</p> <p>I live in one of the flats in Earlswood Court and regularly park my car outside my flat in Kent's Avenue due to lack of parking space within the flats car park.</p> <p>There is no mention of Earlswood court residents on this posting so I would like to know how this affects me and if I am able to request a permit to park.</p> <p>Can you also confirm if we would be eligible to purchase visitor permits as well please.</p>	

2- I have phoned the council parking services team this morning and they have advised me that if my property is not listed on the sign advising of the parking charges implementation I am not entitled to apply for a permit.

I now want to know why I am not allowed a permit to park my car in the road where I live and where exactly I am supposed to park my car in the future because of this.

There is only one allocated space in the flats car park and 4 spots for visitors, the nursery car park is private and so is the industrial estate behind. There is no other viable place I can park my car in Apsley other than completely away from my house potentially at a relative's place.

I would appreciate a reply explaining the reasoning behind Earlswood Court being excluded from applying for parking permits.

Unknown Location

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I have just one adjustment which I would recommend to make the system fair to all. A number of households have multiple vehicles, in at least one case as many as five. I would suggest that permits be limited to two per household as there really is insufficient room to park so many vehicles.</p>	
<p>Further to the CPZ proposal for the above area, I would strongly advise you that as the resident who first put this whole scheme in motion which has taken 2.5 years, the scheme must be until at least 8pm. There are a number of pubs, restaurants and businesses whose employees and visitors still use our roads beyond 6pm. Two Waters Road and a number of other roads in Hemel Hempstead have until this time, Two Waters has until 10pm. I'm sure that many other residents have asked for the scheme to be until at least 8pm, I know I'm not the only one who has advised of this. There must also be regular patrols of the area, particularly Orchard, Henry and Manor, the businesses in these areas regularly flout the law and are often rude, aggressive and unprofessional if they are approached in a polite manner by residents. Today I witnessed a car be ticketed by two wardens which was parked illegally, but they then turned a blind eye to the car belonging to the Cafe owner on London Road which was also parked illegally. This nepotism cannot continue when the CPZ is implemented, it is unacceptable and unprofessional behaviour. I look forward to seeing the scheme operate from Mon-Sat, 8am-8pm at the very least.</p>	
<p>There are specific elements of this proposal that we do not support. They are as follows:</p> <ul style="list-style-type: none"> • Firstly it is important that you clarify the time of the proposed parking permits. On the information received there seems to be inaccuracies. One letter suggests the permits are Monday - Sunday (8am - 6pm) and another letter within the same pack, suggests the permits are Monday - Saturday (8am - 6pm). • The parking issues occurring on Storey Street and Weymouth Street arise outside of the proposed permit hours. Specifically, parking becomes an issue for residents of Storey Street and Weymouth 	

<p>Street after 6pm. Residents are often left unable to park on the two streets. This is primarily caused by residents of Aspen Court and London Road parking on Storey street after returning from work. During the hours of the proposed parking restrictions (8am - 6pm), there is often ample parking available. We can only assume that this could be due to most people being at work. This means residents will be charged for parking permits whilst receiving little benefit, as parking during this time is not an issue. A more worthwhile proposal would be to have permits in operation later than the proposed 6pm. This means that residents would benefit from these permits that they have to pay for, and restricting parking from non residents, or overflow from Aspen Court. Would we propose extending the time of the permit operation to 8pm Monday - Sunday.</p> <ul style="list-style-type: none"> • In addition, we do not support the inclusion of a no waiting at any time (double yellow lines) at the North end of Storey Street (Junction to London Road). This removes approximately 2 spaces increasing the demand on parking. There does not appear to be a reason for this adaptation. The turning point, (entrance to Aspen Court) for the Cul-de-Sac is not clearly shown on the plans. It is therefore assumed that the no waiting zone is included to create a turning point. This is clearly not needed and means there appears to be no logical reason to remove this available space for parking. Could this be amended? 	
<p>I refer to the CPZ proposal for the above area.</p> <p>I am not particularly in favour of the introduction of CPZ and I really object to having to pay for a residents permit but I am resigned to the fact that it will probably be approved.</p> <p>It may be true that some roads within the zone have experienced parking problems, caused by some local businesses, during the day. Unfortunately not all roads experience the same problems and I understand that there is not a 'one size fits all' scheme that will please or work for everyone.</p> <p>My main concern is evening parking but I have come to accept that it is the sheer volume of residents cars -v- parking availability that is the problem and there are going to be occasions that I can't park outside my house or even on the road in which I live. I do not believe that the introduction of CPZ will alleviate parking difficulties in the evenings. I understand that emergency access is a must (particularly down Storey Street) but I'm concerned that your proposal to limit parking availability even further is only going to make this problem worse for residents. I'm reluctant to back a scheme when I'm not convinced it will improve the situation. I hope, however, that I am proved wrong!</p> <p>If the scheme is to go ahead I would prefer to see operational times limited to 8am - 6pm Monday - Friday only and there must be regular patrols of all roads within the zone to ensure this scheme works.</p>	

<p>I would also like to see the delivery time of 5 minutes extended - even the smallest shopping delivery would struggle to complete a delivery in that short time. Please provide more clarification on where traders/carers are expected to park whilst they carrying out their work. Please also put a STOP to small developments within the zone which will only bring further parking issues in an already 'bulging' area.</p>	
<p>I support the introduction of the proposals of controlled parking zones in CPZ zone O. I would like the times to be extended to 8am to 8pm as commuters still park after 6pm. Cars are also left for the work units (Kents Avenue) overnight for the garages to collect in the morning. There is an anomaly with the pink existing private parking area shown on the map in Kents avenue between number 10 and the Kents ave work units. This is a parcel of land sold to a private developer awaiting planning permission and is closed and gated with a loss of at least 14 parking spaces, and no doubt will not provide sufficient parking for any new development proposed in said area.</p>	
<p>I would like to put forward a request of 8am to 8 pm rather than the proposed 8am to 6 pm for parking restrictions in Zone O . I feel 6 pm would not be adequate enough due to commuters and businesses in the area working and parking past 6 pm.</p>	
<p>I am writing in regards to the letter I have recently received regarding the surrounding roads to my property. I see there are proposed plans to make most of the surrounding roads to my property permit holder only; 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. 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. 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. 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). Could I also just clarify - I live on London Road - Would I be entitled to a permit for my vehicle? 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. I hope all of the above makes sense, you're welcome to contact me back if needed.</p>	

Bedfordshire Police

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I refer to your consultation, dated 14th January 2019 received together with attachments in relation to the above-proposed Traffic Regulation Orders. The proposals have been fully considered by the Traffic Management Unit and I am writing to inform you that Police have no objections.</p>	

Hertfordshire Fire & Rescue Service

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>No comment from Hertfordshire Fire & Rescue Service</p>	



APPENDIX B – ADDITIONAL COMMENTS



RESIDENT PARKING SCHEME CONSULTATION

IMPORTANT DOCUMENTS ENCLOSED



Telephone: 01273 627194

January 2019

Dear Householder/Proprietor,

Statutory Consultation: Zone O - Controlled Parking Zone

Following on from the consultation on the proposed **Zone O** which includes properties on Orchard Street, Manor Avenue, Henry Street, Winifred Road, Storey Street, Weymouth Street, Kents Avenue, Millbank and part of Featherbed Lane in 2018, Dacorum Borough Council has considered the responses received and decided to proceed towards implementing the proposed changes.

From the responses we received during the consultation period we now propose the following:

- Hours of operation of the parking zone will be Monday - Saturday, 8am-6pm.
- 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 have been changed to permit holder or pay to park (shared use) to provide more resident parking in the area.
- The proposed short stay bay on Featherbed Lane between Henry Street and Manor Avenue has been amended to a double yellow line.
- The proposed ambulance bay on Weymouth Street has been amended to permit holder only
- Permits bays to be introduced along the eastern side and north eastern end of Millbank as well as the areas to the front of 16 to 23 Millbank which are accessed via Kents Avenue.

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 in the 'What are the proposals?' page accompanying this letter.

This letter and accompanying plan is to advise you that the formal Traffic Regulations Orders (TROs) required to make the scheme operational has been published. The publication of the TROs marks the beginning of a statutory consultation period that will last for 28 days from **16 January to 13 February 2019**.

During this period anybody may comment or submit representations to the proposals. Comments or representations must be made in writing, stating the grounds on which they are made and sent to the address at the top of this letter or via email to dacorum-consultation@projectcentre.co.uk to be received by e-mail by 23:59 on **13 February 2019** or by last postal delivery to the above address on **15 February 2019**. No significant changes can be made to the proposals from this time; we want to know if you support the introduction of the proposals or whether you object to them so please respond to this consultation.

The accompanying plan provides a summary of the proposals.

The Zone O CPZ will operate **Monday to Saturday 8am - 6pm** and will prioritise residents parking during those hours.



The Forum
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1DN



Summary information on how the changes 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.

Please note as this is a statutory consultation, correspondence on the proposals cannot be entered into. All comments received will be reported to the Council who will make a decision on how to proceed after considering the feedback from the consultation.

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd

PROJECT
CENTRE





What are the proposals?

During the hours of operation (Monday to Sunday 8am – 6pm) anybody wishing to park on-street in the resident parking areas indicated on the plan provided must either hold a valid permit or resident visitor parking session.

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

Resident virtual permits:

First car in household - £25

Second car in household - £40

Third car in household - £40

Motorcycle - £10

First vehicle owned by a disabled person (evidence ownership and blue badge will be required) - Free

Business permit - £300

Permit changes - £7

Resident visitor parking sessions:

£4 for 25 one-hour parking sessions (£2 for senior citizens and Dacorum Card holders)

£3 for 5 five-hour vouchers (£1.50 for senior citizens and Dacorum Card holders)

You can buy resident parking sessions in blocks of 25 hours up to your annual allowance of 600 hours (1200 hours for senior citizens)

Where can permits and visitor parking sessions be used?

Valid residents permit – no limit on waiting in resident parking areas and shared use bays

Valid visitor parking sessions – to the expiry of time obtained in resident parking areas and shared use bays

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.

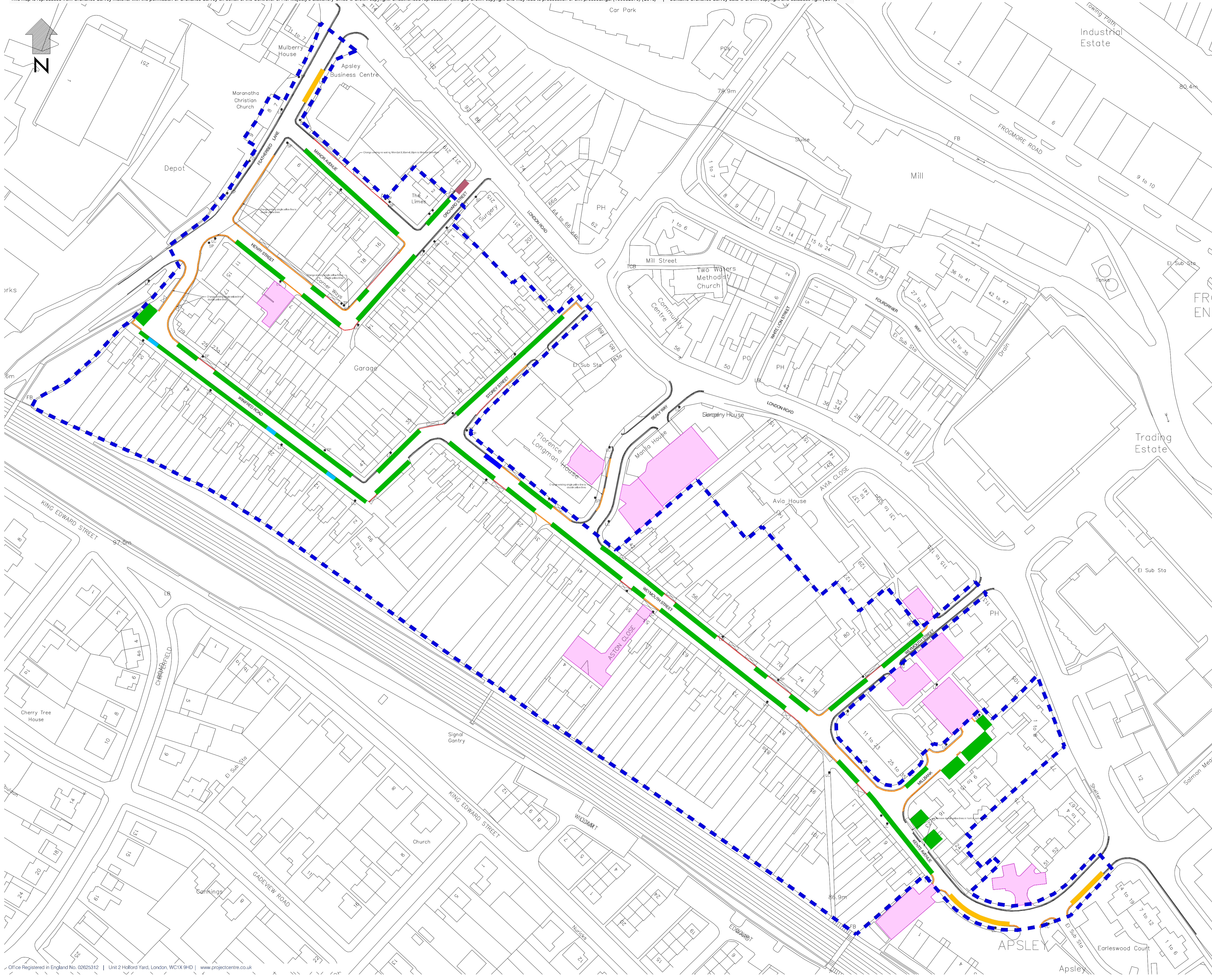
What happens next?

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 you will be informed in due course.

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.

Link to view Dacorum Council's privacy policy: <http://www.dacorum.gov.uk/home/open-data/personal-information>





- 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-Sat 8am-6pm
 - Proposed permit holders bay Mon-Sat 8am-6pm
 - Proposed resident permit disabled bay
 - Proposed shared use bay permit holders or mobile phone payment Mon-Sat 8am-6pm 2 hrs no return within 2 hrs
 - Proposed bus bay
 - Proposed controlled parking zone boundary

DRAWING ISSUE DISCLAIMER
 THIS DRAWING HAS BEEN PRODUCED FOR INFORMATION AND OR DISCUSSION PURPOSES ONLY AND IS UNCONTROLLED. IT DOES NOT FORM ANY PART OF THE CONTRACTUAL DRAWING SET AND IS NOT FOR PUBLICATION.
UNCONTROLLED DOCUMENT



Unit 2 Holford Yard
 London WC1X 9HD
 Tel: 0330 0080 855
 Mail: info@projectcentre.co.uk
 Web: www.projectcentre.co.uk
 PS 77166

Client				
Project	APSLEY CPZ ZONE O			
Drawing Title	PROPOSED CONTROLLED PARKING ZONE			
Drawing Status	FOR INFORMATION			
Drawn	Designed	Date	Scale	Size
MS	MS	JAN 2019	NTS	A1
Drawing No.	1000004708-2-SK01-03			Rev
				-

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

Project Centre has prepared this report in accordance with the instructions from Dacorum Borough Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
1000004708	01	Final Report	James Grimsdale 21.02.19	Richard Plant 28.02.2019	Ollie Miller 06.03.2019

File path: G:\Project Centre\Project-BST\1000004708 - DBC ZONE O Implementation\2 Project Delivery\3 Reports\3 Final 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