



## Ebberns Road

# Statutory Consultation Report

Hemel Hempstead

Dacorum Borough Council

Document Reference: 1000007419

Date: 6<sup>th</sup> August 2021

Created by  
James Grimsdale



**PROJECT  
CENTRE**  
part of Marston Holdings

## 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.

Rev	V01		
Reason	First draft		
Prepared by	James Grimsdale		
Date	06.08.2021		
Reviewed by	Richard Plant		
Date	09.08.2021		
Authorised by	Richard Plant		
Date	09.08.2021		

File path: G:\Project Centre\Project-BST\1000007419 -DAC Ebbens Road Statutory Consultation\2 Project Delivery\3 Reports\3 Final Reports

## 1. EXECUTIVE SUMMARY

- 1.1.1 Dacorum Borough Council (DBC) have carried out this statutory consultation to understand if there is support for the implementation of parking controls on Ebberns Road to prioritise residents. The consultation period ran from **30<sup>th</sup> June 2021 to 23<sup>rd</sup> July 2021**.
- 1.1.2 The proposals aim improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone and local area.
- 1.1.3 A total of 99 responses were received.
- 1.1.4 Of the responses:
- 13% were in support of the proposal,
  - 83% were in objection of the proposal,
  - 4% were neutral representations.
- 1.1.5 Reasons for supporting the scheme include:
- Difficulty parking on Ebberns Road currently.
  - The parking controls reducing congestion and improving safety.
- 1.1.6 Reasons for objecting to the scheme include:
- Parking controls reducing the number of parking spaces.
  - A lack of parking availability for Residents residing outside of the zone boundary.
  - Residents residing in multi-occupancy developments with its own dedicated parking not being eligible to apply for resident permits or visitor vouchers whatever the capacity of the private parking area.
- 1.1.7 Following completion of the analysis of the consultation responses, it is clear that there is overall objection towards the scheme.
- 1.1.8 Due to this it is advised that Dacorum Borough Council do not implement the proposals.



## CONTENTS PAGE

PAGE NO.

1.	EXECUTIVE SUMMARY	2
2.	INTRODUCTION	4
3.	CONSULTATION RESULTS	5
3.2	Responses	5
4.	CONCLUSIONS & RECOMMENDATIONS	7
4.1	Conclusions	7
4.2	Recommendations	7
	APPENDIX A – CONSULTATION MATERIAL	8
	APPENDIX B - CONSULTATION COMMENTS	9

## 2. INTRODUCTION

- 2.1.1 Dacorum Borough Council (DBC) have carried out this consultation to understand if there is support for the introduction of a resident parking scheme on Ebberns Road. The consultation period ran from **25<sup>th</sup> May 2021 to 30<sup>th</sup> June 2021**.
- 2.1.2 The proposals aim to improve the safety and environment through deterring commuters from parking inappropriately resulting in serious inconvenience to the residents living in the zone and local area.
- 2.1.3 Letters and an accompanying plan were delivered to all addresses on Ebberns Road, these included the purpose built properties with their own off street parking. Letters were also delivered to properties on Lawn Lane and Belswains Green.
- 2.1.4 Notices advertising the proposed changes were also placed along Ebberns Road and Lawn Lane.
- 2.1.5 Dacorum Borough Council proposed the following to achieve these objectives:
- Introduction of resident parking scheme for Ebberns Road
  - Hours of operation of the parking zone to be Monday – Friday 9am to 6pm and Saturday and Sunday 10am to 1pm
  - Maximum of three vehicle permits per household for eligible addresses on Ebberns Road, within blue boundary indicated on the accompanying plan, each one registered to a separate individual.
  - Maximum of one vehicle permit per household for addresses within red boundary indicated on the proposed scheme plan (Lawn Lane and Belswains Green). These properties are not eligible to obtain visitor parking sessions.
  - Proof of residency is required.
  - Vehicles must be registered to the resident's address within the zone, (the area surrounded by blue line on the plan, or in the area surrounded by the red line on the plan
  - Permits and visitor parking sessions are virtual (no documents to display in vehicle) and are obtained and used through the council's website
  - The current costs for annual resident permits 1st £40, 2nd £60, 3rd £80, Motorcycle £20
  - Visitor parking sessions 20 pence per hour up to a maximum of 600 hours or 1200 hours for over 60s and Dacorum card holders
- 2.1.6 The consultation material, including detailed proposal plan can be found in **Appendix A** of this report.

### 3. CONSULTATION RESULTS

- 3.1.1 A letter and plan of the proposals were hand delivered to all addresses located along Ebbens Road along with Lawn Lane and Belswains Green. Residents were asked to submit their comments in relation to the scheme proposals via the [dacorum-consultation@projectcentre.co.uk](mailto:dacorum-consultation@projectcentre.co.uk) email address.
- 3.1.2 The consultation sought to determine if there is support for the proposals. The following section provides a breakdown of the responses received. Detailed consultation comments can be found in **Appendix B** of this report.

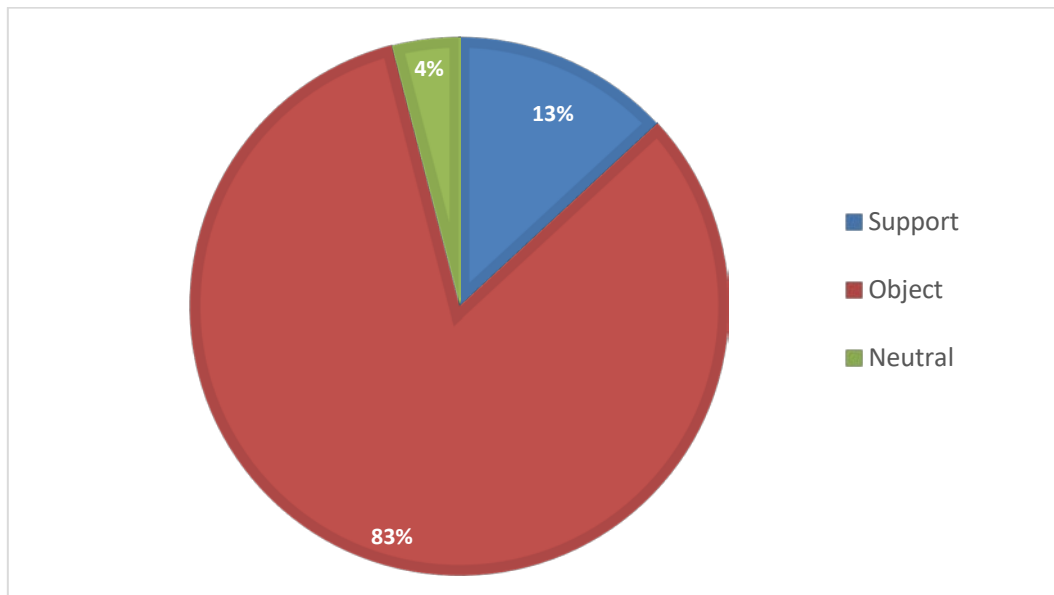
#### 3.2 Responses

- 3.2.1 A total of 85 responses were received from residents and stakeholders local to Ebbens Road.
- 3.2.2 Table 1 and Figure 1 show the number of individual responses received either in support, objection or neutral to the proposals and the method in which they were submitted.

**Table 1: Consultation Responses**

Road Name	Support	Object	Neutral
Email Responses	13	67	4
Written Responses	0	13	0
Stakeholder Responses	0	2	0
<b>Total</b>	13 (%)	83 (%)	4 (%)

**Figure 1 – Consultation Responses**



- 3.2.3 As shown above, the overall majority is in objection of the proposal, with 83% of representations in the study area in objection.
- 3.2.4 Comments in objection to the scheme noted:
- Parking controls reducing the number of parking spaces.



- A lack of parking availability for Residents residing outside of the zone boundary.
- Residents in multi-occupancy developments with dedicated private parking area were not eligible to obtain permits or vouchers

3.2.5 Representations in support of the scheme commented similar themes relating to:

- Difficulty parking on Ebberns Road currently.
- The parking controls reducing congestion and improving safety.

3.2.6 Notable objections were raised by stakeholders, noting:

- Housing Officer: ‘Controlled parking will cause problems for residents with cars who have poor mobility. It will also hinder family and friends visiting (which is important with regard to isolation of elderly residents, and their wellbeing). It will cause problems with emergency and non-emergency visits from supported housing as well as visiting carers, nurses, doctors, chemist deliveries, parcel deliveries, food deliveries etc. for those most vulnerable.’
- The Rt Hon Sir Mike Penning MP- ‘How will carers, tradespersons and visitors be able to access the properties in this area with no visitor permits.’ The representation also suggested ‘a one hour restriction either morning, afternoon or both’ and that ‘Whatever decision the Council make it is ludicrous to not allow visitor permits which are an essential part of every day life for many residents’.

3.2.7 Most objections were received from residents of the addresses where limitations on either a parking permit, visitor vouchers or both would have an adverse effect on their lives, in some cases this would make it difficult for those who require regular care to continue to receive this if visitor sessions were not made available.

## 4. CONCLUSIONS & RECOMMENDATIONS

### 4.1 Conclusions

4.1.1 Based on the responses received during the consultation period, it is evident that most participants (83% of all responses) were in objection to the proposal.

4.1.2 Reasons for objection towards the scheme include:

- Parking controls reducing the number of parking spaces.
- A lack of parking availability for Residents residing outside of the zone boundary.
- Residents residing in the multi-occupancy developments or properties with their own off street parking space along Ebberns Road not being entitled to a permit or visitor vouchers despite having limited parking with most occupancies having more than one vehicle.

4.1.3 Reasons for support towards the scheme include:

- Difficulty parking on Ebberns Road currently.
- The parking controls reducing congestion and improving safety.

### 4.2 Recommendations

4.2.1 Following completion of the analysis of the consultation responses, it is clear that there is significant objection towards the proposed scheme.

4.2.2 These objections primarily focused on residents living in blocks of flats just off from Ebberns Road being excluded from the scheme, together with residents outside of the zone who would be entitled to obtain a resident permit to park on Ebberns Road.

4.2.3 Those not entitled to a permit would be severely limited by the lack of parking available to them if excluded from the proposed parking scheme on Ebberns Road.

4.2.4 It is therefore recommended that the proposals are not introduced.





## Appendix A – Consultation Material



## Appendix B - Consultation Comments



**Ebberns Road Consultation Responses**

**\*All comments are reproduced word for word as written by the respondent**

**Consultation Responses- Email**

COMMENT	<ul style="list-style-type: none"> <li>• Support</li> <li>• Neutral</li> <li>• Object</li> </ul>
I am for the proposal but would ask if the drop kerbs on the town houses at the bottom of Ebberns Road would be respected.	
I am the homeowner of 12 ebberns road Apsley. I do support the proposal of controlled parking zones being implemented.	
<p>I would like to let you know, that I totally support the implementation of the proposed Parking controls for Ebberns road.</p> <p>It has been a long time coming, and should improve the safety and environment.</p>	
<p>I support the proposals. Request modifications.</p> <p>1. We have not been allocated road space according to the blue lines. Supposedly because we have a parking area on the property.</p> <p>We employ 24 people and use the road for excess parking as the car park is not large enough for all the vehicles.</p>	



<p>Therefore we request an allocation on the road.</p> <p>2. The staff use the road to park their carts on either side of our entrances. This enables us to move them when we have lorries making deliveries.</p> <p>If we can't do this we would need double yellow lines on either side of our entrances to allow turning space for lorries.</p> <p>We have ongoing problems because of the narrow road and other people's parking, which means that we have to unload in the road. The inconvenience caused is extensive as it can take up to an hour to unload and the road is a cul de sac so anyone beyond the lorry cannot get out.</p> <p>Another alternative would be to have yellow lines opposite the driveways to enable the lorries a turning circle.</p> <p>3. A problem that we foresee is that if residents have 3 spaces maximum and some can't park due to space on the road they will park in our carpark or on the dual owned area with Albion Court. This problem has already occurred as some residents who think our land is a public car park.</p> <p>The result has been to call the police, due to abuse and aggressive behaviour – the police have informed the council of these disturbances.</p>	
<p>I reside at X Ebbens Road and fully support the proposals.</p>	
<p>Hello - I am a resident at noX Ebbens Road and I do fully support the proposals for a CPZ. However, there is one thing that is not made clear, if the parking of transit vans and/or larger vehicles are permitted as I would foresee the size of such a vehicle would be too big to fit within a bay. There are many commercial vehicles that park in Ebbens Road and am interested if the CPZ would restrict them.</p>	



I would like to register that i DO support the proposal	
With one reservation I support the above project.	
Thank you for the letter, only comments are that we fully support the proposals	
As stated during the previous consultations, we do support the proposal.  Our only comment would be that the yellow lines on the blind corner between No's 68 & 70 really need to be double yellow lines owing to the frequency of road blockages caused by traffic trying to pass badly parked vehicles at this point.	
We are strongly in favour of setting up the controlled parking zone in Ebberns road.  Parking at Ebberns road is very difficult at the moment.	
I fully support the proposal for the controlled parking zone on Ebberns Road.  There is way too much congestion trying to get in and out of the road. The 2 corners are particularly dangerous.	



<p>Regarding planning proposals for willows court and new developments on Ebbens road. Objections to developments at the time where made due to insufficient parking and the impact of the overspill onto Ebbens Road.</p> <p>As you will see from this attached report these concerns where over ridden and Ebbens road residents have had to deal with the consequences of developments being built with insufficient parking ever since.</p> <p>I support preferential parking for Ebbens road resident and not the all the new developments over spilling and swamping Ebbens road.</p> <p>I recommend that the cpz should go later than 6pm</p>	
<p>The issue</p> <p>DBC “proposes to implement parking controls on Ebbens road to prioritise residents....through deterring commuters from parking”. I think this summaries what is being attempted but as a resident of Ebbens Road for 20 years, that misses the real problem particularly at the western end of the road. At this end we seldom able to part after 4.00pm because of vehicles being parked there by people who do not live in the Road. Certainly, some are from Lawn Lane but others are also vehicles displaced from the new development in Frogmore Road. To that end, the zone would need to be extended to 9.00pm which would give residents a chance to park.</p> <p>Commercial vehicles</p> <p>We have a number of vehicles parked on the road including vans over 9 metres in length. Surely, we could expect the commercial organisations to have parking elsewhere, will that be included?</p> <p>Driveways</p> <p>A number of properties have authorised crossovers with access to driveways, some even have two. The crossover takes space away from other residents so would you consider reducing the number of permits to those properties to two or even one?</p> <p>Yellow lines</p> <p>I understand that all the space between parking bays will have yellow lines, including over driveways. There are a number of properties including those in Bridgeview who have off road parking but when visitors come, they park over their driveways. However, if you introduce yellow lines over driveway, you will force visitors into residents parking bays making the problem worse.</p>	





<p><b>Loading Zone</b></p> <p>I understand that there is a loading zone outside two commercial properties that have car parks. This would appear to reduce the quantity of car parking spaces by around 8 vehicles.</p> <p><b>Enforcement</b></p> <p>I have counted around 200 vehicles parked in the road tonight, there is not a single free space in the entire road. I think there are around 150 properties in the road so assuming one car per house and 10 hours of visitors a week, each property will have to pay £144 a year so the council gets over £21,500 a year income. How much of that will be put into enforcement? Will you for example use the electoral role to confirm residency or do you just accept it what people say. There will no doubt be phantom residents suddenly appearing.</p> <p><b>Summary</b></p> <p>Unless the hours are increased to 9.00pm, there is very little benefit to those of us at the western end who have parking shortage caused by vehicles from other local streets. In fact, the yellow lines and loading zones will make the problem worse.</p>	
<p>The whole problem with Ebberns Road parking problem is that people from Lawn Lane</p> <p>And Belswains Green keep parking in our road. The parking has decreased since the building of the new properties with half a row of dropped kerb no longer available to be parked on. We simply can't sustain other roads cars as well as our own.</p> <p>It should be limited to a maximum of 2 permits per household or that actually live on Ebberns Road or we will be back to square one. I haven't been able to park outside my own house or close for perhaps the last 6months. I have a three year old child.</p> <p>I like most households don't get home till 7.30 so until 6pm would be of no benefit to most of the road.</p>	
<p>As resident of Ebberns road we really need some sort of parking restriction to manage the congestion and parking and to also manage safety and flow of blind bends but I find it bizarre that roads outside Ebberns road are included in the plan .</p> <p>If this is the best we are going to be offered then I support the plan .</p>	



<p>Sadly with this plan at 6pm in the evening there will be an influx of traffic from all the flats on the road and nearby streets that have been built with inadequate parking and if the bends are single yellow and allowed to be parked on then the road will be as bad as ever.</p> <p>If anything is done then please make double yellow not single on the bends at top of road and maybe consider a more effective time to implement parking restrictions something like 8am to 11am and 5pm to 9pm</p>	
<p>In response to your letter of consultation of proposed parking control in Ebberns Road I would like to be registered as in favour of the proposal simply because this scheme is better than no scheme at all. I do however have a number of objections .</p> <ol style="list-style-type: none"> <li>1. I feel that the granting of permits to residents of Lawn Lane( particularly those that are not adjacent to Ebberns Rd) largely undermines the purpose of the proposal ‘to prioritise residents’.</li> <li>2. The failure to include double yellow lines on at least one side of the blind bend/ brow of the hill is of no help in making improvements to the road safety.</li> <li>3. I believe that changes to the operation times of the parking zone could make the scheme more effective..</li> </ol>	
<p>We write to you in relation to the letter we've received regarding the matter of the controlled parking zone you propose for Ebberns Road.</p> <p>As a resident of Ebberns Road since 2017, both myself and my partner XX object to these new proposals.</p> <p>Frankly, it is egregious and unfathomable why you would propose to give residents of neighbouring roads permission to park here. This is not where these residents reside and they should not be permitted to park here.</p> <p>Why this road? Why not propose any other neighbouring road? Such as Deaconsfield Road, St Albans Hill, or Belmont Road? At least these 3 roads are actually connected with the region of Belswains Lane on your proposal.</p> <p>Ebberns Road is already overrun with vehicles - a lot of which come from the purpose built flats that Dacorum Council permitted to be built. Which have insufficient space allocation for the number of flats that exist. This would have been obvious at the planning stage if anyone had factored this in before green lighting these projects.</p> <p>Simply put - there's frankly not enough road space on Ebberns Road to allow this many properties on your new proposal space to park on. You should be working off each household having a minimum of 2-3 cars on average.</p>	



<p>I am writing to express my NON SUPPORTIVE views on the proposed controlled parking on Ebberns road. We live at Flat X Drew Court, XX Ebberns road and are a 2 vehicle household. The proposals do not allow us to apply for a permit so this would therefore mean we are unable to park anywhere close the property we own. Due to the pandemic we are home based workers the majority of the time so would need a street based parking spot. Since living here for over a year and a half, we have NEVER had an issue finding on road parking so don't see the need for these proposals!</p>	
<p>This is to indicate that I do not support the proposals as they stand for the CPZ in Ebberns Road.</p> <p>I reside in XXX which is a block of mainly, if not all 2 bedroom apartments at the cul-de-sac end of Ebberns Road.</p> <p>The balance of spaces available to residents within the houses and within apartment blocks is weighted heavily to those residing in the houses.</p> <p>I notice that you state 'Multi occupancy developments with private parking areas are not eligible to obtain resident permits or visitor vouchers.</p> <p>Each flat within XXX has 1 allocated parking space inside the development and there are no visitors spaces.</p> <p>May I point out that our neighbours in the houses with whom we share this end of Ebberns Road, also have private parking mostly for 2 cars per house on their driveways and possibly 3 or more already (Many also have integral garages and some are also able to park small cars one behind the other) yet they are eligible for up to a further 3 spaces on the street if they so choose.</p> <p>Could the houses not be limited to 1 or 2 street permits rather than up to 3. A 2 bedroom apartment will still only have its 1 single allocated parking space, yet a house with a 2 car driveway and a garage and then being eligible for up to 3 permits would be able to have up to 6 spaces per household. It seems incredibly disproportionate.</p> <p>Please can you advise whether there was any prior consultation with regard to local residents' views. From my point of view specifically, we are right at the end of the long Ebberns Road cul-de-sac with no other options to park for visitors or trades persons. Would it not be fair to allow one street permit per household within the blocks or for us to have visitor vouchers. It seems disproportionate that houses that already have 2 or 3 private spaces already are eligible for permits and vouchers for the street, when 2 bed apartments with one private space only, are not eligible.</p> <p>If the commuters who seem to park daily and then get out their small bikes and cycle off (presumably to the train Station at Apsley) were eliminated from the equation, then it may be that there is space enough for all residential households to use their private</p>	



<p>driveways and allocated block parking and to have people visit them without an additional expense or worse without any other alternative at all.</p> <p>Please advise re whether there have been any previous consultations involving residents and whether any of the points that I have raised above regarding the disproportionate allocation of combined private and street council spaces has been raised or is likely subject to further consultation.</p>	
<p>If I'm reading my letter correctly, I pay £40 to</p> <ul style="list-style-type: none"> <li>•NOT guarantee a parking spot at all.</li> <li>•NOT prevent non- permit holders from parking in the zone</li> <li>•NOT have a Civil Enforcement Officer enforcing anything</li> <li>•NOT solve the issue of too many cars due to too many flats having been built in the road</li> </ul> <p>I think I'll keep my £40 thanks. It's a NO from me</p>	
<p>My wife, X, and I have a dispute relating to the proposed controlled parking zone on Ebbens Road:</p> <p>We live in the Willow Court block of flats at the end of the road, and we note that multi-occupancy developments with private parking areas would not be eligible for any parking permits.</p> <p>While we do indeed have one space per flat, many flats actually have two cars, and we all have visitors / tradespeople needing to park on the road on a regular basis.</p> <p>Moreover, there are houses on the road that already have driveways for one or two cars, and the proposal means that they would get permits for three additional cars - this is clearly an unfair weighting.</p> <p>We would like either the multi-occupancy development policy reviewed, while also perhaps giving fewer permits to houses with driveways, or for you to cease the plan for permits altogether.</p> <p>Thanks, and we look forward to hearing your thoughts.</p>	
<p>I am writing to oppose the proposed changes to controlled parking on Ebbens Road.</p> <p>My first reason I disagree with the proposal is that those entitled to apply for a parking permit within the 'proposed permit holders only beyond this point' area already have driveways which entitle them to park at least two cars on the drive. This comes with the property and is therefore private parking. Allowing them the chance to apply for up to three permits would mean you are giving them the benefit of allowing, potentially, 5 vehicles to park close to their property. Currently, residents in Willow Court are only entitled to one parking space within our 'private car park', yet</p>	



<p>the average household have two vehicles meaning we need to be allowed to park on the road. If this is to come into action, where are families with another vehicle supposed to park?</p> <p>The second reason I am opposing the proposed change is the fact that residents who do not have an address of Ebbens road are being allowed to apply for one parking permit, yet residents such as myself who have an address of Ebbens Road are not entitled to apply for one at all. The number of spaces we have access to has not been considered at all. Not being able to park on our own road, especially when we have an address of Ebbens road, does not seem fair in the slightest. The fact that where our multi occupancy developments lie, are being turned into full permit holders only, does not give us the chance to park on our road at all, baring in mind, further up the road they only have bays. Anyone living within Willow Court, Ebbens Road, would have to park their vehicle miles away from their property which is not fair at all.</p>	
<p>I DO NOT SUPPORT THE PROPOSALS.</p> <p>I live in a flat at X Willow Court, Ebbens Road. I comment that:</p> <ul style="list-style-type: none"> <li>• No evidence has been presented to substantiate the assertion that commuter parking is resulting in serious inconvenience to the residents. In particular, to the extent it exists, whether any such evidence is sufficiently recent to reflect the dramatic change to commuting patterns and volume following the pandemic.</li> <li>• No rationale is provided as to why residents of Lawn Lane &amp; Belswains Green should receive a permit park to Ebbens Road.</li> <li>• I note that:             <ul style="list-style-type: none"> <li>o the residents of the flats on Ebbens Road are to be denied access to any parking permits (whilst those with houses are allowed 3)</li> <li>o the flats only have one parking space available to them</li> </ul> </li> </ul> <p>I therefore observe that the Council has not explained why it intends to (1) remove our ability to have more than one car per household; and (2) to not allow friends and family to visit us by car.</p> <ul style="list-style-type: none"> <li>• There is no information as to what the funds raised by this new scheme would be used for.</li> </ul> <p>Finally, I recall that comments were requested on very similar proposal last year, but I am not aware that the responses to that were published or acted upon. We should be told what happened.</p>	



It seems to me this proposal is unnecessary, not properly considered, not adequately explained and discriminates unfairly against those of us on the road who can only afford a flat, rather than a house

Further to my objection to your proposals to discriminate against flat owners (only allowed their 1 private parking space – therefore not allowing visitors, tradesman, carers etc at the flats) in favour of house owners (allowed 3 parking permits plus their private parking spaces) I have been considering further your assertions for the need for the scheme at all.

I therefore comment further

You assert that the parking scheme will “improve safety” but you provide no evidence that the accident rate in Ebbens Road is higher than in any surrounding roads – I say that you must provide the evidence of such safety improvement to the residents before proceeding with any scheme predicated on this assertion.

I have also been gathering my own evidence about the assertion that commuters are parking inappropriately and causing problems to residents.

Please therefore see the following photos taken at the end of the road closest to the station (1) during the day and then (2) later in the evening in Willow Road on 30 June, 8 July and 9 July 2021 respectively.

It is very clear from these photos that the road is quiet during the day i.e. that commuters are not parking here during the day. Rather it is busier in the evening because of residents parking, albeit not problematically, that your proposals would only address by discriminating against those who are unable to afford a house.

1. During the day – no sign of in appropriate commuter parking





2. During the evening – what can only be residents parking after work. Not commuters.



This, to my mind, completely contradicts the assertions in your proposals.



I therefore reiterate that because of the lack of evidence of the need for these parking restrictions – and the discriminatory nature of them against those who could not afford a house on the road - I do not support the proposals.

The proposals would be less damaging if flat owners were also allowed to park a car on the road, rather than just house owners.

After receiving the letter of Statutory Consultation regarding the proposal for a Controlled Parking Zone on Ebberns Road, I would like to confirm that I do not support the proposal.

I have listed my most serious concerns regarding the proposal, many of which I consider to be extremely unfair on residents of Ebberns Road described as 'Multi-occupancy developments'.

1. I, a resident of Willow Court, was not made aware of these plans during the first consultation period in 2020. I received no letter or email regarding this proposal. I suspect that as the letters were not delivered by post, they were instead dumped in a non-communal area of Willow Court (there are three entrances). As a result, I have been denied my right to provide feedback regarding this proposal upon initial consultation.

2. As a resident of Willow Court, I live in a two bedroom flat with one private parking space and, as a household, we have two vehicles we rely on to travel to and from our places of work. This proposal severely handicaps the ability for me to park in close proximity to my residence as I cannot apply for a parking permit. Furthermore, I would ask where I would be expected to park my vehicle if not Ebberns Road?

3. As a resident of Willow Court, I often receive and host guests and family members, many of which travel over 60 miles to visit. This proposal would prevent my family and friends being able to park in relatively close proximity to my residence as I am unable to request a visitor permit. Willow Court has no visitor parking spaces.

4. I believe it to be appalling that the 'red boundary' residents, those of which are not located on Ebberns Road (Lawn Lane and Belswains Green), are eligible for a parking permit but I, a resident of Willow Court located on Ebberns Road, am not eligible. This is outrageous.

5. Why can a two bedroom house with a driveway be allowed to request parking permits for up to three vehicles (4-5 vehicles total) but as myself, a resident of a two bedroom flat in Willow Court, be expected to only have one



<p>vehicle with access to one private parking space (akin to a driveway)? This is discriminating against those who live in multi occupancy accommodation.</p> <p>6. The proposal states that it is to be enacted to 'improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone and local area'.</p> <ul style="list-style-type: none"> <li>o Are the residents of 'multi occupancy developments' not part of the residents 'living in the zone and local area'? This proposal will more than result in a serious inconvenience to these residents.</li> <li>o In light of the COVID-19 pandemic which has been ongoing for the past 15 months, commuting into London has drastically reduced. Despite this, the parking on Ebbens Road has not significantly altered, therefore suggesting that commuters are not to blame and this controlled parking proposal will not be effective. As outlined in your proposal 'A Controlled Parking Zone Will Not: ... Solve the issue of resident vehicle ownership outstripping the kerb capacity to accommodate them'.</li> </ul> <p>I would suggest altering the proposal to allow the multi occupancy residents to be able to apply for at least one additional parking permit and visitor permits or cancelling the proposal entirely would be the only fair way to proceed.</p>	
<p>I am a resident at X Willow Court, Ebbens Road and I am strongly opposed to the proposed controlled parking zone on Ebbens Road. There are two main reasons for this:</p> <ol style="list-style-type: none"> <li>1. In the letter which we have received it states that the controlled parking zone is intended to prevent commuters from parking on the street. In my experience, the street is usually quieter during week days. It therefore seems that the proposed problem is not a problem at all. Do you have any evidence supporting this claim? If so, it would be useful if this could be made available.</li> <li>2. Residents of flats with private off-street parking are treated extremely unfairly in the proposed scheme. They will not be allowed parking permits or visitor permits. Willow Court for example has only one allocated parking space per household and no visitor parking. In contrast, many of the houses within the blue boundary have private drives in front of their houses. The houses directly opposite Willow Court all have private driveways, some of which can accommodate up to 3 cars. This means that Willow Court residents will be able to park 1 car on Ebbens road (in their private parking space), while residents across the street will be able to park 4 - 6 cars (3 on street and 1-3 on their driveways). This is clearly unfair. Furthermore, since Willow court residents will not even be able to apply for a</li> </ol>	



<p>visitor permit, all visitors will have to park a significant distance away. I can image that for elderly relatives wishing to visit their families this will present a significant challenge.</p> <p>Furthermore, as stated in the letter, the proposed parking scheme will not address the real issue on Ebberns road which is that resident vehicle ownership outstrips the curb capacity.</p> <p>In conclusions, it seems that the proposed scheme is an unfair solution to a problem which does not exist. It should therefore be rejected.</p>	
<p>I am writing in relation to the introduction of the controlled parking zone within Ebberns Road and top of Lawn Lane.</p> <p>I currently live with my partner in one of the many multi occupancy developments along Ebberns Road. I do not understand how/why anybody who lives in one of the multi occupancy developments will not be allowed access to any possible permits introduced. Are we to ask any visitors/tradespeople/carers that they can only walk or get the public transport when they come to our flat? Or that they can park in Sainsburys (which I am not sure they will be ecstatic about) but only for a limit of 2 hours? It does not make any sense to leave the multi occupancy developments out of the permit zone.</p> <p>Also, your main reason for the introduction of the CPZ is to deter commuters from parking down Ebberns Road. If you walk down the road during the day, you will find many car parking spaces available along the road. With the introduction of companies now allowing the 'commuters' to work from home, there is now a much lower requirement for people to use the trains at Apsley to commute into London and beyond.</p> <p>The local council and government are trying to become 'greener' and more environmentally friendly, however taking away parking spaces for the train stations seems a backwards step. If there are no longer any parking spaces available near train stations, it will encourage people to then drive to their destinations completely bypassing the use of public transport.</p> <p>I am not in agreement with the reasons behind the introduction of the controlled parking zone and reject the proposal.</p>	



I am writing, to express my objections, in regards to the introduction of the controlled parking zone on Ebberns Road.

I am strongly against having permits on our road for the following reasons:

- I will be unable to park on the road because you are not allowing flat owners to have a permit. I live in Willow Court and while we do have one space within our block of flats, we will be unable to park our second car on the road. Where do you intend we park? The closest car park in Apsley is a 15 minute walk to our front door. Would you walk 15 minutes to your car every morning and evening to get to and from work?
- I will be unable to have visitors because we are not allowed to purchase visitor permits. When my family or friends come to visit or stay where do you suggest they park?
- I will be unable to have trades/ deliveries/ careers because there will be nowhere for them to park.

Parking on our road is not an issue Monday- Friday 9am-6pm because the majority of people drive to work. The parking issues are at night when everyone returns past 6pm. Therefore, permits will not reduce these issues. By choosing to live on Ebberns Rd we understanding the limited parking.

I would like to know:

- why we need a permit on Saturday and Sunday? These are non-commuter days. This will again mean we are unable to have family or friend visit or trades or deliveries.
- why do we have to pay for permits? As house owners on the road they should be given for free.
- why are flat owners unable to have a permit for themselves OR visitors? This is very discriminatory.
- have you asked the home owners for their opinions on permits because I am yet to find one person who thinks this is a good idea?

This appears to be a way for the council to make money rather than resolve any parking issues.

I am not in agreement with the reasons behind the introduction of the controlled parking zone and reject the proposal.



<p>Please see comments below for consideration in respect of the proposed objectives.</p> <p>The times proposed will not provide a solution to the problem the times when no parking is available for residents is after 6pm and after 1 pm on weekends.</p> <p>Lawn lane and belswains green are included and this add's additional spaces being used.</p> <p>In short this will cost money and still not provide Ebberns road residents with a parking space.</p>	
<p>I have recently been informed that Dacorum Borough Council is proposing to implement parking controls on Ebberns Road. I wish to have it recorded that as a resident at X Ebberns Road, I strongly object.</p> <p>While I have two off road parking spaces at my property and this will not directly affect me, I feel it grossly unfair that my neighbours living in 'multi occupancy developments' will not be eligible to obtain a resident or visitor permit.</p> <p>Having recently moved to the area from such a development with such a policy on permits, I can vouch for the trouble this causes when a tradesperson (e.g. an emergency plumber) has to be called out who is unable to park close to the property.</p> <p>I do understand that the road is attractive for commuters who wish to park their car on the road before hopping on the train... but a permit policy between 0900 - 1800 Monday to Friday and 1000 - 1300 Saturday and Sunday will be detrimental to the residents.</p> <p>Instead, may I propose the adoption of Zone Z: 0900 - 1000 and 1400 - 1500 Monday to Friday, which will deter all day commuters and allow the flexibility for residents to have visitors?</p>	
<p>I am writing today to let you know that I do not support the proposals being put forward, I am a resident of Willow court which is a block of flats at the end of the road. Under the proposal that has been sent to us, it shows that due to us having 1 private parking space we are not entitled to any other permits (both visitor and resident). As opposed to the properties which already have 2-3 car driveways being able to claim up to 3 residential permits, which in my mind makes no sense as it is unrealistic for someone to need 6 parking spaces.</p> <p>The effect of this going forward would be catastrophic as we would only be able to keep one car between me and my partner, this means one of us would no longer be able to commute to work and would in the worst case result in us leaving our job or moving elsewhere. We would also never be able to have anyone visit as the other closest place to park is the Sainsbury's car park which you are not allowed to park in if not shopping.</p>	





As all of willow court is 2 bed flats, I imagine that my feelings will be the consensus among many other residents who also need two full time workers per flat just to afford the property. Due to even renting prices now demanding two people earning 30K just to have money left over.

I would also like to mention that personally I have never had an issue with securing a space along the road, there have been times when I have had to park further down the road but I have never been without a space within a minute walk of my front door.

I hope you take this email into consideration when moving forward, hopefully my feelings of this being a ridiculous proposal have been put across. However if this goes forward regardless of the opposition, you can expect to hear from me, my partner, and many other residents in the same situation.

I am emailing you today regarding the proposed changes to parking on Ebberns Road HP3 9HE.

As a current resident of a flat in Willow Court, Ebberns road, I am outraged at the proposal put forward. While I agree that parking is limited on the road, restricting permits for flats is unacceptable. We currently are renting a 2-bedroom flat where myself and my partner both have separate jobs located in different areas across Hertfordshire. This requires us to both have cars and therefore need access to a minimum of two parking spaces. Your proposal suggests that as we have ONE dedicated space for our flat, we are not eligible for a parking permit on the road as well nor are we eligible for guest permits. This is ridiculous and would mean we are no longer able to live in this area as we require two vehicles. Proposing that the flats have no eligibility to parking on the road would have huge consequences to renters like ourselves and would cause problems for landlords in the area, as I'm sure you'd agree most would expect at least as many car parking spaces as bedrooms – as next renters could be two individuals sharing the flats.

On your proposal you have stated that all houses on the road would get up to 3 permits. Many of these houses already have driveways which can fit two or three cars. Therefore they would be eligible to have 5 cars on the road while we would be stuck with one. This is unfair and not practical. I would suggest allowing a minimum of permits to be the amount of bedrooms a residency has – the fact that we are given one dedicated space does not mean we do not require extra spaces on the road for us to be able to commute to work or to provide space for guest when they visit. I am very disappointed you would suggest that as we live in the flats we do not have the same rights to parking on our own road as those living in houses. I can assure you that if this proposal moves forward we will be forced to move and the local area will struggle to find renters or new people to buy these properties as they would not be practical for working families.



<p>I hope you take this into consideration before moving forward. If agreed, I can assure you will hear from myself and my partner again apposing this decision.</p>	
<p>I am writing to object to the proposals that have been presented for the following reasons:</p> <p>1) Hours of Operation:</p> <ul style="list-style-type: none"><li>the objective of the parking controls are to deter 'commuters from parking inappropriately', however the hours of operation are extremely excessive to meet that need. In other areas, an hour's restriction from 12-1pm or similar is enough to stop people parking there all day and work's well. I don't see why the same can't be applied to Ebbens Road.</li><li>If deterring commuters is the objective why are the parking controls proposed for Saturday and Sunday as well?</li><li>The current situation of the road is parking during the day is not an issue, which suggests that commuters are not the problem. The difficulty for parking on the road is in the evenings.</li></ul> <p>2) Visitors permits:</p> <ul style="list-style-type: none"><li>as a resident of Willow Court, we have one allocated space per household, but there are no visitors parking spaces. I think it's extremely unfair not to allow residents the opportunity to purchase visitor parking permits. If we require trades people to visit who would most likely attending during the proposed hours of operation, where are they supposed to park to visit my property? This would cause a huge amount of stress and inconvenience.</li><li>I'm a single occupant and the ability to have family/friends visiting is extremely important to me, particularly after the last year. Having restrictions implemented and limits on when I can have visitors because I'm not allowed to apply for even a single visitor permit is very distressing.</li></ul> <p>3) Eligibility:</p> <ul style="list-style-type: none"><li>I think it's very unfair to exclude multi occupancy developments to obtain resident permits or visitor vouchers. There are private residences on Ebbens Road with driveways and space for 2-3 cars who are then eligible</li></ul>	



<p>to apply for a further 3 permits - whereas we have one space, no visitor parking and are not even allowed to apply for a single visitor permit.</p> <ul style="list-style-type: none"> <li>• If an assumption is made that most households have two cars, could it be an option for multi-developments to be allowed to apply for one resident permit as many have one space, and then other residents to be able to apply for 2 resident permits instead of the 3 that are proposed. This would help to keep a similar number of permits, but address the imbalance of how they are distributed.</li> <li>• Allowing residents on Lawn Lane and Belswains Green the ability to purchase resident permits when residents who are living on Ebberns Road are excluded is extremely unfair. All residents on the road whether they are houses or multi-occupancy developments should be entitled apply for the same types of permits and then nearby roads looked at as a secondary offering. While we live in different types of property we are all residents of Ebberns Road so why should we be treated differently.</li> </ul>	
<p>I am writing in regards to the proposition to implement parking controls on Ebberns Road.</p> <p>I am afraid to say I oppose due to the following reasons:</p> <ul style="list-style-type: none"> <li>• One of the key deciding factors in purchasing my property only a year ago was that it was on a road that had free parking for when my friends/family came to visit. Now, based on the parking controls the Council proposes to implement, either they would have to pay to park when visiting me, or I would have to fork out more money for yearly permits on top of all my other bills - something which I had not budgeted for when moving here.</li> <li>• 20p an hour is not nearly a high enough rate to put commuters off parking on our road. In fact, it's quite a good rate, and if I was looking for somewhere to park my car when commuting, I would be much more willing to pay £2.20 (based on 12 hours of parking at the new rate) on Ebberns road, over other more highly priced long stay car parks or train station car parks. Apsley train station car park for example costing £8.50 a day to park in. I do not feel these charges will put commuters off parking on Ebberns road at all. It will just be a way for the Council to make money off of them doing so. Additionally, if these new parking controls are aimed at stopping commuters parking on our road, why do the fares carry over onto a Saturday and Sunday?</li> <li>• Having lived on Ebberns road for a year and experienced the coming and going of traffic, I am not convinced that there are a great number of commuters parking on our road at all. The majority of vehicles parked here seem to belong to the residents, with a clear lack of driveway space for properties here. What research has been carried out by the Council to prove that it is the commuters which are causing problems with the safety and environment?</li> </ul>	



<p>Additionally, if you make these proposed changes, and the number of vehicles does not change, will we be entitled to a refund?</p> <ul style="list-style-type: none"> <li>The electric gates to my flat's car park break on a regular basis, and my property management company have been extremely inefficient at fixing these each time, meaning that I sometimes cannot get into my flat car park and have to park on the road. I do not wish to have to pay money to park outside my own property just because my property management company won't solve this problem properly.</li> </ul>	
<p>I would like to object to the plans for the Ebberns road parking in its current form.</p> <p>as a resident of a multi occupancy development, I fail to grasp why we have been excluded from being allowed to access a permit or even visitors permits, whilst we do have 1 space and 30% of a visitors space, please do explain to me where you expect our friends, family and trades to park? yet the plan has included dwellings on the proposal who have off street parking and whom are still able to access permits and visitors passes. the plan even included access to a permit for people who don't even live on this street.</p> <p>parking in ebberns road during the day isn't an issue. whilst it is annoying to have commuters use this road an then nip to the station, there has always been parking available</p> <p>regardless of this poorly thought out parking plan I do hope you can implement the yellow lines on the grounds of safety, especially around the junctions and the corners of the roads.</p>	
<p>I do not support the proposals as they stand - as previously emailed the solution would be to have 1 hour restriction to stop people parking all day for the station and free parking up for residents.</p> <p>This is being done as a money making exercise as we would have to purchase permits for the street.</p> <p>Please reconsider the proposal to a 1 hour restriction instead</p>	
<p>Despite understanding that the road is a public highway and as a resident I do not have any legal right to a parking space, I am totally opposed to the proposed scheme as I do not see how it addresses any of the problems that as a resident I experience with parking, those problems which I mostly accept as part of living in an urban area.</p> <p>My comments/questions are:</p>	



- I have lived in Ebbens Road since October 2017 and in all that time I have only been unable to park within Ebbens Road once and that was in the evening.
- Since the beginning of the pandemic (March 2020) I have worked from home and every day there are plenty of spaces. You can come and go as you wish without fear of not being able to park when you return, although I accept it is busier at weekends and evenings, post 6.00pm, can be very difficult.
- I took a walk today along the whole length of the road and counted at least 40 spaces and as I have walked down this road at least once a week can confirm that that is not an unusual number. I have also taken some photos today of the spaces that have been directly outside my house, all day, from 9.30 until now 17:20 – see attached.
- Has there actually been a study by planners to monitor the parking over a period of time that has enabled you to make a fully informed decision? If there has been, I am sure they would have concluded that parking restrictions which will apply between 9.00am & 6.00pm are not fit for purpose when clearly the problem is night parking
- The proposal that most concerns me is the introduction of a 'loading bay' for the Coffee factory (Arabica House) which is directly opposite my house and will take a sizeable chunk of the available parking on this stretch of road? Will cars be able to park on the bay outside of the factory opening hours, if not this will seriously impact the evening/night parking.
- How will the visitor parking work? I have visitors that come to my property on occasion without me in attendance and without prior warning, how will I be able to manage those times to ensure that they do not get penalised with parking fines.
- As this scheme will not have any impact on night parking and it is clearly day time parking that you believe you are addressing would it not make sense to only impose for say an hour in the day which would deter those that you believe are parking from out of area (which I am not convinced is happening).
- With three cars in my family, I am furious that I will now have to pay the full price for a scheme that will only result in revenue for the council and not remedy any of the parking problems we actually face
- I suspect that over populating this small area with the council approved additional flats and houses that have been squashed into every small area along this stretch of Apsley has resulted in this problem and sadly the existing residents are now being penalised for that.
- My preferred option would be to leave as is.



<p>I DO NOT SUPPORT THE PROPOSAL.</p> <p>In your letter:</p> <p>'Please note that no significant changes can be made to the proposals at this stage'.</p> <p>So if we don't support the proposal, what difference will it make?</p> <p>The map and instructions are very unclear:</p> <p>Please can you clarify my understanding of the implications for us residents of Willow Court;</p> <p>As we have one private parking space per flat, we are not entitled to a permit space or visitors vouchers. No visitors, Care workers, tradesmen!!! Really!!! I'm 84, could you isolate me anymore!!!</p> <p>The houses on the other side of the road, who also have private, off road parking, would be entitled to up to three permits and visitor vouchers. How can this be fair?</p> <p>Why can't every household have one permit space and buy vouchers for visitors?</p>	
<p>I am not supportive of the Proposed Controlled Parking Zone. I raised concerns during the 2020 consultation, which in most cases have not been addressed. I've repeated those concerns below from my email dated 5 September - refer to the attached plan that I included with my previous response:</p> <ol style="list-style-type: none"><li>1. The restrictions should be extended beyond the hours proposed, from 8am to 8pm 7 days a week.</li><li>2. Area A outside Smiths Coffee Shop should be designated as permit holder only parking as opposed to a commercial loading bay. This area is not required for commercial loading and has not been used as such for at least the last 22 years.</li><li>3. Area B should be designated as permit holder only parking as opposed to single yellow line. If the reason for proposing single yellow here is to provide access for deliveries into Smiths, this is not necessary as delivery vehicles are able to perform the manoeuvre provided the single yellow opposite is implemented as proposed.</li><li>4. Area C (outside SE Ison and Sons) should be designated as permit holder only parking as opposed to single yellow line as there is sufficient space for a minimum of 2 parking spaces and this area has been used historically for parking without causing any safety concerns.</li></ol>	





<p>5. Area D should be designated as DYL as opposed to SYL as this area is used for vehicles entering Ebberns Road to wait for traffic exiting to pass. If this area were not designated DYL, it potentially introduces the requirement for vehicles entering Ebberns Road to reverse in the case of oncoming traffic, which presents a hazard.</p> <p>6. I question the validity of 72 to 86 Ebberns Road being eligible for permit holder only parking as these properties have off street parking and my understanding was that when planning approval was granted it was on the basis of there being appropriate off street parking provision. Residents of these properties regularly double park on the area proposed as SYL (Area E). If the proposals proceed as planned, this would displace those vehicles onto already over stressed areas.</p> <p>7. The proposals do not account for all current vehicle cross over areas, which will limit parking further. Area F is an example but there are others.</p> <p>Points 3 and 7 seem to have been addressed but the others haven't, and I note from your latest letter that no significant changes can be made to the proposals at this stage.</p> <p>If implemented, these proposals will have an adverse effect on residents of Ebberns Road, rather than the intended improvement, and at significant ongoing cost to residents.</p> <p>When submitting my previous comments I had asked for acknowledgement of receipt of my response and confirmation that these points will be considered should the scheme design be developed for statutory consultation. I did not receive any acknowledgement and it is apparent that my points have largely been ignored.</p> <p>It seems to me that the effect of introducing these proposals has not been properly considered and the proposals should be amended or dropped.</p>	
<p>After reading through your letter dated June 2021, I am somewhat disappointed that none of my previous comments have been taken on board, especially as we are a long-standing business in the road. There are no provisions for parts deliveries and recovery trucks to be able to unload at our premises. At present residents already block some of our entrance by overhanging the dropped kerb which causes us no end of problems. I would suggest that we at least have 6ft either side of our entrance that is double-yellow lines to allow such vehicles to gain access to our premises. Due to the nature of our business we have a lot of vehicles on site and while we have a reasonable size forecourt, it reduces our space often forcing our staff to park on the road. Our car park does not have a barrier system on it and with your suggested proposal this would undoubtedly mean that anyone without a parking permit would park on our forecourt, causing us further problems.</p>	



<p>I am not supportive of the Proposed Controlled Parking Zone.</p> <p>The proposals would provide considerably fewer spaces for parking along Ebberns Road, particularly on the west side of the road by Isons and Smiths, which would be detrimental to the residents.</p> <p>There does not appear to be any logic in removing the opportunity for parking in these locations - in my view the proposals are likely to lead to an increase in vehicle speeds in this area by providing a clearer route, which would have an adverse effect on road safety.</p>	
<p>As a resident of Ebberns road, I do not support the proposals.</p> <p>This is because they will restrict the amount of parking available to residents by preventing parking on the west side of the road from the nap to Arabica house.</p>	
<p>I have today looked at your proposal for the controlled parking scheme you wish to introduce in Ebberns Road.</p> <p>Sadly I have to disagree with your proposals as they stand due to a number of issues,</p> <ol style="list-style-type: none"><li>1) Hours of operation – Mon to Fri 09:00 to 18:00 and weekends 10:00 to 13:00.</li></ol> <p>These hours are totally wrong, there isn't really a commuter parking problem on the road. The problems come when trying to park in the evening, weekends and especially Sunday evenings. The hours of operation will do nothing to mitigate those problems, people will still be able to park from 18:00 or 13:00 at weekends creating the same problems that we have now.</p> <ol style="list-style-type: none"><li>2) Vehicles per household – 3 vehicles per household is too many. The size of most properties means that when one vehicle is parked the width of the house has then been used up, other persons vehicles will then take up space that is in effect "their space", no advantage over what we currently have.</li><li>3) 1 vehicle per household from adjoining Lawn &amp; Belswains Lane – Why under the proposals should residents from completely separate roads be allowed to have a permit for Ebberns Road ? This will effectively increase the number of vehicles to a possible 4 vehicles per household, not enough space is available for this (see 2)</li><li>4) No mention has been made of commercial vehicles which park in the road and take up more road space than a normal sized vehicle, are those just grouped in with a households allocation of up to 3 vehicles ?</li></ol>	



<p>What is actually required to ease the traffic issues on Ebberns Road</p> <p>A) Clear signage at the entrance to the road showing that it is a cul-de-sac to stop rat run traffic</p> <p>B) A 20mph zone with speed bumps placed not far from blind corners which at the moment drivers approach at speeds not compatible with a residential road</p> <p>C) A controlled parking zone that operates until around about 23:00 every day of the week in order to stop people from other roads parking overnight</p> <p>D) A maximum of 2 permits per household and none of those issued to commercial vehicles.</p> <p>There doesn't seem to have been any difference to the original proposals of 2020 and the June 2021 proposals, are the council planners listening to residents ?</p> <p>It is because of the above reasons that I reject the proposals for controlled parking of June 2021</p>	
<p>I strongly oppose the Ebberns Road controlled parking Zone. This is due to the fact that I will not be eligible to obtain resident permits or visitors vouchers. Whereas some houses are allowed up to three? The road is very quiet during the proposed hours, the busiest parking period is from around 5pm onwards.</p>	
<p>I am a resident of Ebberns Road and I do not support a proposal to introduce controlled parking zone on our Road, as I believe that it will not help the existing residents. The lack of free parking spaces is not caused by the commuters but by new developments which have only 1 allocated parking space per household, whilst usually people have more than one car, so are using the parking spaces on the road.</p>	
<p>I am writing as a resident of Ebberns Road in response to the proposed parking controls. I do not support the proposals.</p> <p>The letter I received states that the purpose of the proposed parking controls is to "deter commuters from parking inappropriately". However, Ebberns Road is not being used by commuters. I have studied the parking closely over the last few weeks, to see when peak parking times are. The road is consistently busy after 6pm, with resident parking. During the day, it is consistently quiet, with plenty of available parking spaces. I have attached photos of</p>	



<p>Ebberns Road as taken from my property during the week, as evidence to show when peak parking times occur, with time referenced in the title.</p> <p>Therefore, I do not understand why permit parking would be introduced. Any parking issues incurred on Ebberns Road are due to resident vehicle ownership outstripping the kerb capacity, not commuters, so a parking permit scheme would not help.</p> <p>The hours suggested are also very long and include weekends. If the parking controls are to deter commuters then this wouldn't be necessary. Roads with parking controls near Hemel station (for example Horsecroft Road), have restrictions in place from 9am - 10am and 2pm - 3pm Monday - Friday.</p> <p>Lastly, the proposal states that my property is not included in the proposed zone boundary. I live at Flat X Drew Court, X Ebberns Road. Why would my next door neighbour at number X (who also has private parking on a driveway) be able to buy a parking permit but not myself? Or a resident on Lawn Lane be able to purchase a parking permit but not myself, when I live on Ebberns Road? As most households have on average 2 vehicles, this would prove impossible for residents to park at their own home.</p> <p>I strongly hope the proposal is dismissed. If the proposal were to go ahead, then I would strongly advise including residents at X Ebberns Road the opportunity to buy a permit, and also reduce the parking control times.</p>	
<p>I do NOT support the proposal.</p> <p>I disagree with the assertion that a CPZ is required because of reports of commuters and those using the nearby retail parks that are causing apparent problems for parking in Ebberns Road. The issues in limited parking are never during the day, always at night/in the evenings so this claim must be untrue. There is always plenty of parking in the day so if the CPZ is being considered because of commuters using the road to park, the basis on which implementation is being suggested is unfounded.</p> <p>If the issue really were commuters, then a single hour of controlled parking in the middle of the day Monday to Friday would be sufficient to prevent this and has been implemented successfully in other areas, such as Hillingdon.</p> <p>The real issue is resident capacity outstripping available space on the road, not least because of planning permission granted to build a large number of flats and houses along the road with little thought of surrounding infrastructure. This has been evidenced during the COVID lockdown when parking on Ebberns Road remained a significant problem - demonstrating that the issue is not caused by commuters but by sheer volume of cars in the area.</p>	



<p>Whilst I am grateful that residents on Lawn Lane with no other access to parking will be eligible for a single parking permit under the amended plans. discriminating against residents in this location by excluding them from visitors permits, even in a limited capacity (2 per week for example) will severely inhibit the lives of many people on the road, preventing them from reasonable access to vital services such as trades people and healthcare visitors. We literally have no other options due to other controlled parking schemes or double yellow lines on all other surrounding roads.</p>	
<p>Thank you for the letter regarding statutory consultation on Ebberns Road Controlled Parking Zone. I live on Ebberns Road and I do not support your proposal.</p> <p>There are some major flaws with your proposal and I want to highlight this both to the Council and our local Ward Councillors.</p> <ul style="list-style-type: none"><li>• The basis of the proposal is linked to issues originating from commuters. We have not had commuters on Ebberns road for over 16 months and we may not see a return to previous levels. It would make sense to wait for the economy to recover and see what happens, especially given work from home is going to be retained. There may not be a commuter issue that needs to be resolved which gives you no reason to proceed.</li><li>• Your letter to residents portrays commuters in a negative light. Poor driving and inappropriate parking can be behaviours of all car drivers. Commuters are just people (specifically workers), supporting the economy with little or no parking options to access Apsley station. I have no issue with commuters using our road, some of them could be key workers and they are not a serious inconvenience. This sort of proposal and the wording is also really bad for community cohesion.</li><li>• Commuter parking is typically weighted to Monday to Friday am and pm, not Saturday and Sunday – so you have no grounds to include weekends in your proposal.</li><li>• The core parking issue on Ebberns road is high car ownership – caused by residents on our road, Lawn Lane and from the newly developed flats (on Ebberns Road). It can be a little difficult to park here in the evening, especially outside your home, but its not that bad. I have always managed to park on Ebberns Road. A few vocal residents on this road should not be swaying your decision to implement a scheme that will do nothing to improve the parking situation – especially when the proposal allows residents on Ebberns Road to have three parking permits, sorry this all makes zero sense.</li></ul>	



<ul style="list-style-type: none"> <li>Ive looked at the previous report -If you read the comments at the end of the report it's clear that none of them have been taken into account with this proposal. Many comments stating the issues are in the evening not in the day time.</li> <li>DBC (with Herts CC) need to do more to address high car ownership and offer better provision for sustainable travel. You need to explore travel solutions to Apsley and Hemel Hempstead stations. Dacorum Council need to do more to enable people to cycle and you also need to take into account the likelihood of escooters becoming legal on our roads. CPZs will are not a solution to a growing car problem in Hemel and Apsley.</li> </ul> <p>I strongly recommend you do not proceed with the proposal. It would appear that you are proceeding though with drawing up the traffic order and supporting documentation. If that is the case, it would be wise for you to consider an experimental traffic order. This will give residents time to experience the change, extend the consultation period, draw in quality responses and time to collect data, allowing for the process to be done right.</p>	
<p>My mum and I have lived in Ebbens Road since 1976. We live in the first section of the road up to The Nap. Although neither of us has a vehicle we do have an opinion. Where we live there are usually a number of empty spaces between 9am and 6pm on weekdays and parking does not appear to be a problem. At weekends our section can be fairly full early in the morning but there are plenty of comings and goings as the day progresses. I often walk along the rest of Ebbens Road and there are various empty spaces along the whole length during the daytime. I do not think having a permit for the hours stated is needed. The time when parking is a problem is when people return from work after 6pm. However, parking is usually found albeit maybe not outside their property.</p> <p>I do not support the proposals.</p>	
<p>I want to respond to say that as a resident of Ebbens Road I also do not support the current proposals.</p> <p>Commuter parking is not currently an issue on Ebbens Road, but resident parking / car ownership is, and so your current proposals will do nothing to alleviate the issues on our street. In fact they have potential to make things worse in their current format.</p> <p>I work in the transport industry and am fully aware of the pressures on local councils to make travel easier and safer for residents, but this has to be done in conjunction with supporting and encouraging alternatives to driving, as Ross says below. Until Dacorum BC and Herts CC have a serious go at providing some realistic alternative active and public transport options for commuters there will continue to be high car ownership and usage in the area.</p> <p>I hope that you will consider doing nothing until the impacts of Covid on travel for work are better understood. Or if you must put this CPZ in, please consider doing so on a trial basis in the first instance, or reviewing the proposals</p>	



<p>before going ahead and working with other council departments to support CPZs and residents with good sustainable travel options.</p> <p>There are also alternative control options to CPZs that may work but impact the residents less, such as a priority parking area (PPA). This would provide priority parking for residents but also allow flexible parking for commuters / others when there is space during the day, while potentially providing the council with some extra revenue.</p> <p>There are better solutions that could work more successfully for everyone, without creating the additional issues for residents that these proposals potentially will, so I hope you will consider them and our feedback before making a decision.</p>	
<p>I've lived here since April this year, and have to say that the free road parking was one of the benefits of the house.</p> <p>I previously lived in an area with permit parking and it caused no end of trouble and expense.</p> <p>I also think that having to organise this online is unfair to the elder generation. It would be much easier to have 1 paper permit that you could pop in your visitor's car and not have to pay hourly.</p> <p>So I do not support the proposals.</p> <p>One question though: what would the money be used for that you would be charging for the permits and visitor permits?</p>	
<p>I am emailing to let you know that I do not support the proposal to change the parking on Ebbens Road.</p> <p>This (so called) consultation was to look into the alleged problem of commuters from Apsley train station using Ebbens Road for parking, however the proposed parking restrictions are Monday - Friday 9am - 6pm and Saturday/Sunday 10am - 1pm . I fail to see how this blanket approach to parking restriction can actually be aimed at affecting commuter parking especially with weekend restrictions when 99% of commuters travel on Monday - Friday !</p> <p>There are many other roads in Hemel that have a parking restriction to deter commuters and they tend to only allow permit holders to park between 10am and 11am / 3pm and 4pm for example which would clearly mean that a commuter would not be able to use Ebbens Road as free parking.</p>	



<p>I live on Lawn Lane and am field based , so my day consists of travelling to visit customers plus working from home , these hours do not fit into a traditional 9-5 style (or even 9-6 as you are suggesting). Given the trend for more employers working from home I would have thought that as our council you would look at assist people who need to work in a flexible manner and not restrict lifestyles and livelihood.</p> <p>I would hope that you take the above comments into consideration in this matter and truly make this a consultation with the people your restrictions are affecting.</p> <p>I have CCd in the relevant councilors, I would appreciate if they could also champion our cause and aim for a fair solution to this.</p>	
<p>I am emailing to let you know that I do not support the proposal to change the parking on Ebbens Road.</p> <p>This (so called) consultation was to look into the alleged problem of commuters from Apsley train station using Ebbens Road for parking, however the proposed parking restrictions are Monday - Friday 9am - 6pm and Saturday/Sunday 10am - 1pm . I fail to see how this blanket approach to parking restriction can actually be aimed at affecting commuter parking especially with weekend restrictions when 99% of commuters travel on Monday - Friday !</p> <p>There are many other roads in Hemel that have a parking restriction to deter commuters and they tend to only allow permit holders to park between 10am and 11am / 3pm and 4pm for example which would clearly mean that a commuter would not be able to use Ebbens Road as free parking.</p> <p>I live at X Lawn Lane and work varied hours in Hemel and Berkhamsted , so my day consists of travelling to various offices plus working from home , these hours do not fit into a traditional 9-5 style (or even 9-6 as you are suggesting). Given the trend for more employers working from home I would have thought that as our council you would look at assist people who need to work in a flexible manner and not restrict lifestyles and livelihood.</p> <p>I would hope that you take the above comments into consideration in this matter and truly make this a consultation with the people your restrictions are affecting.</p> <p>I have CCd in the relevant councilors, I would appreciate if they could also champion our cause and aim for a fair solution to this.</p>	





<p>I am emailing to register that I DO NOT SUPPORT the proposals for the Ebberns Road CPZ. In particular, I object to the following section:</p> <p>'Multi occupancy developments with private parking areas are not eligible to obtain resident permits or visitor vouchers.'</p> <p>I live in a block of flats on Ebberns Road (Willow Court). We have one private parking space per flat, and no visitor parking within our development.</p> <p>Therefore should the proposal go ahead in its current form, the occupants of the blocks of flats will have zero access to parking for our visitors (not even if we were willing to pay for permits). Bearing in mind these visitors include childcare, carers and family visits, this appears to discriminate against those such as the elderly, disabled, unwell, single parents, and those living alone.</p> <p>As houses on Ebberns Road (even those with a drive) would be eligible to apply for residents' and visitors' permits, this is also clear discrimination against flat owners.</p> <p>There is no practical alternative parking for our visitors within at least a 10-15 minute walk. This is not practical for tradespeople, those carrying heavy things, carers on tight schedules, those with small children (car seats, prams) or providing childcare, and many others.</p> <p>At present there is never an issue with visitor space during the day and at weekend (the proposed hours of the restrictions). Our visitors have always been able to park on the road close to our block since we purchased our properties. The stated objective of the proposals is 'to prioritise residents'. This would do the exact opposite. Therefore as flat residents we strongly object to the proposals.</p>	
<p>I am writing to OBJECT to the introduction of parking controls in Ebberns Road Hemel Hempstead</p> <p>The reason given for the introduction of The Controlled Parking Zone is proposed to improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone.</p> <p>This is a total fabrication- having lived in this area for over 21 years the problems relating to Ebberns road do not have anything to do with commuter parking.</p> <p>I can produce photographs taken this month to prove that during the day there are vast amounts of parking available along Ebberns Rd. Therefor the reasoning behind the proposals is false.</p>	



Even if there was a problem with commuter parking the proposed restriction times are not justified. To prevent commuter parking, there only needs to be controls for an hour time period as in other areas of Hemel Hempstead very close to Hemel Railway station. (Horsecroft Rd 9am-10am & 2pm - 3pm)

If there is a precedent already in existence to control commuter parking, then why is this not proposed in line with other streets, this could leave the DBC open to a more formal challenge if there is unfairness and CPZ are disproportionate to control the issue.

I have read the full content of the consultation report Ref 1000006365.

The findings and the details of the consultation are very misleading to justify announcing that 81% support CPZ in Ebbens Road. The Actual % of respondents was 58 % support and 42 object, clearly the presentation of the report is misleading.

In addition, if one reads the comments that were counted as supporting the CPZ, one will find that, in principle they support some form of CPZ to manage the "bottle neck" at the start of Ebbens Rd and dangerous parking on corners.

In actual fact nearly all stated that commuter parking was not an issue.

These were the overall comments all basically saying the following as I have canvassed speaking with local residents of both Lawn Lane and Ebbens Road: -

The additional and continuing development of additional homes without providing adequate parking and blatant disregard for existing residents who live in older properties who do not have the option of having "off street" parking highlights it is all about financial gain rather than quality of life for the community and residents.

This is another moneymaking scheme holding the residents to ransom as DBC know there is no other parking options in and around the area.

The large number of Ebbens Rd residents in the circa 60's properties have existing off road parking enough for 2 +cars yet are given the same allowance as those with no off street parking or those in the newer or surrounding area.

Why does the times need to be 9-6 to prevent commuter parking - an hour in the morning would suffice.



Those that are not offered visitors permits are probably more in need- take the OAP bungalows (The Nap & Belwains) they will not be offered visits permits yet they need carers, family support.

Lawn Lane residents have no parking facilities, whilst they have been offered an allowance of one permit – there are a number of families who rely on friends and family to provide child care, also as older properties in Lawn lane they need trades persons regularly – where are they to park if not visitors options are available.

The number and allocation of parking permits again raises questions, why a premise with off street parking for 3 vehicle is offered potentially 3 permits when other residents in the area cannot have any.

My own objection reflects that of most of the residents who responded above and those who replied to the original consultation.

For residents especially those outside Ebbens Rd who live on a main road within older properties, no off-street parking, Ebbens Rd is the only option. The majority of these house families with more than one car per household, my own has 6 cars as my family and their partners (keyworkers) cannot afford private rentals and saving for deposits)

Although under the proposals we are entitled to purchase one permit this obviously is not enough. We also do not get the option of visitors permits so where do visitors, carers and tradespeople needing to attend properties in Lawn Lane park?

The bungalows in The Nap the OAP residents, under the proposals will be allowed one permit but no visitors permit, they will heavily rely on carers, visitors and family to support them but will not be able to host visitors.

#### Conclusion & Recommendations

I am not naive to know that this CPZ will be stopped, no matter how many objections received.

The DBC will implement this CPZ, but it should show that they have properly consider the actual facts and opinions of the local residents and try to work a compromise, therefore I make the following observations and recommendations

1. If they are going to use Commuter parking as the main reasoning behind this proposal then proportionate control times should be as set in in line with existing precedent in other CPZ controlling commuter parking which has managed to adequately control the problem.



<p>2. These suggested times of 9am-10am should only run Mon-Fri, this will resolve a number of objections in relation to the lack of visitor permits issued and will allow residents to arrange visitors and tradesperson, support workers etc to visit during these time when parking is NOT an issue (I can produce photo evidence)</p> <p>3. There is no need for a loading-controlled area outside Smiths Coffee, they have adequate frontage to support their business needs. This will just reduce the kerbside parking required for resident even more.</p> <p>4. For the local residents who live in prescribed area of Lawn Lane or those from Ebbens that are not allocated additional parking. Allow them to purchase an addition two permits that will allow parking at the controlled carpark in Durrents Hill Road (This is a huge carpark that never has many cars parked in it and although sits further from Ebbens Rd is within a reasonable distance that will allow safe and managed parking for local residents.</p> <p>This will produce more revenue for the council (providing it is a council run area of control)</p> <p>This will be passed to the local councillors for this area and Mike Penning MP to present to the DBC</p>	
<p>I am emailing to register that I DO NOT support the proposals for the Ebbens Road CPZ.</p> <p>In particular, I object to the following section:</p> <p>'Multi occupancy developments with private parking areas are not eligible to obtain resident permits or visitor vouchers'.</p> <p>I live in Rushmere Court, a block of purpose built flats on Ebbens Road. Rushmere Court was built approx 19 Years ago, long before many of the eligible addresses. Rushmere Court consists of 24, 2 bedroomed properties with one allocated parking space per flat and a total of 12 'visitor parking' spaces, 4 of which are within the gated area and 8 which are outside.</p> <p>The majority of the flats are occupied by more than one adult and we already have only one and a half parking spaces per flat. The 8 spaces outside the gated area will almost certainly be used by occupiers and visitors of other properties in Ebbens Road, leaving us with no access to parking for the flat occupiers, let alone our visitors.</p> <p>The flats have a varied occupancy including couples, elderly, single parents, couples with young babies. Visitors therefore include childcare providers, carers and family and friends and the decision not to allow residents of the flats purchase permits appears to discriminate, especially against those who are vulnerable.</p> <p>As houses on Ebbens Road, even those with driveways and off street parking, would be eligible to apply for residents' and visitor permits, this is also clear discrimination against flat owners. Rushmere Court was built at a</p>	



time when there were a large number of factories in Ebbens Road, along with waste land and parking was plentiful, at all times. In the 19 years since the flats were built, the council has allowed copious amounts of development to take place, without factoring the additional pressures this would put on the road.

X Ebbens Road was a single dwelling that 5/6 years ago was purchased by a developer and demolished, building 3 properties on the space, for profit. These are now 175A, B & C and have 2 parking spaces outside each property (photo attached). These properties, despite being built 15 years after Rushmere Court, will be eligible to purchase up to 3 permits per property as well as visitor vouchers. They have 1 bedroom more than our flats, yet will be allowed to have potentially 4 spaces occupied on the road per house, in addition to their 2 off road spaces each. How can this be fair when in our 2 bedroomed flats, we have 1 space each, which is not even enough for the occupiers 2 cars and we will not be allowed to purchase any permits and/or visitor vouchers?

Is it the councils belief that it is more important for those living in houses to have visitors than those living in flats, especially when the number of occupiers per house doesn't differ much to the flats, if at all. We all know that in the current housing market, young people are living at home far longer because the cost of buying or renting their own home is so expensive.

X Ebbens Road is a 2 bedroomed, end of terrace house, with off street parking to the side (photo attached). It is BAND D for council tax, the same as our flats and will, under the proposals, also be entitled to purchase up to 3 permits and visitor parking. Again, why are the occupiers of this property deemed 'more important' to have visitors, trades people, family, health care providers, etc than us?

Further along the road are a number of town houses, each with a driveway for off street parking. Again, over recent years a number of these have been converted into flats (photo attached) at least doubling the occupancy. They too will be eligible under the current proposals, to purchase permits which seems wholly unfair and discriminative against the purpose built flats, many of which have been here long before the conversions. 179A is a 3 bedroomed, converted flat which is BAND C for council tax, when our, much smaller properties are BAND D! We are paying more council tax than considerably bigger properties and not allowed to purchase parking/visitor permits which strongly suggests there is clear discrimination taking place.

There is no practical alternative parking for visitors within at least a 10-15 minute walk. This is not practical for tradespeople, those carrying shopping and anything heavy, carers on tight schedules, those with small and young children (car seats, prams) or providing childcare, as well as many others.

At present there is never an issue with visitor spaces during the days and at weekends (the proposed times of the restrictions). Our visitors have always been able to park on the road, close by, since moving in. The stated objective



<p>of the proposals is 'to prioritise residents' yet this proposal would do the exact opposite. I can therefore only conclude this is a money making exercise rather than anything else.</p> <p>Therefore, as flat residents, we <b>STRONGLY OBJECT</b> to the proposals.</p>	
<p>I am writing to object to the plans you have set out to make Ebberns Road a controlled parking zone.</p> <p>I live in Drew Court on Ebberns road, we have only 1 space per flat so my partner has to park on the road. While it is often annoying and extremely busy on the road, the fact that you have proposed to NOT include our block of flats but have included a few houses from the SAME development seems unjust. These are privately owned flats, We all pay council Tax, road tax and all should have the same right to park on the street as everyone else.</p> <p>You say in your letter we benefit from off street parking..... one space when most households have 2 cars, I don't see how you can justify us not being included, as I say the same development you've included 7 or 8 of the houses on Ebberns Road but refused to see us as the same.</p> <p>I also have a severe disability, so my parents or sister often need to come and help me or visit, now your suggesting they will be charged? How is that right?</p> <p>I feel it is only fair to include Drew court in your plans as we are residents of Ebberns Road as it states in our registered postal address and Council tax forms!</p> <p>I urge you to reconsider the plans, but as they are at present I <b>DO NOT</b> support your proposal. Please do contact me if you should need any further information.</p>	
<p>We Do Not support the proposals.</p>	



<p>I am writing to you about Dacorum Borough Council's proposal to introduce parking controls on Ebbens Road.</p> <p>Whilst I agree the scheme to be appropriate in principle and have no objection to permits being enforced, I do object to the times of operation between 9.00am to 6pm for weekdays (Monday to Friday).</p> <p>People/traffic is at a peak post 6pm and I have experienced kerb capacity on Ebbens Road is taken up by visitors and/or residents from nearby flats i.e. from the adjoining roads such as Albion Court that are assigned single spacing for residents. NB: such residents are not affected by a 9:00am start time the following day.</p> <p>I take the view that the hours proposed will not solve the shortage of parking spaces during the evenings as non-permit holders as they are free to park overnight. I would rather see a time extension from 9.00am to 7pm or 10.00am to 7pm. This way you are maintaining operation of daily hours to ensure</p> <ul style="list-style-type: none"> <li>a) reasonable shift patterns for Civil Enforcement Officers to be in operation</li> <li>b) hours of enforcement to deter non-residents parking in daytime hours that look to benefit from the proximity to Apsley Station and;</li> <li>c) are not restricting paying residents returning from the workplace who commute by vehicle over an hour to the workplace the opportunity of a parking space overnight. NB: standard office hours can be 9.00am to 6pm.</li> </ul> <p>Please take into consideration the above, particularly my concern being that the current hours proposed ending at 6pm on weekdays are not suitable for household working patterns. In that respect and on review of the current plans I would object to permits being applied to Ebbens Road, this would be an unnecessary expense.</p>	
<p>Having reviewed your secondary proposal for the controlled parking scheme on Ebbens Road, I am genuinely, completely disheartened by what has been proposed. Something that initially, offered a glimmer of hope to our misery, has now been scaled back to something utterly useless – a total burden if it were to be implemented.</p> <p>Not only does the new proposal detract from the benefits proposed under the original proposal, it fails to take into account a single point of feedback that I (and may other residents) took time to provide.</p> <p>I don't suspect for a second this will now get off the ground - a complete waste of tax payers money. However, for what it is worth, I have taken the time to provide feedback -</p> <ul style="list-style-type: none"> <li>1) Hours of operation – Mon to Fri 09:00 to 18:00 and weekends 10:00 to 13:00.</li> </ul>	



These hours are totally wrong. We explained to you before, there just isn't a commuter parking problem on the road. The problems come when trying to park in the evenings and weekends.

I had been implicitly clear that the proposed hours of operation are simply not appropriate to the times we need them. We reside here - we know the situation better than anyone and yet you are not listening to us when we say the hours of restriction MUST cover EVENINGS. This is where the problem exists – NOT during the day. The road is comparatively empty during the proposed hours of restriction so what you are proposing, totally fails to address matters. As for weekends, again, we need to regulate evenings.

I find it staggering that this basic need, is not being recognised and accommodated?

The proposed hours of operation will do nothing to mitigate our problems. This alone is sufficient enough for me to reject the proposal out right.

2) Inclusion of Lawn lane.

Vehicles from Lawn Lane are a primary source of our problem. These properties were not included in your original proposal – but now they are? Why?

This alone is sufficient enough for me to reject the proposal out right.

4) Inclusion of single yellow lines.

This effectively restricts residents from space that we have currently! Seriously, what are people thinking!!!

What you are proposing, means that those with driveways could no longer park a second car across their own driveways???

Its totally non sensical and absolutely detrimental to our needs.

This alone is sufficient enough for me to reject the proposal out right.

3) Inclusion of properties situated between Ebberns Road and Bridge View Close (70 to 86)

These 8 properties were a cause of our problems in the first place! They took away a large section of raised curb, along which existing residents could park.

They all basically benefited from our loss and have one, two and even three allocated parking spaces. Yet you are proposing to allow them to benefit from the CPZ?





Astounding.

Interesting that the flats of Drew Court are however excluded.

5) Loading bay outside of Arabica House.

There has never been a loading bay there in all the decades to date, so my simple question is - why should one exist now?

Why do they need a loading bay when they have such a large forecourt / car park? No commercial vehicle would park on the street and unload! How on earth can this be considered sensible?!

As if a delivery driver is going to park on the street, manually unload on the side of the road, carry everything across the pavement, onto the site premises, across their forecourt and into their warehouse!

It is utterly ridiculous and I question who on earth could see it as being appropriate.

6) Vehicles per household

3 vehicles per household is too many. The width of most properties means that when one vehicle is parked, the width of the house has then been used up.

It should be limited to 2.

What is actually required to support resident's problems with parking on Ebberns Road:

A. Common sense - from Dacorum Borough Councillors who have the power to approve new developments which simply create our problems in the first place.

B. A controlled parking zone that operates well into the night, 7 days of the week and does not compromise current parking capabilities (i.e. single yellow lines and loading bays).

C. Exclusivity - to residents of Ebberns Road only. (Excluding those new properties of 70-86).

D. A maximum of 2 permits per household.

Why are Dacorum Borough Council and Council Planners not listening to residents?



<p>It is because of the above reasons that I wholeheartedly reject the proposal. Such a shame and I suspect will now be the end of it.</p> <p>Plan B is now looking favourable – regrettably sell our much-adored home and relocate.</p> <p>I apologise for my tone, should it be perceived as being unpolite, but this outcome is disheartening and frustrating beyond words.</p>	
<p>My name is X X and I live at no. X Ebberns Road which I own. I am strongly opposed to the proposals as they are set out on the recent document.</p> <p>Reasons: parking is free at the moment for myself and my visitors, so I would simply be paying for what I have now for free. In addition to the £40 a year, I would be paying as much again for friends visiting and the people who come to help me in various ways eg. Plumbers, builders and my gardeners and Tree surgeons who bring 2 trucks when they come. I would find it extremely confusing as to how to log them in and for how long. I need to give them my full attention when they arrive.</p> <p>I still wouldn't go out in the evening as as being X years old and not walking far, I am afraid of coming home in the dark and not being able to park close to my house. This situation would not be improved by your proposals. I do not have off road parking.</p> <p>This proposed system would be very inconvenient for trades people who live here and have company vans, not always the same one.</p> <p>The proposed rights for Lawn Lane car owners to use our road does nothing to help our situation .</p> <p>Have you considered how this would affect residents who do not have access to the internet?</p> <p>People would lose the opportunity to park across their own drives temporarily and they would not be able to give either their visitors or other people's visitors permission to do so due to the proposed use of yellow lines.</p> <p>The infrequent monitoring might well still lead to commuters using the railway station and other casual visitors from taking a chance.</p> <p>I would like to see the Durrants Hill Road Hill Car Park made a permit zone for Lawn Lane and The Frogmore Road flats , for the overflow, to kep them out of Ebberns Road.</p>	



<p>In all I feel that whereas this proposal is supposed to benefit us as residents and car users it would do the exact opposite. The Council would benefit from it financially and we would be paying for a system that we do not want. I have heard from people in other areas who had this system implemented and that it was extremely unpopular in the way it impacted upon them.</p> <p>I trust the this Controlled Parking System as explained in your document will not be implemented.</p>	
<p>We do not support the proposal</p>	
<p>I live in Belswains Green which is essentially an elderly persons community, which from the information you provided is within the red boundary shown on the map, and unless people living in that zone have a vehicle they will not be eligible for a parking permit of any description. I should like to point out the severe difficulties not having a visitors permit will pose especially for those requiring visits form carers, gardeners, home helps, deliveries of all kinds, etc., as these people often need to bring heavy or bulky equipment with them and need to park as near to the address they are visiting as possible. It also poses a problem for family and friends visiting or collecting a resident to take out as some residents have difficulty walking any distance.</p> <p>As some residents have not got the necessary language or communication skills to compose an appropriate letter to you, I therefore urgently request that a verbal consultation between you and the residents of numbers 1-20 Belswains Green be conducted on the communal green to put forward their views on a subject that is so important to us all.</p> <p>A negative response from you could have a profound impact on many of our lives.</p>	
<p>I am writing to you today to express my dissatisfaction with the parking proposals on Ebberns Road.</p> <p>I have recently purchased a flat in Willows Court, and the current proposed plans do not allow residents of Willows Court to purchase permits as we have one allocated car park space within our development. I do not see how this is fair, firstly we pay a lot of money in service charge to privately maintain and upkeep our parking area, which actually frees up space on Ebbers Road, and secondly what if we have visitors, or tradesmen, where should they park?</p>	



<p>My mother visits me on a regular basis due to my generalised anxiety disorder, so please explain to me where she is now meant to park? The thought of this itself is extremely distressing to me, and quite clearly doesn't make sense, we would have to pay for the permit in the same way as anyone else, so where is the rationale here? Are you not allowing homes in Ebbens Road with driveways to purchase permits, we both know the answer to that is no, and its exactly the same scenario!</p> <p>It is not reasonable at all, to expect the residents of Willow Court not to be permitted to have visitors that can park on Ebbens Road, so I am therefore opposed to these actions.</p>	
<p>After receiving the letter of Statutory Consultation regarding the proposal for a Controlled Parking Zone on Ebbens Road, I would like to confirm that I do not support the proposal.</p> <p>I have listed several concerns I have regarding the proposal, which have significant negative impacts on residents of Ebbens Road described as 'Multi-occupancy developments'</p> <ol style="list-style-type: none"> <li>1. The proposal states that it is to be enacted to 'improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone and local area'. <ul style="list-style-type: none"> <li>o Are the 'multi occupancy developments' residents not considered as residents 'living in the zone and local area'? This proposal will more than result in a serious inconvenience to these residents.</li> <li>o During the coronavirus pandemic, commuting into London has drastically reduced with employees working from home and the restrictions on travel. Despite this, the parking on Ebbens Road has not significantly altered, suggesting that commuters are not to blame for the parking, and therefore that this controlled parking proposal will not be effective. As outlined in your proposal 'A Controlled Parking Zone Will Not: ... Solve the issue of resident vehicle ownership outstripping the kerb capacity to accommodate them'.</li> </ul> </li> <li>2. I consider it extremely unfair to the 'Multi-occupancy developments' residents of Ebbens Road that the properties included within the 'red boundary' area of the proposal, which are not located on Ebbens Road (Lawn Lane and Belswains Green), are eligible for a parking permit but I, a resident of Willow Court located on Ebbens Road, am not eligible.</li> <li>3. The flat that I live in at Willow Court is a two bedroom flat with one private parking space. As a household, we have two vehicles that we rely on for travelling to work. This proposal severely handicaps the ability for one of us to park in close proximity to the flat as we cannot apply for a parking permit. Furthermore, I would ask where we would be expected to park our second car if not Ebbens Road? It would also appear very unfair that a two bedroom</li> </ol>	



<p>house with a driveway are allowed to request parking permits for up to three vehicles (4-5 vehicles total included those parked on a drive) but we are expected to only have one vehicle with access to one private parking space (akin to a driveway)? This is discriminating against those who live in multi occupancy accommodation.</p> <p>4. I often receive and host guests and family members, many of which travel from other parts of the country. This proposal would prevent my family and friends being able to park in relatively close proximity to my residence as I am unable to request a visitor permit. Willow Court does not have any visitor parking spaces.</p> <p>Finally, I would like to make it clear that I was not made aware of these plans during the first consultation period in 2020. I received no letter or email regarding this proposal. As there are two blocks to Willow Court (with separate entrances), I suspect that as the letters were not delivered by post, they were instead dumped in a non-communal area of the other block. As a result, I have been denied my right to provide feedback regarding this proposal upon initial consultation.</p> <p>In conclusion, I would suggest altering the proposal to allow the multi occupancy residents to be able to apply for at least one additional parking permit and visitor permits or cancelling the proposal entirely would be the only fair way to proceed.</p>	
<p>I am responding as local resident and particularly as a concerned family and home owner of a property on Lawn Lane, situated in section of houses with numbers 182 -226. In front of our row of houses there is no parking because we live direct on Lawn Lane near the traffic lights.</p> <p>As it stands, I am opposing the proposal:</p> <ul style="list-style-type: none"> <li>- First and foremost: Feedback from the initial consultation that was held in September 2020 evidently has not been considered because acclaimed congestion due to commuting is not the issue regarding parking capacity in Ebbens road. This means that the proposal is based on inappropriate reasoning and not legitimate because based on invalid grounds. It goes against the principles of undertaking fair and transparent consultations. There is no evidence that since September the council has undertaken any comprehensive fact finding and research into use of Ebbens road for traffic, commuting and for parking. The absence of legal ground does make the consultation process and related proposal void and invalid, and subject to judicial review.</li> <li>- The map that is provided regarding yellow lines is not clear to read and therefore there is lack of transparency. We are left guessing where parking is available. Another breach of basic legal consultation requirements.</li> </ul>	



<ul style="list-style-type: none"> <li>- Further, as local resident I need to strongly object to why only 1 parking permit for residents in red zone is proposed. We are a family consisting of two adults with professions to attend and use of our cars is essential.</li> <li>- We also will be deprived of visitors because there will be no parking options.</li> <li>- As parents of two children we both need to have access to a car in case of responding to a health emergency for our daughter who is periodically disabled. For emergencies, particularly if one parent is away working, we will need to have access to two cars and have two permits for safeguarding purposes, in order to prevent a potential life-threatening situation.</li> <li>- Unfortunately our parking experiences and interactions with residents on Ebbens road are mixed:             <ul style="list-style-type: none"> <li>o Some people are friendly, but others have bad and negative attitudes leading to anti-social behaviour such as dumping dirt on our public street space parked car (reported to police, and put on record)</li> <li>o Bad driving and parking habits – some people park by using multiple spaces and thus blocking parking areas. And others cause parking scratches and damage e.g. in October 2020 our car was seriously hit by a delivery van.</li> <li>o Speeding - some drivers use the road to race through and causing serious danger.</li> </ul> </li> </ul> <p>Taking all the above in consideration I trust that the council will decide to do the right thing by dismissing the inappropriate and un-substantiated proposal. It needs to go back to the drawing board as it clearly and unfairly puts local people’s livelihood and health at high risk.</p>	
<p>I want my voice to be registered that we are strongly against the controlled parking zone in Ebbens Road.</p> <p>Having no alternative near by for parking, to go to only a space for one car, rather than for two, is unacceptable. Also to have no visitor permits for family or for trades people is unkind.</p> <p>Our oldest child is under the care of GOSH, and we need occasionally, to pick her up from school, and help her into the house. She can suffer from extreme dizziness, so we can't be parked far away. We both work, I can be teaching in Old Amersham and need a car to get there, so my partner who works currently from home needs his car to collect our daughter</p> <p>The parking shortage has been created by too many flats being built, a change of use from the original factories. This has resulted in lose of parking and valuable kerb space, not as previously stated due to commuters parking here and walking to the station.</p>	



<p>We also strongly protest about having a single yellow line at the beginning of Ebberns Road, this will further reduce parking by 3 valuable spaces, there are double yellow lines at the entrance of the road, which is sufficient. Why has the information been designed with the smallest of fonts and near invisible lines indicating the yellow line? As a graphic designer, this is very poor visual communication.</p>	
<p>I write in objection to this scheme being implemented on Ebberns Road.</p> <p>Firstly I believe that the issue with commuters being the reason this would be implemented is invalid. I have gone outside and reviewed parking on the road at different times and on different days and there have been spaces available for parking. Therefore the reason behind this scheme no longer applies.</p> <p>Second is the discriminatory nature of this scheme against residents of flats. This documentation was delivered a week after the consultation had started and so puts us at a disadvantage. You are also allowing houses with private parking to have permits but not flats, this to me is discriminating against flat owners.</p> <p>Thirdly, at Willow Court, there is no visitor parking and if a resident needs to have a carer visit or tradesmen, they need to park on the road. If this scheme goes ahead, how does this happen? It also shows that there was no consideration for visitor parking during the planning approval process.</p> <p>I believe that this scheme should not go ahead in its current form. If there are changes to allow for flats to have visitor permits, then I would be more willing to consider it but at the present time, I do not feel this is needed.</p>	
<p>I am a house holder in Ebberns Road and I am emailing to register that I DO NOT SUPPORT the latest Ebberns Road parking zone proposals as per your letter dated June 2021.</p> <p>The proposal suggests that we would actually lose a large chunk of the road in which to park. There is a parking issue on Ebberns Road but it is due to the number of residents rather than commuters etc. I have lived here for over 5 years and the parking has got worse since the two new developments were completed. Parking during the day is usually ok, it is weekends and week days after 8pm that is the issue. The introduction of parking bays, double yellows and a loading bay for the coffee factory would likely mean that finding a space to park at the weekends or weekday evenings will be even harder. Even more so if residents of Lawn Lane and Belswains Green park on Ebberns Road also. You even acknowledge this in your letter where you say that a controlled parking zone "will not</p>	



<p>solve the issue of resident vehicle ownership outstripping the kerb capacity to accommodate them" which begs the question, why make it worse with these proposals.</p> <p>With regards to the hours of operation - it seems strange that they would apply all day and on a Saturday morning. This will be very disruptive to residents and any visitors etc.</p> <p>The visitor parking proposal is non-sensical. Charging visitors to park for 20p an hour is extortionate. Surely a simpler way would be to operate as they do in Three Rivers where residents can buy a book of 24 hour visitor permits.</p> <p>I strongly object to the proposals as they do not "prioritise residents" as per your letter. I trust the proposal in its current state will be abandoned or residents will be consulted properly on a subsequent proposal.</p>	
<p>With regards to the proposals for Ebberns Road in the June 2021 letter we do not support them.</p>	
<p>I do not support the proposed parking permits on Ebberns Road. We live on Lawn Lane by the XXX and have double yellow lines outside our house. We have no drive or any way of parking outside our house. I do not agree that residents on Lawn Lane should be restricted to only being able to buy one parking permit or that under the proposed plans that we would be unable to obtain visitors permits. We have nowhere else to park and have nowhere for visitors to park apart from Ebberns Road.</p> <p>If you are to go ahead with the plans as proposed we on Lawn Lane would need to be provided with parking for our houses.</p> <p>Please do not go ahead with the plans as they are currently proposed as we would be severely limited.</p>	
<p>I live in Lawn Lane and am one of the residents situated between Durrants Hill Road and the St Albans Hill roundabout &amp; Belswains Lane.</p> <p>These properties do not benefit from many suitable parking spaces, as Lawn Lane is a busy road &amp; cannot have unrestricted parking.</p> <p>The Majority of the residence have no other place to park than Ebberns Road.</p>	





<p>I would request that this be taken into account and a response provided to all households living in this vicinity.</p> <p>The local area is restrictive of available parking making Ebbens Road the only easily available location.</p> <p>The controlled Parking Zone is proposed to improve the safety &amp; environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone.</p> <p>As we have to provide a “safe zone” inevitably the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non-resident parking.</p> <p>Ebbens road is situated too far from the train station for commuters to park and as I live here I can confirm that Ebbens Road is usually empty of parked cars during the day, so the above is inaccurate, reason for the proposed parking zone..</p> <p>I urge you to reconsider this proposal as whilst we do not live in Ebbens Road it will have a huge detrimental effect on the residents of the top end of Lawn Lane &amp; any visitors we may have.</p> <p>If this is brought into force, I will no doubt be required to pay for a permit to park.</p>	
<p>Apologies I know this is slightly late however I wanted to confirm that I DO NOT SUPPORT the implementation of a CPZ in Ebbens Road.</p> <p>I live at number X and am one of the only houses at this end without its own parking and therefore often rely on the parking spaces outside numbers X &amp; X Ebbens Road however your plans propose to take away the parking outside of number 7 which will have a huge impact on us. Considering we have recently lost 3 parking spots on Durrants Hill and the number of cars in the area is only going up, to take away any existing parking spaces on the street would not be workable for residents.</p>	
<p>We have been informed, by our daughter and her boyfriend, who live in Willow Court, at the end of Ebbens Road, that there is a proposal to introduce a Controlled Parking Zone on the road. We do not support this proposal, for the reasons outlined below:</p> <ol style="list-style-type: none"> <li>1. People who live in multi-occupancy developments should not be penalised because they live in such a property, particularly when they are not even being allocated one parking space. I feel that this is discriminating against those who live in multi-occupancy properties, particularly as I believe that residents who have a two bedroom house on the road can apply for up to three parking permits, in addition to any off road parking they may already have. This is simply unfair.</li> </ol>	



<p>2. Our daughter and her husband only have one private parking space, they have two cars as they both rely on their car to travel to and from work. To refuse them a parking permit, as a resident, would severely limit their ability to easily travel to their place of work. There seems to be very little opportunity to park elsewhere in the local area, so where would you suggest they park?</p> <p>3. We live over a two hour car journey away from our daughter. As she is not eligible to apply for a visitors' parking permit we would be expected to park elsewhere. As already stated, where would we be able to park, given that we may have overnight belongings and other items if we are staying with them?</p> <p>In summary, we feel that this proposal, as it currently stands, is discriminatory and unfair towards those who live in multi-occupancy properties, and therefore should be amended so that at least one parking permit and visitor parking permits are made available to be applied for by those who live in such developments. Alternatively, if the proposal is not adjusted as such, it should be scrapped as it would severely discriminate against those in multi-occupancy properties.</p>	
<p>I am a resident of ebberns road and have lived here for 3.5 years now. I find that the parking in this street can indeed be somewhat troublesome at times; mostly after 4:30pm until around 9:30am the following morning.</p> <p>I feel that a large contributing factor to this is that many households today will have several cars belonging to them, requiring more space than is available on this road. On top of this there is a lot of new style dwellings in the road, with a brand new development on the other side of the canal. These properties, as far as I'm aware, only have to provide one parking space per dwelling. Therefore, creating a problem if these properties have more than one car per household. These cars will and currently do overflow into ebberns road.</p> <p>I have read through the proposed parking controls and I feel that your deduction of "deterring commuters from parking inappropriately" is simply not the case. If this was, there would be very limited parking available during the middle of the day. On the contrary, this is the time of day where there is the most availability.</p> <p>To conclude, I don't feel that your proposal will solve the problem at all as you state "a controlled parking zone will not guarantee a parking spot near your home or a parking spot at all."</p> <p>The only change I can see that this will bring is the council monetising the current issue we have, that ultimately will remain the same.</p> <p>I am not in support of your proposal.</p>	



<p>I am writing to note my vehement objection to the proposed zone E residents permit parking scheme in Ebberns Road. I accept that the parking situation is appalling in Ebberns Road, but believe that this is due to negligent councillors approving new builds with insufficient parking provisions.</p> <p>Furthermore I believe that it is discriminatory to exclude the occupants of multiple occupancy developments from the proposed scheme. Where is the evidence that shows that the resident of a two bedroom flat with one private parking space is any less likely than the resident of a two bedroom house with one private parking place, to require parking for a second car/visitor/tradesman/carer?</p> <p>I totally agree that people that do not live on the street should not be included within the scheme, so those in the red zone could be removed from the scheme (after all they are not resident in the street) and the HMO residents allowed their one permit instead.</p> <p>I would also be interested to know whether people that were canvassed in the flats on Ebberns Road were made aware that Flats are also known as HMO's and therefore they were voting against being able to park in Ebberns Road if they supported the plan?</p> <p>Lastly, implementing a discriminatory scheme like this which purports to improve the the living conditions for the residents of Ebberns Road, will do nothing of the kind for for the residents of the HMOs and furthermore will devalue the properties themselves.</p>	
<p>I own a tenanted property on Ebberns Road being, X Waterside Court, Ebberns Road XXX XXX. I found out today, for the first time, about the planned controlled parking zone via a fellow landlord at Waterside Court.</p> <p>I understand that legal residents of Waterside Court, tenanted or otherwise, will not be given a permit to park on Ebberns Road. If this is indeed the case then I strongly object to the proposal.</p> <p>The off road parking at Waterside Court only consists of 9 parking bays. One allocated for each of the seven apartments and 2 allocated for visitors. All apartments at Waterside Court have two bedrooms and largely attract professional couples with more than 1 car. Implementing a controlled parking zone on Ebberns Road will have a detrimental impact on the rental and sales value of multi-tenanted properties on Ebberns Road. In a similar fashion, are you also proposing that Ebberns Road residents in single occupancy properties with their own driveways will also be denied a parking permit?</p>	



<p>To reiterate, I strongly oppose the implementation of this scheme without making parking permits available to apartments in multi-tenanted buildings and without applying the same equitable impositions on single occupancy premises that have private driveways and/or off-road parking facilities on Ebberns Road.</p>	
<p>I am emailing to register that I DO NOT support the proposals for the Ebberns Road CPZ.</p> <p>In particular, I object to the following section:</p> <p>'Multi occupancy developments with private parking areas are not eligible to obtain resident permits or visitor vouchers'.</p> <p>I live in Rushmere Court, a block of purpose built flats on Ebberns Road. Rushmere Court consists of 24, 2 bedroomed properties with one allocated parking space per flat and a total of 12 'visitor parking' spaces, 4 of which are within the gated area and 8 which are outside.</p> <p>The majority of the flats are occupied by more than one adult and we already have only one and a half parking spaces per flat. The 8 spaces outside the gated area will almost certainly be used by occupiers and visitors of other properties in Ebberns Road, leaving us with no access to parking for the flat occupiers, let alone our visitors.</p> <p>I am 20 years old and live at home with my Mum. I work full time, 6 days a week for a local Estate Agents and it is a requirement of my job that I have a full valid driving licence and a car. Therefore we have 2 cars in our household, both required for work purposes and we both work long hours. I am very familiar with properties in Hemel and in Ebberns Road and think it is completely discriminatory that the CPZ proposals are to allow everyone bar the purpose built flats to purchase additional permits, especially as so many of the eligible homes were either built or converted much more recently than the purpose built flats.</p> <p>The flats have a varied occupancy including couples, elderly, single parents, couples with young babies. Visitors therefore include childcare providers, carers and family and friends and the decision not to allow residents of the flats purchase permits appears to discriminate, especially against those who are vulnerable.</p> <p>At present there is never an issue with visitor spaces during the days and at weekends (the proposed times of the restrictions). Our visitors have always been able to park on the road, close by, since moving in. The stated objective of the proposals is 'to prioritise residents' yet this proposal would do the exact opposite.</p> <p>Therefore, as a flat resident, I STRONGLY OBJECT to the proposals.</p>	



<p>I am writing to OPPOSE the CPZ consultation in Ebbens Road. I originally was FOR the proposal but have changed my mind since looking at the plans you sent through. Main points being:</p> <ul style="list-style-type: none"> <li>- It seems bizarre and unfair that Lawn Lane residents are to be given the right to a permit and yet not residents who actually live in Ebbens Road in the flats</li> <li>- no consideration of the dangerous parking issues in Ebbens Road has been made. Single yellow lines have been proposed instead of double yellow lines, which means people will park inconsiderable and dangerously outside of the permit hours. (Eg. On the corners of Bridgeview close and Ebbens road where there are dangerous blind spots and the pathway regularly blocked).</li> <li>- No consideration has been made for the private roads that extend off of Ebbens Road</li> <li>- The times proposed for the permits are not long enough and need to be extended into the evening, this is where the issues really lay.</li> </ul>	
<p>I'm writing to object to the controlled parking proposed for Ebbens road.</p> <p>Whilst as a whole I fully support the proposal and agree there is a real issue with people parking from neighbouring streets including belswains lane. I cannot support a proposal that discriminates against flat owners or tenants of ebbens road. Like many of the houses, flats also offer their own parking but this is only for a single car and omitting them from the proposal prevents them receiving visits from friends, family, carers and so on. Just because they live in a flat does not mean they are less deserving of welcoming guests and the current proposal is discriminatory.</p> <p>Should the proposal change to allow ALL residents of ebbens road an equal opportunity to park I would fully support the proposal.</p>	
<p>I am emailing to register that I DO NOT support the proposals for the Ebbens Road CPZ.</p> <p>In particular, I object to fact that multi occupy developments with private parking areas are not eligible to obtain resident permits or visitor vouchers</p> <p>I live in Willow Court, a development of purpose built flats on Ebbens Road. We have one allocated parking space per flat, with no visitor spaces.</p>	



<p>I have a heart murmur and very severe palpitations/irregular heartbeat. I have to attend cardiology appointments often and I rely on friends to take me to my hospital appointments because I can't use public transport.</p> <p>I live on my own and suffer with really bad anxiety and mental health issues and some days this leaves me unable to leave my flat. On those days in particular, I have wonderful friends who come to visit and keep me company, without who, I dread to think how I would manage. I'm on anti depressant/anxiety medication and was having counselling prior to lockdown. If we are excluded from buying visitor permits at the very least, my visitor numbers will drop dramatically and leave me in an even more vulnerable position. I cannot expect friends to park over a mile away, especially in bad weather and walk to visit me. Sometimes my condition means people need to get to me quickly and not being able to park anywhere nearby leaves me incredibly scared and will have a massive detrimental effect on my already poor mental health and anxiety.</p> <p>Currently there is never an issue with visitor spaces during the days and at weekends which are the proposed times of the restrictions. My visitors have always been able to park on the road, close by. The stated objective of the proposals is 'to prioritise residents' yet this proposal would do the exact opposite and I therefore strongly object to the proposals.</p>	
<p>I write to you in reference to the statutory consultation correspondence I received in the post from Dacorum Borough Council regarding the proposed Controlled Parking Zone in Ebberns Road, Hemel Hempstead.</p> <p>Please accept this as confirmation that I DO NOT support the proposal in its current form.</p> <p>Albeit, I support the premise of some parking restrictions along Ebberns Road, the proposed plans are not fit for purpose and will not achieve the aims of the council and needs of residents in providing sufficient parking for the residents of Ebberns Road.</p> <p>My views are as follows:</p> <ul style="list-style-type: none"> <li>- I feel that the volume of cars is not predominantly due to commuter parking as expressed in your letter. This is demonstrated by the significant amount of free parking spaces in daytime hours. Therefore, the issues are created by residential parking, that the current proposal will not address sufficiently</li> <li>o To this end, I was therefore surprised to see in the updated proposal the inclusion of a significant number of properties along Lawn Lane (over 50 homes) were now being afforded the option of parking one vehicle in Ebberns Road</li> </ul>	



- o I sympathise that some of these homes have nowhere to park, I hasten to add a large number DO have a driveway of their own, but this should not be to our detriment as residents of the road itself
- o I therefore propose the vastly underused Durrants Hill Council Car Park is utilised more effectively for this. This car park is approximately a 2-3 minute walk from the end of Ebberns Road and I see no reason why the council could not assign each property in the red boundary a residents pass to park there free of charge
- o This would solve their own lack of parking and not impeach upon the issue we are trying to solve in Ebberns Road
- o In this vein, I do not agree at the apparent removal of parking rights to those who live in any of the flats along the road nor even afforded the ability to have visitors
- o Returning to the issue of the hours of operation for the CPZ, in order to deter commuters, restrictions realistically only need to be for a short timeframe in the morning to achieve this and will then not infringe upon residents going about their day. Allowing restrictions of 9am-6pm seems nonsensical to deter commuters and will instead only serve to making residents fork out money for visitor permits throughout the day. Horsecroft Road, near to Hemel Hempstead Station, achieves this with parking restrictions between 9am-10am.
- I further note from the updated proposal plans is the removal of DOUBLE YELLOW LINES from the junction of Ebberns Road and Bridgeview Close and replacing them with SINGLE YELLOW LINES. I strongly disagree with this amendment
- I have been in contact with both our local ward councillors and the police for over 12 months, raising the issue of inconsiderate and dangerous parking that this junction creates
- The police met me to discuss this junction and agreed vehicles parked such as those in the attached images create a significant risk to road users and pedestrians as follows:
  - o Vehicles leaving Bridgeview Close have their view of oncoming vehicles severely obstructed. Likewise, approaching vehicles cannot see vehicles leaving Bridgeview Close
  - o A huge number of young families, the elderly, the disabled, dog walkers and children cross this road junction each day – vehicles parked on this junction block their view of oncoming vehicles to cross the road safely and these vehicles are likewise unable to see whom is crossing
  - o Basics amenities such as refuse collections struggle to access our road as well as delivery drivers, owing to the blocking of the junction. To my knowledge it has been fortunate that emergency services vehicles have not been



<p>required in Bridgeview Close to date, however, in the event of this they would be significantly delayed navigating this junction putting residents welfare at risk</p> <ul style="list-style-type: none"> <li>o The current proposals successfully block parking like this during the hours of operation but outside of these times it then becomes a free for all? This is wrong and needs to be reviewed</li> <li>o I am sure you are aware of the Highway Code's restrictions in this regard, under Rule 243 "DO NOT stop or park; within 10 metres (32 feet) of a junction, except in an authorised space". By merely leaving SINGLE YELLOW LINES this appears to ignore this and even encourages parking there outside the times of operation when parking becomes more difficult</li> <li>o I therefore strongly request you return the plans to the initial proposed DOUBLE YELLOW LINES on this junction running from the mouth of Bridgeview Close to the drop kerbed driveway of the first property in either direction of Ebbens Road (no 78 and 84) to keep this area sterile from parking</li> </ul> <p>- The plans continue to show a loading zone outside of Arabica House (the coffee factory)</p> <ul style="list-style-type: none"> <li>o This would take up 4-5 parking spaces that are far more needed by residents than the coffee factory. This is due to the factory having a large car park of its own as well as a loading bay confined within its own premises</li> <li>o A backward step for residents, if you will, from the current circumstances now</li> <li>o During the whole period of living on Ebbens Road I have never seen the factory struggle to load/unload goods by using their existing property, therefore, the new proposed loading area on the road seems a waste and will not be the best use of that area</li> </ul>	
<p>With regard to the proposed intention to make Ebbens Road a controlled parking space I wish to protest strongly against the idea. I would like to ask whether any member of your committee has ever visited this road or contacted any of the residents regarding the parking problems we experience.</p> <p>As you can see from your diagram Ebbens Road is a cul-de-sac There has been much development over the years with new flats and houses most of which have parking facilities for many cars. However at the beginning of the road, many of the properties are terraced with narrow frontage and rely on kerb space for parking.</p> <p>Please note the following reasons for my protest.</p>	

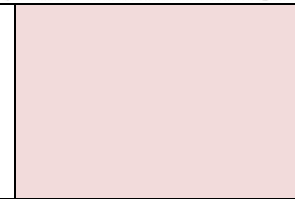




1. You have suggested the restriction time from 9 a.m. to 6 p.m. daily because of commuter parking. We do not have commuters parking here. The problem time is from 5 p.m until 7a.m. when people return from work to their homes.
  2. You suggest 1 permit per household. Many houses have two cars or a car and a van necessary for their work. What do you intend to do with the spare vehicles?
  3. You emphasise that you are not intending to provide Civil Enforcement Officers to be on patrol, nor solve the issue of residence vehicles outstripping the kerb capacity. Please explain what you are intending to do? How are you going to prevent parking congestion in this road?
  4. You are going to make prohibitive charges for permits for up to three vehicles plus motor bikes how does that relate to point 2 when you quote 1 permit per household? It would seem that you do not solve any problems merely increase Council income.
  5. We do have problems with people from other roads parking here but no solution regarding this has been mentioned.
  6. Please explain the intention to charge 20p per hour to pensioners. Whoever thought of this. Pensioners are usually the over 60@s, some of us very much older. We need the services of nurses, care assistants, delivery vans, children coming to care for us, gardeners and maintenance people. As we age mobility decreases and we need to be able to park near our homes. Please explain how you would police the charges of 20p per hour?
  7. Many younger people are moving into the road. Some with small children. What does a young mother do? Does she leave the baby in  
The car to take her shopping or leave the baby in the house to fetch it?.
- At weekends it is very difficult to find a parking spot. Not everyone is a thoughtful in the way they park in this road and can cause some difficulties but despite this Parking fees is not the way out. In Durrants Hill there is a car park which is often vacant at night. It would probably solve the space problem regarding the parking of vans. We have one single decker bus in the which takes a lot of space and rarely moves. Perhaps extra space provided for the larger vehicles could be a solution.
- Please reconsider this motion. Like many other roads we do need a solution to the parking but making life more difficult for the residents is not the way. What we do need is a speeding limit. Some cars use the road as a race



track and several pets have been killed. At lease visit Ebbens Road and talk to us. Possibly we c an give you first class advice on how to solve these problems.





**Consultation Responses- Written**

COMMENT	<ul style="list-style-type: none"> <li>• Support</li> <li>• Neutral</li> <li>• Object</li> </ul>
<p>I the above do not agree with the proposed controlled parking zone in Ebbens Road as there are no facilities for visitors. We are mostly pensioners who rely on family and friends to visit we seem to have been forgotten here with the high fencing we feel like we're in a prison sometimes cut off from the outside world.</p>	
<p>I am writing to let you know that I DO NOT support this proposal.</p>	
<p>I am writing to let you know that I DO NOT support this proposal.</p>	
<p>Most visitor will be carers who will NOT pay out for a permit. Most people do not have the same carers every time.</p> <p>I can not put-on paper the emotions and fear that your letter has provoked in the residents. When you are alone and elderly the thought of not being able to have visitors is very frightening. You have to remember that when you are old there is every chance that your friends are also elderly.</p> <p>Because of mobility problems a lot of the residents have cleaners, gardeners, odd job people, not to mention people like carpet fitters, appliance fitters etc. These people will not come to properties where the nearest parking is nearly ½ a mile away.</p> <p>Please, I beg you, if this proposal goes ahead please make the change and allow us visitors.</p>	



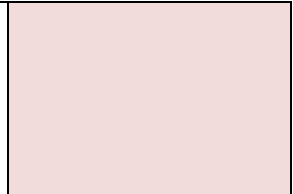
I am writing to let you know that I do NOT support this proposal	
I am writing to let you know that I do NOT support this proposal	
I am writing to let you know that I do NOT support this proposal	
I am writing to let you know that I do NOT support this proposal <div data-bbox="183 858 1205 1230" style="border: 1px solid black; padding: 5px;"><p>Description of issue: OBJECTING TO PROPOSED CPZ Objecting to being told that people living in Belswains Green Sheltered housing are not allowed to have visitors, which include carers, workmen, family &amp; friends. These tenants are elderly &amp; some infirm. We also have people with mental health problems which won't be helped not having visitors or health workers Only 4 people out of the 19 Bungalows own a car!! Most visitors are elderly so can't walk very far.</p></div>	



<p>I am writing to let you know that I do NOT support this proposal</p>	
<p>I am writing to let you know that I do NOT support this proposal</p>	
<p>Please be advised that both my husband oppose the suggestion. We have family and friends and carers need to enter the premises, therefore not practical</p>	
<p>I am writing to say that I do not think a controlled parking zone will work in Ebbens Road. There are just too many cars anyway. In the case of Ebbens Road I do not think the trouble is commuter parking, but the fact that with all the blocks of apartments/ flats now in Ebbens Road. I have been told that each apartment/ flat in each block only has one parking space. This means that where the residents have two cars, one of them is parked in the road.</p> <p>X Ebbens Road is a flat on the top floor of the property which actually looks like a detached house from the road. The property was divided into two self-contained flats by the council some time ago. There is a drive way at the side of number X (the flat on the ground floor). A previous tenant told me they paid extra rent to use the driveway so it should only be used by the tenants of no. X.</p> <p>I do not have a car myself but am over 60 years of age and would need visitors parking if the decision is made to proceed with the changes. The visitors parking would be for family members who come and see me. I also have a gardener who comes once a fortnight to tidy the garden at the rear of the property. In your letter it says that permits for visitor parking can be obtained through the council's website. This is no good to me as I do not have access to the internet. Will you be making it possible for residents of Ebbens Road to get parking permits for visitors another way?</p>	



I am writing to let you know that I do NOT support this proposal





**Consultation Responses- Stakeholder Responses**

<b>COMMENT</b>	<ul style="list-style-type: none"><li>• Support</li><li>• Neutral</li><li>• Object</li></ul>
<p>As a supported Housing Officer for Dacorum Borough Council, I am writing with my concerns regarding to the Statutory Consultation:</p> <p>Ebberns Road-controlled Parking Zone, on behalf of the residents in sheltered Housing of Belswains Green.</p> <p>Controlled parking will cause problems for residents with cars who have poor mobility. It will also hinder family and friends visiting (which is important with regard to isolation of elderly residents, and their wellbeing). It will cause problems with emergency and non-emergency visits from supported housing as well as visiting carers, nurses, doctors, chemist deliveries, parcel deliveries, food deliveries etc. for those most vulnerable.</p> <p>I feel any controlled parking will cause stress and problems to the wellbeing of our sheltered residents</p>	



**The Rt Hon Sir MIKE PENNING MP**  
Member of Parliament for Hemel Hempstead  
Constituency Office  
The Bury, Queensway, Hemel Hempstead, Herts HP1 1HR  
Telephone: 01442 251125 www.penning4hemel.com mike.penning.mp@parliament.uk  
Please quote our reference in all correspondence: MP70559 / Allen

Claire Hamilton  
Chief Executive  
Dacorum Borough Council  
The Forum  
Hemel Hempstead  
Herts HP1 1DN

CORPORATE SUPPORT  
21 JUL 2021

20 July 2021

Dear *clh*

**Ebberts Road and Belswains Lane CPZ consultation.**

I have been contacted by some constituents who are extremely worried about the effect of the proposed CPZ consultation in Ebberts Road. I have also been contacted by residents who are in favour of the proposals.

I wrote to you in September with Objections from residents and I enclose a copy of my letter for your information. The local residents who are contacting me now have the same concerns as raised previously, namely the importance of parking for visitors to the OAP bungalows in Belswains Green.

I enclose copies of residents concerns, and I do wholly agree that it will be impossible for some households to be able to cope with no visitors permits allowed. How will carers, tradespersons and visitors be able to access the properties in this area with no visitor permits.

One of my constituents has also carried out checks and found parking available in many places. Although I appreciate that controlled parking of some sort is needed for to deter commuter vehicles being parked, a suggestion of a one hour restriction either morning, afternoon or both would at least be a deterrent. I am aware that this is happening in other areas and would ask if CPZ is decided it is required then this solution be looked at ?

I have also been contacted by residents who are in favour of a CPZ and I would ask if you have considered a limited parking zone. The residents in Ebberts Road feel that parking is blighted by not only commuters but users of the canal, shoppers and anglers. For these residents any restrictions that can stop this type of parking would be helpful.

What ever decision the Council make it is ludicrous to not allow visitor permits which are an essential part of every day life for many residents

I look forward to hearing from you.

Yours sincerely

*Mike Penning*  
Mike Penning

Data protection and privacy policies can be found here: <https://www.penning4hemel.com/privacy>

House of Commons, London SW1A 0AA

I have been contacted by a number of residents who have properties in Lawn Lane but, because of the lack of available parking spaces, tell me that they need to put their vehicles in Ebberts Road as this is the only location within a reasonable walking distance for them.

I enclose copies of emails received which set out four of the main reasons for their objections :

They do need to park in Ebberts Road as there is a lack of available parking in the area

- CPZs are designed to deter commuters parking ; but they state Ebberts Road is at such a distance from the station that this road is not used by commuters
- 
- Dacorum Borough Council did not consult with residents in Lawn Lane ; they feel thee was a duty of the Council to consult
- 
- If put in place, the CPZ would have a detrimental affect on residents, and their visitors, especially on those who live in the OAP Bungalows

I would be grateful if you could consider their objections and confirm that these will be taken into account when deciding this proposed Controlled Parking Zone for Ebberts Road





## 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.



## Award Winning

**national  
transport awards**

**LTA** LONDON  
TRANSPORT  
AWARDS



**british  
parking  
awards  
2018  
WINNER**



**british  
parking  
awards  
2020  
WINNER**

## Certifications



## Accreditations



## Memberships



## Contact

London Head  
Office

Unit 2 Holford Yard  
London  
WC1X 9HD  
tel: 0330 1358 950

Old Street Office  
29-33 Old Street  
London  
EC1V 9HL

Edinburgh Office  
12 Lower Gilmore  
Place  
Edinburgh, EH3 9NY

Brighton Office  
38 Foundry Street  
Brighton  
BN1 4AT  
tel: 01273 056 122

Manchester Office  
Bartle House  
Oxford Court  
Manchester, M2 3WQ  
tel: 0161 914 9300

Slough Office  
Fourth Floor  
The Urban Building  
3-9 Albert Street  
Slough, SL1 2BE  
tel: 0330 1358 950

[info@projectcentre.co.uk](mailto:info@projectcentre.co.uk) • [www.projectcentre.co.uk](http://www.projectcentre.co.uk)