

## ST ALBANS CITY AND DISTRICT COUNCIL

**REPORT TO:** Christine Trill, Director for Community and Place Delivery and Councillor Helen Campbell, Lead for Public Realm

**DATE:** 31/10/2024

**REPORT TITLE:** Zone F Review

**WARD/S:** St Peters Ward

**CONTACT OFFICER:** Parking Development

**TRAFFIC ORDER TITLE:** THE CITY AND DISTRICT OF ST ALBANS CONTROL OF PARKING ORDER 2023 (WAITING RESTRICTIONS) AMENDMENT 5 ZONE F ORDER 2024

### 1. Purpose of Report

- 1.1 The purpose of this report is to provide the Council's Director for Community and Place Delivery and the Lead Councillor for Public Realm with the background, consultation process and information relating to the proposal to review zone F. It is good practice for local authorities to monitor and review the operation of waiting, loading, and parking places to ensure they remain effective and fit for purpose. A recent review of Zone F in St. Albans indicated that parking issues in the evenings after the end of the CPZ (controlled parking zone) operational hours was problematic, including, difficulty in permit holders being able to park or repark in permit bays, non-resident parking demand in the evenings, and parking on single yellow lines compromising road safety in the evenings.
- 1.2 The report seeks approval to make the Traffic Regulation Order to implement Zone F following its advertisement on **25/07/2024. (Please note this report has been delayed due to pre-election restrictions).**

### 2. Recommendations

- 2.1 It is recommended that the Council's Director for Community and Place Delivery and the Lead Councillor for Public Realm, agree to make the named Traffic Regulation Order with the recommendations provided within this report, as detailed in the order, and incorporated maps in the locations detailed and highlighted.

### 3. Background information and locations affected by this report.

- 3.1 To implement a new permit, the Council must introduce a Traffic Regulation Order (TRO) the process includes a public consultation in the affected areas / locations. This scheme and proposed TRO include various locations across various wards.



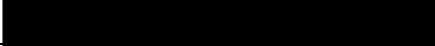
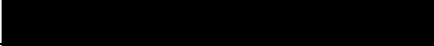
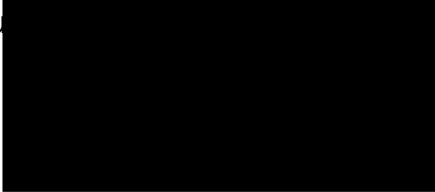
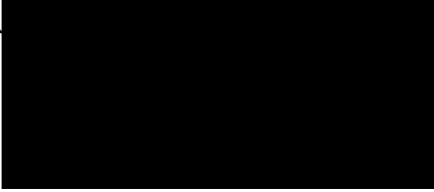
3.2 **Section 1** - outlines the proposed permit.

3.3 **Section 2** - outlines a summary of the responses received.

3.4 **Appendix A** - contains a copy of the map.

3.5 **Appendix B** - contains a copy of the feedback text and email responses.

#### 4. Report Sign Off

| <b>Strategic Director for Community &amp; Place Delivery</b>                                 | <b>Lead for Public Realm</b>  |
|--|---|
| Name:       | Name:       |
| Date:       | Date:       |
| Signature:  | Signature:  |
| <b><u>Select below as appropriate;</u></b>   | <b><u>Select below as appropriate;</u></b>  |
| <i>Agree to Make Traffic Regulation Order/s</i>  | <i>Agree to Make Traffic Regulation Order/s</i>   |
| <i>Agree to Abandoned Scheme</i>   | <i>Agree to Abandoned Scheme</i>  |

## **Section 1**

### 1.0 PROPOSALS

#### 1.1 St Albans City and District Council propose to:

- Extend the current operational hours of the zone F CPZ (single yellow lines and parking places) from Monday to Saturday between 8.30am and 8pm to Monday to Sunday between 8.30am and 10pm.
- Reduce the maximum number of resident permits per household from (a) 3 or 2 for properties with off-street parking (driveway/garage) to (b) 2 or 1 for properties with off-street parking (driveway/garage).
- Remove the solo motorcycle bays in Bernard Street, Church Street and Grange Street and extend the permit holder parking places in the same locations.
- Reduce double yellow lines in St. Peter's Street and replace with a zone F permit holder parking place.
- Revoke redundant disabled parking places at various locations and extend permit holder parking places in the same location.
- To make further amendments to waiting, loading, and parking place restrictions at various locations to bring the map-based Orders in line with the on-street layout.

The set of proposals are aimed at:

- Facilitating the safe passage of traffic by controlling parking where necessary.
- Preserving and improving the amenities of the Zone F CPZ.
- Providing additional F permit holder parking spaces
- Prioritising parking for permit holders until 10pm every day.

## **Section 2**

### **1.0 CONSULTATION SUMMARY FROM ONLINE SURVEY**

1.1 In total, 38 individual responses to the online survey were received. Of the total 38 responses, 37 indicated they were St Albans residents.

1.2 The consultation survey consisted of the following parts:

- Part 1 – Relation to St Albans: Respondents provided information on their relationship (resident, visitor, commuter, business, stakeholder group or other) to St Albans.
- Part 2 - Feedback Category: Respondents indicated which aspect of the consultation they were providing feedback on, including parking, financial concerns, environmental issues, access, traffic, safety, disturbance, or other areas.
- Part 3 – Level of Support: Respondents expressed their level of support for the proposed changes by selecting from the following options: wholly support, partly support, wholly object, partly object, or neutral.
- Part 4 - Feedback on proposals: Respondents commented on the proposed changes in an open question. The most common themes expressed by respondents in this question are examined more closely in section 6 of this report.

1.3 For Part 5, the responses to the open question in the survey were analysed by assigning each response to one or more themes that encompassed the sentiments expressed.

### **4.0 CONSULTATION SUMMARY FOR EMAIL RESPONSES**

4.1 As part of this consultation, input received from emails of residents, businesses or community groups was also considered.

4.2 In total, 12 emails were received. These were analysed by assigning each email to one or more themes that encompassed the sentiments expressed, the analysis of which can be found in part 5.

## **5 CONSULTATION SURVEY RESPONDENT DEMOGRAPHICS**

97% of respondents were St Albans District and City residents and 3% were visitors with no respondents identifying as commuters, businesses, stakeholder groups or other.

## 6 FEEDBACK CATEGORY

The most popular feedback category among respondents was 'Parking' with 33 online survey responses (87%), followed by 'Traffic' with 2 responses (5%), 'Access' with 2 responses (5%) and 'Other' with 1 response (3%). Figure 1 below summarises the feedback category of the online survey.

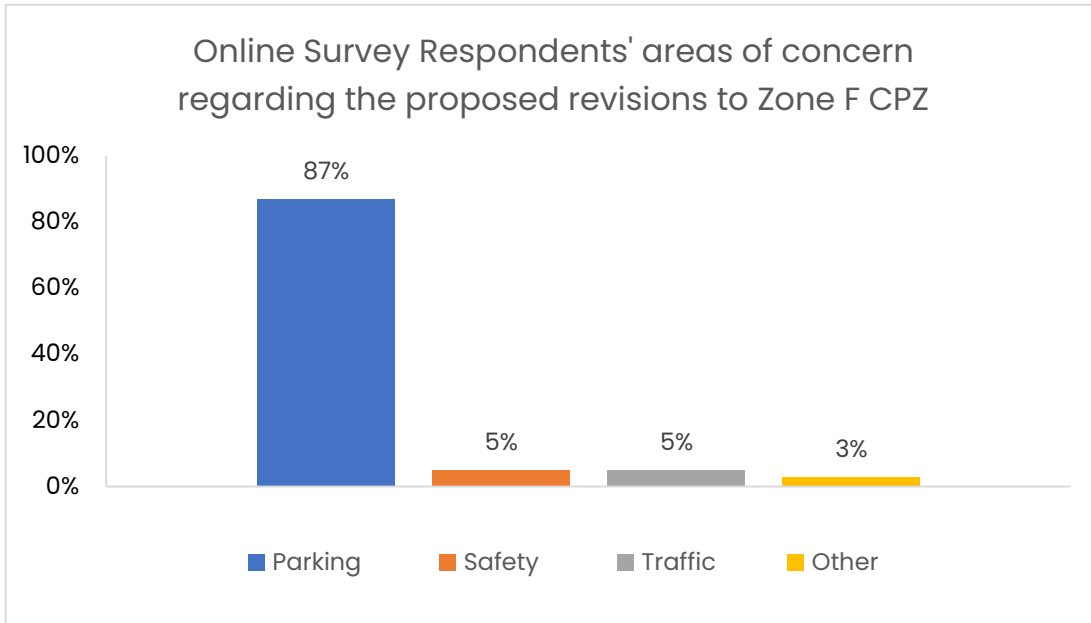
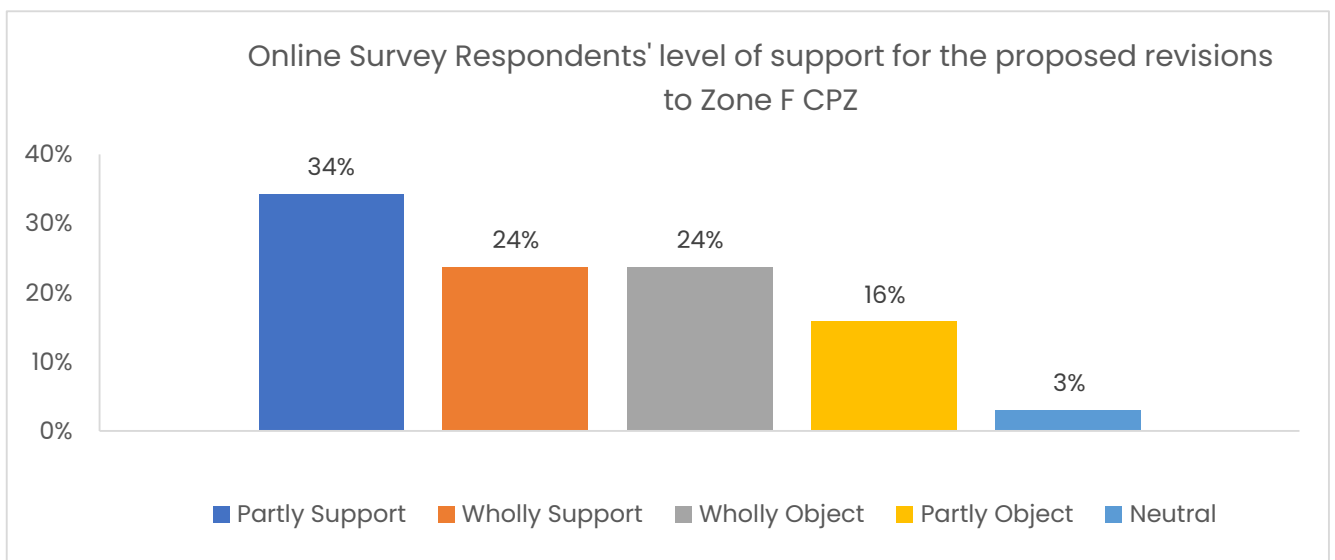


Figure 1: Respondents' area of concern regarding the proposed revisions of Zone F CPZ

## 6.0 LEVELS OF SUPPORT

6.1 Out of the 38 respondents to the online survey, 9 (24%) stated they wholly objected to the proposed revision to Zone F CPZ, while 6 (16%) partly objected. Additionally, 9 (24%) respondents wholly supported the conversion, with 13 (34%) partly supporting



it. One respondent (3%) was neutral regarding the proposed revisions. Figure 2 summarises these levels of support below.

Figure 2 : Online Survey respondents' level of support for the proposed conversion of free parking bays

6.2 Of the 12 emails received, 2 (17%) were found to be generally in support of the proposals, whilst 10 (83%) were generally not supportive of the proposed revisions to Zone F CPZ.

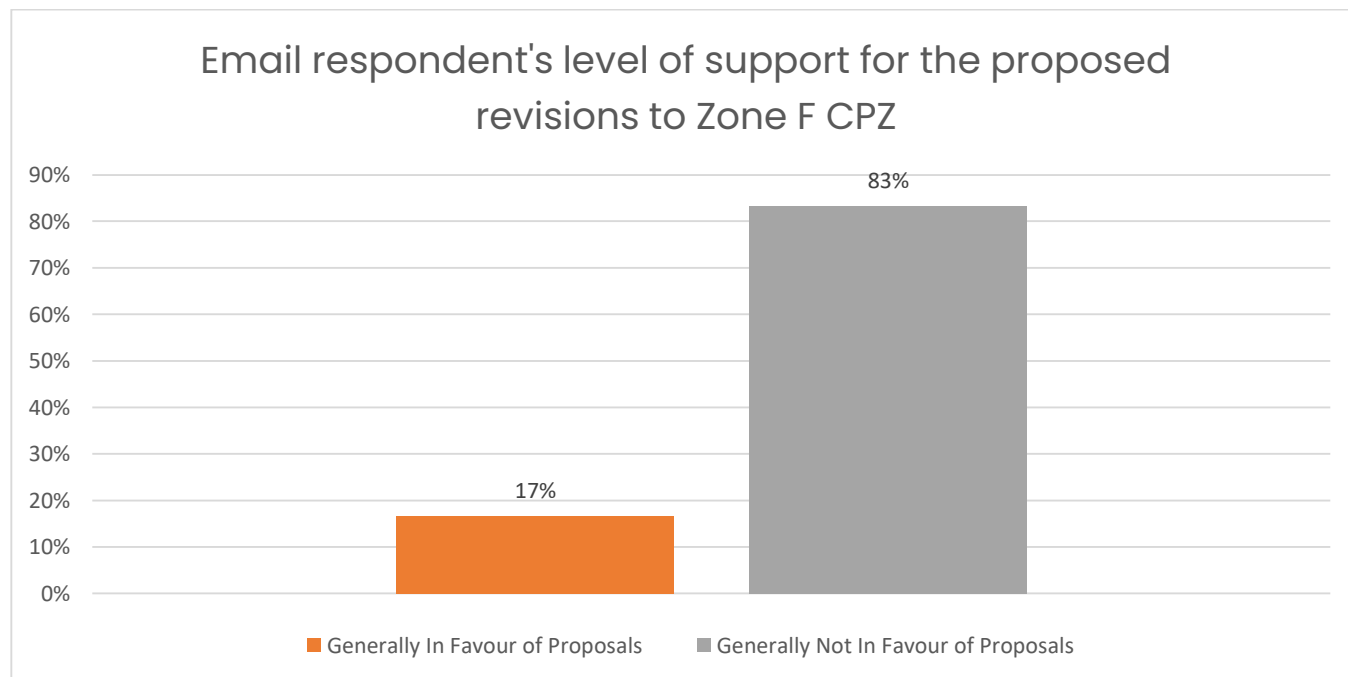


Figure 3 : Email respondents' level of support for the proposed conversion of free parking bays

## 7.0 RESPONSE ANALYSIS

The following section outlines the main themes and sentiments expressed by the 38 respondents in their free-text response to the online survey, as well as the 12 respondents who provided feedback via email. All themes are shown in Figure 3 below.

## Summary of free Text Responses from Online Survey and Email Respondents

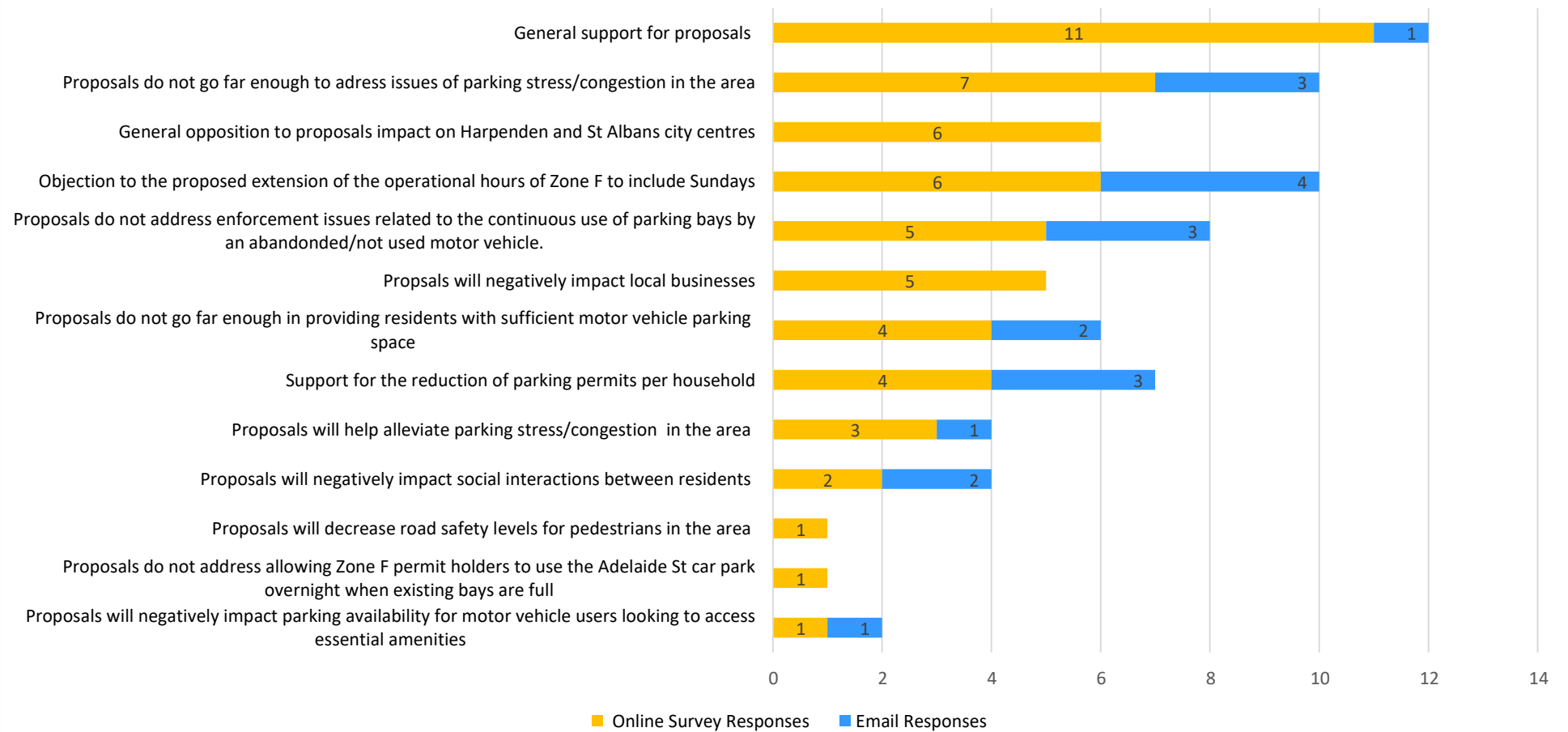


Figure 4: Summary of free text responses from online Survey and email respondents

## 7.1 Top 3 most popular themes expressed by online survey respondents.

| Themes  | Number of Respondents | Percentage of Respondents |
|---|-----------------------|---------------------------|
| General support for proposals   | 11                    | 29%                       |
| Proposals do not go far enough to address issues of parking stress/congestion in the area | 7                     | 18%                       |
| General opposition to proposals impact on Harpenden and St Albans city centres            | 6                     | 16%                       |

*Table 1: Top 3 most popular themes expressed by online survey respondents*

## 7.2 Top 3 most popular themes expressed by email respondents.

| Themes  | Number of Respondents | Percentage of Respondents |
|---|-----------------------|---------------------------|
| Objection to the proposed extension of the operational hours of Zone F to include Sundays   | 4                     | 33%                       |
| <b>Support for the reduction of parking permits per household</b>   | <b>3</b>              | <b>25%</b>                |
| Proposals do not address enforcement issues related to the continuous use of parking bays by an abandoned/not used motor vehicle. | 3                     | 25%                       |

*Table 2: Top 3 most popular themes expressed by email respondents*

### **Theme 1: General support for proposals**

This theme was expressed by 11 (29%)<sup>1</sup> online survey respondents and 1 (8%) email respondent. Respondents felt that the proposed revisions to Zone F CPZ would help alleviate parking stress and traffic congestion in St Albans.

### **Theme 2 : Proposals do not go far enough to address issues of parking stress/congestion**

This theme was expressed by 7 (18%) online survey respondents and 3 (25%) email respondents. Respondents felt that while the proposals are a step in the right direction, they are not ambitious enough to adequately address existing challenges with parking stress and congestion in St Albans.

<sup>1</sup>Percentage of online survey respondents who expressed this sentiment out of the total number of survey respondents.



This theme was expressed by 6 (16%) online survey respondents and 0 (0%) email

**Theme 3: General opposition to proposals impact on St Albans city centre**

respondents. Respondents felt that the proposals would not achieve their desired objectives and would negatively impact parking conditions in St Albans city centre.

**Theme 4 : Objection to the proposed extension of the operational hours of Zone F to include Sundays**

This theme was expressed by 6 (16%) online survey respondents and 4 (33%) email respondents.. Respondents felt that the proposal to extend the operational hours of Zone F CPZ (single yellow lines and parking places) from Monday to Saturday, 8:30 am to 8:00 pm, to Monday to Sunday, 8:30 am to 10:00 pm, was overly restrictive of motor vehicle journeys and unnecessary given the low parking stress on weekends, reference was also made to negative implications for churchgoers on Sundays who may be disadvantaged.

**Theme 5: Proposals will negatively impact local businesses**

This theme was expressed by 5 (13%) online survey respondents and 0 (0%) email respondents.. Respondents felt that the proposals would negatively impact local businesses and their customers.

**Theme 6: Proposals do not address enforcement issues related to the continuous use of parking bays by an abandoned/not in use motor vehicle.**

This theme was expressed by 5 (13%) online survey respondents and 3 (25%) email respondents.. Respondents felt that the proposals did not address or provide a solution for abandoned or unused vehicles occupying parking spaces for extended periods.

**Theme 7 : Support for the reduction of resident permits per household**

This theme was expressed by 4 (11%) online survey respondents and 3 (25%) email respondents. Respondents felt that the proposal to reduce the maximum number of resident permits per household—from 3 to 2 for properties without off-street parking, and from 2 to 1 for properties with off-street parking (driveway/garage)—would help decrease parking stress in St Albans.

**Theme 8: Proposals do not go far enough in providing residents with sufficient motor vehicle parking space**

This theme was expressed by 4 (11%) online survey respondents and 2 (17%) email respondents. Respondents felt that the proposals did not go far enough to ensure sufficient parking space for residents in Zone F CPZ.

**Theme 9: Proposals will help alleviate parking stress/congestion**

This theme was expressed by 3 (8%) online survey respondents and 1 (8%) email respondent. Respondents felt that the proposed revisions to Zone F CPZ would alleviate existing parking pressure and traffic congestion in St Albans.

**Theme 10: Proposals will have a negative impact on social relations**

This theme was expressed by 2 (5%) online survey respondents and 2 (17%) email respondents. Respondents felt that the proposals would negatively impact people's ability to visit others and engage in social activities due to the additional restrictions on motor vehicle parking.

**Theme 11 : Proposals will make access to local amenities more difficult**

This theme was expressed by 1 (3%) online survey respondent and 1 (18%) email respondent. The respondents felt that the proposals would limit access to local amenities and facilities due to the removal of existing parking bays and the introduction of additional time restrictions on motor vehicle parking.

**Theme 12 : Proposals do not address allowing Zone F permit holders to use the Adelaide St car park overnight when existing parking bays are full**

This theme was expressed by 1 (3%) online survey respondent and 0 (0%) email respondents. The respondent felt that the proposals did not address previous claims by St Albans City and District Council about the possibility of allowing Zone F permit holders to use the Adelaide Street car park overnight when existing parking bays are full.

**Theme 13 : Proposals will decrease road safety levels for pedestrians in the area**

This theme was expressed by 1 (3%) online survey respondent and 0 (0%) email respondents. The respondent felt that the proposals would negatively impact road safety on St Albans streets, making them more hazardous for pedestrians.

## 8.0 IDEAS & SUGGESTIONS PROPOSED BY ONLINE SURVEY AND EMAIL RESPONDENTS

Some respondents from the online survey provided ideas and suggestions on how the proposals could be improved. These have been outlined below.

### 8.1 Parking Allocation & Policies

- Allowing Zone F permit holders to use the Adelaide St car park overnight when existing parking bays are full.
- Introduce resident-only parking bays in St Albans.
- Introduce a policy where any vehicle with a permit should not be able to park for longer than one month in a space.
- Consider allowing residents to park in Zone R (Carlisle Avenue, etc.) which has available spaces relative to parking permits.
- Allow Zone F residents to park in Zone A and R.

### 8.2 Parking Management & Infrastructure

- Allowing Zone F permit holders to use the Adelaide St car park overnight when existing parking bays are full.
- Introduce resident-only parking bays in St Albans.
- Introduce a policy where any vehicle with a permit should not be able to park for longer than one month in a space.
- Consider implementing a well-managed process to allow residents limited-hour use of nearby car parks, such as those near the two nurseries off Bernard and the Jubilee Centre, which are not utilized outside peak parking times.
- Consider offering two visitor voucher options: 1. An all-day voucher, which already exists, and 2. A three-hour voucher at a reduced cost for shorter visits.
- Implement 24-hour parking restrictions.
- Introduce a policy to limit parking duration to a maximum of 2 months in the same spot.
- Consider adding markings in the parking zone to ensure motor vehicles park considerately.

### 8.3 Signage & Safety

- Additional street signage should be introduced to deter motor vehicles from speeding.

## 8.4 Maintenance & Quality

- Fix road quality and footpaths in St Albans.

### Appendix A

#### Maps



## **Appendix B**

### **THE CITY AND DISTRICT OF ST ALBANS CONTROL OF PARKING ORDER 2023 (WAITING RESTRICYTIONS) AMENDMENT 5 ZONE F ORDER 2024**

#### Free Text responses

- This appendix contains the responses received in the feedback text portion of the public consultation which was held between 25/07/24 and 22/08/24 as well as emails received by the council in response to the proposed changes within this period.
- Sensitive data has been redacted to protect the privacy of respondents, however some traceable information may still present. Please review this content with discretion and ensure compliance with confidentiality guidelines.

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| <b>Table 2:</b> Email Responses.....                   | 21 |

**Table 1:** Consultation feedback responses:

| Feedback Text  |
|--|
| <p>I don't agree with further limiting parking in Harpenden or St.Albans. It is already a recognised national problem that high streets are dying and this further discourages the public from shopping on the high street. As a mother with a baby (and dog), I already struggle to cart around the various paraphernalia required to 'pop' to the shops. To extend the time at the shops by making me park further away or have to juggle my phone whilst creating a parking session on an app which I then have to pay for, even though I might only be going for a look in shops to see if something takes my fancy, it really discourages me from going to shops in person. The councils approach to add more parking restrictions is not only detrimental to the shops that pay taxes (unlike online stores like Amazon which is all far too easy to use), but it is detrimental to people's mental state as it discourages people from going out and interacting with others, encouraging an isolated lifestyle which is already enhanced by the standard 'work from home' approach that many companies take.</p> |
| <p>I believe that the proposals would go a long way to relieve the growing parking &amp; traffic problems that occur in this area. I think monitoring of their effectiveness is vital , to ensure residents feel that the outcome is real and has benefits for householders.</p>   |
| <p>Broadly, we support the proposal but for the record would like to note the following:</p>   |
| <p>1) The camper vans permanently parked on Grange Street have not been addressed. It is unfair that these are stored on the public highway and have not moved in over 10 years. Action is required. A rule needs to be implemented to ensure vehicles are not dumped and must move regularly.</p>   |
| <p>2) We need clarification on whether motorcycles form part of the newly proposed limit of permits. Are motorcycle permits checked when they are covered up?</p>  |
| <p>This is a great first step, but I thought from our meetings with councillors that you would also be opening up the car park on Adelaide St to Zone F premier holders over night to allow them to have somewhere legal to park should the current available bays all be full?<br/>When will that be actioned?<br/>I can't quite see the details from the letter on this interactive map either to fully understand the proposal, but in principle all the proposals seem positive to reducing the issues residents have in finding a parking space every day.<br/>Please feel free to contact me to discuss further.</p>   |
| <p>I do not agree with proposal A - to extend current operational hours. (Hours and Sunday). This would further limit/ detract from the current already challenging parking experience for residents.</p>  |
| <p>I fully support all other aspects of the proposal which will maximise parking options.</p>  |

We would like the area to be resident traffic only other than access to the GP and dentist surgeries.

The roads are constantly used as a 30mph rat run. The 20mph signs need to be lowered or additional signs placed so that drivers can see the speed limit. Also something needs to be done about the safety narrowing in Grange Street. In 10 years we have had to replace 4 broken wing mirrors and 3 damaged( not just scratched) complete sides(both doors &wings) of cars - of course no one owned up to damage caused. We are also fed up with road rage , foul language and threatening behaviour by drivers who think they have right of way.

Thank you for trying to improve parking in Zone F. It appears you have created a couple of new spaces.

Taking away parking after 6.30 outside and near 1 Dalton St will make it harder to park at night. Many residents depend on those spaces that become available from 6.30pm. I would actually propose making them into recognised spaces or leaving their timing's alone.

As a resident of zone F. I think it's highly sensible the adjustment to motorcycle spaces and additional spaces on St Peter's street. I also support the suggestion to reduce the number of permits available to selected households. I do however not support the addition of the requirement for permits on a Sunday - the weeks very rarely pose challenges for the majority of the day - this enables family members to visit the house freely on one day of the week. If you could never get a space on a Sunday then fair enough but I have not found that to be the case since moving here. The additional hours in the week I expect would make very little difference.

This is a good step in helping the desperate parking arrangements for zone F. I fully support these amendments.

High Streets are facing a very difficult trading environment with online, shopping centers and greedy Landlords all making trading difficult and precarious. The number of vacant retail units in Harpenden bears witness to the situation. SADC should be working on plans to preserve the High Street and promote the independent retailer otherwise, Harpenden High Street will look like every other High Street dominated by national brands with no individual identity. Build or expand the existing paid car parks but leave the free parking as it is

The town center of Harpenden serves multi purposes. There are many retailers who rely on footfall in order to commercially maintain their businesses and continue the post Covid recovery.

The older generation uses Harpenden as a mean of socialising and engaging with people and the broader community. The concept of "popping in to town" being valuable across a multitude of fronts. The social impact will be huge to this population.

Only those that live centrally will be able to leverage the local services. This scheme will force people to use large shopping centres... the whole concept is frankly

Ridiculous. Harpenden will end up being dead to the core like St Albans now is....

The high street is already struggling to keep a variety of shops and bringing in this parking charge, at such an extortionate price as well, will only kill off the high street further.

Agreed. Only moved in recently. I left voice mail after chasing around several parking consultation departments about 6weeks ago. No response. Exactly reference the fact there is never any parking, plus parking bays demarcated might help as space is often wasted by cars hogging 2 spaces. And the fact that when I was looking at moving, the busy bees car park was supposed to be usable overnight for residents overnight only but within the last 8weeks it now seems to be roped off and inaccessible. I thought it was part of their planning agreement? There are about 10-15 spaces in there which would help greatly! Thank you for your ongoing work on this parking fatigue. Xx

I support these proposals with just one exception: the additional residents parking spaces on St Peters Street. Unless I have misunderstood the plans, I think the addition of parking spaces at this point on St Peters Street would endanger safety. This is already a very busy stretch of road, with vehicles frequently turning in and out of both Hall Place Gardens and Grange Street; pedestrians also cross the road here. Parked cars in the proposed location would only add to the current risk of accidents.

As a resident of (REDACTED) I have no problem with the additional parking space proposed directly outside my house. I am very pleased to see that this space does not extend any further across the front of our house towards our driveway, and indeed a little extra space has been proposed between the start of residents parking spaces and the edge of our drive on the other side. When cars are parked tight up to the edges of our drive, it is extremely difficult to get in or out safely. Cars and vans parked directly outside our house also tend to push traffic travelling along Church Street towards the pavement on the other side of the road. This is the apex of the 'bend' in Church Street and pedestrians (especially children and older people) on the pavement here are very exposed to passing traffic at this point. Extending the current parking restriction to 2200hrs should be a benefit in this respect.

Finally, if new road markings are being painted on the road, is it possible to request the addition of a solid white line across the entrance to our drive? I see that other driveways in this neighbourhood have them, and whilst I appreciate they are actually meaningless in terms of enforcement, they do seem to discourage motorists from blocking driveways.



I have the following responses related to the measures outlined:

- Change A operational hours - I don't think this measure will have a significant impact as I don't believe many non-residents use zone F for accessing the town centre. The main issue is that there is not enough parking for the amount of resident permits granted. This measure is likely to only result in increasing costs to residents in Zone F since they will now have to pay for visitor parking permits on Sundays and for the likes of babysitting services that would normally park after 10pm. I am not in favour of this measure
- Change B maximum permits - I am fully in favour of this measure and I would also suggest that where properties are assessed to have off street parking that is large enough for two vehicles that they should have no access to on-street resident parking permits
- Change E Disabled Spaces - Please note the disabled bay on Grange Street at the junction with Dalton Street is in use by my neighbour Mary at 74 Grange Street. She is disabled and does use it. This disabled bay should not be removed. I cannot comment on the use of the other disabled bays in the Zone F area.

In addition to the measures outlined, I also suggest that the council consider whether the parking zone R on Carlisle Avenue and surrounding roads should be merged with Zone F. This would provide additional space for Zone F which is oversubscribed on roads that tend to have spaces available more regularly. If not the whole of Zone R then perhaps just the space adjoining the flats on the south side of the road on the east end of Carlisle Avenue. These spaces are often free but because of the parking restrictions for Zone R are difficult to be regularly used by Zone F residents.

I look forward to changes being implemented swiftly as this issue has been going on for the 9 years I have been resident on Grange Street with no action by the council.

Best Regards

It is great that improvements are being considered, it is long overdue. However what is lacking with the proposed changes is any indication on the effect they will have. I fear that they will have little or not impact on the availability of spaces when needed most which is in the evening.

How many households will be affected by the reduction in the maximum number of permits per household? What will the reduction in permits allocated be?

It's also disappointing nothing is being done about the number of vehicles that have been abandoned and are permanently stationary in spaces and clearly illegally used as storage for households.

Can you quantify what impact the changes will have as it would appear to be a lot of time and effort for no real change.

I would also like to see a rule where any vehicle with a permit should not be able to park for longer than one month in a space. This would mean that a vehicle that is never moved due to it being unroadworthy or just stored on the road would then have to move to another parking spot. I find it very unfair that the two camper vans in Grange Street never move (one even has flat tyres) so no one else can use the spaces they take up. This issue needs to be addressed. Also, I would like the council to stop taking away spaces on the road when residents apply for a drive,

this has just happened at the end of Grange Street due to a development and has previously also happened in other locations diminishing further the spaces available for residents.

I support these proposals.

All measures in the proposal are important and will ease the parking problems. I support the lower maximum of cars per household - nobody in these small houses needs more than 2 cars .

We support the suggested changes to parking zone F, but feel more can be done to increase the number of parking spaces available to residents.

- 1) Bays on Bernard Street could be increased by swapping parking from one side of the road to the other. Currently they are primarily on the side of the road with driveways etc. which reduces the number of available spaces.
- 2) Consider allowing residents to park in zone R (Carlisle Avenue etc) which has available spaces relative to parking permits.

If reading this correctly it looks like the entirety of hall place gardens would be made resident parking only from 8am-6pm. I strongly object to this, being one of the tens of thousands of St Albans residents who are registered at Parkbury House GP Surgery. The surgery's own car park is very small and usually full, and I and countless others rely on being able to use the (already very limited) current non-pay and non-permit spaces on Hall Place Gardens in order to visit the GP or the (also very limited) paid parking spaces. It's not always possible or practical to walk to the GP depending on what the medical issue is or if children/elderly people are involved. I believe the proximity to the GP surgery needs to be taken strongly into consideration here and these plans dropped.

Absolutely agree with the concept of reducing the number of permits from 3 to 2, and actually hope that the council considers reducing this further to encourage better use of public transport. I am also very pleased to see restrictions extended to Sundays too. The parking in zone F is shocking and has a huge impact on day to day life - for example needing to leave work or personal events early to ensure parking is secured (and I mean needing to be back home by 6pm) which is completely unsustainable.

More needs to be done to stop non residents parking on our streets especially at the top end of Dalton Street (joining with Catherine street) as vehicles are often left on the double yellow lines here for hours at a time. This is a nuisance for residents using wheelchairs and prams as the pavements are not useable and it also prevents emergency services from reaching dalton street quickly which is hugely concerning.

I strongly disagree to the proposal. I do not consent to parking restrictions being placed on bernard street on Sundays. This is outrageous.

The published proposals make no reference to the withdrawal of £40 pa Senior parking permits and there is no financial justification for this action that shows clearly the cost benefits, if any exist at all.

I object to this since many seniors use their permits to allow parking whilst assisting a variety of charities in the local communities.

1. Free parking is one of Harpenden' unique selling points allowing the Town Centre to flourish.
2. Parking charges in St Albans have decimated the Town Centre there.
3. Please publish the cost benefit analysis - how much to install and run the system for what annual reward - and is it really worth it.
4. I shan't be voting LD again.

I disagree with the proposal to extend operational hours of zone F to include Sundays. Parking over the weekend has never been a problem as many residents are away over weekends which frees up space. Conversely this space can then be used by other residents having their own visitors over the weekend. Therefore extending the operational hours will simply lead to more day passes being paid for and used, leading to resentment that we're now having to pay for something to solve a non-existent problem.

I support the other proposals (B) - (F). I would also add that much closer attention needs to be paid to the amount given, size (i.e. How many bays they cover) and duration of skip permits. Too many permits are given out and seemingly only to cover one parking bay. Residents are abusing this by having the skip use up to three parking bays so they can have easier access to the skip. As a result, if there are more than two skips in operation in zone F parking becomes significantly more problematic. The council do not seem to track skip usage or take into account this problem, leading to far too many skips in operation in Zone F. Many residents also let their skip pass expire and do not renew it, but leave the skip in place for far longer than advertised. Better enforcement is requested.

Finally, there are two VW camper vans at the bottom of Grange Street taking up three bays, which have not moved in the four years I have lived here. They are literally rotting and in an undrivable condition. Car permits should not be issued for them. They are closer to a skip and not in character for the area.

I support the proposals but do not think this goes far enough to support the number of spaces needed. This is by far the worst parking zone in St Albans. Other nearby zones do not have the extent of issues we have and therefore, there needs to be a rebalancing of the zones. There are also car parks nearby that are not used outside of hours when parking is in most need (the two nurseries off Bernard and the Jubilee centre). A well managed process where a small number of spaces can be used within limited hours by residents should be possible. Cars that seem to be parked on these roads and never moved are also an unnecessary issue and quick fix so this needs addressing.

I would like a change to the visitor parking vouchers. Some visitors require all day vouchers but quite frequently this is not necessary, for example a trades person needing to park for a short while to undertake a household repair or friends and family who only stay a short while. I suggest two voucher options costing different amounts: 1. All day, which already exists 2. A three hour voucher at a lesser cost, for shorter visits.

We are neutral regarding the changes accept one element of the proposed extension to current operational hours. We object to the inclusion of Sundays. Family and friends typically visit us over the weekend but we accept that restrictions on Saturdays are necessary to prevent shoppers parking in Zone F on market day, the busiest shopping day of the week. But Sundays are generally more quiet with parking more freely available during the day on Sundays. We would support restrictions in the evening to prevent non residents from parking in Zone F on Sunday nights, but having restrictions every day of the week means that residents always have to pay for visitor parking vouchers.

The consultation is a step in the right direction but how many extra spaces will zone F have as a result of the proposed changes? How does this compare to the number of spaces vs the number of permits issued? What is the shortfall and what is the proposal to address this?

The reality is that there will still be a shortage of available parking spaces. Residents in zone F should be legally permitted to park in adjacent zones (A and R). Alternative parking needs to be found (busy bees nursery for weekend parking from 7pm Friday to 7.30am Monday, the jubilee centre, doctors /dentist Grange Street, council owned parking on Adelaide Street could be zone F to the right of the ticket machine after 6pm until 8am, with penalty payments if parking outside agreed times. The problems are evenings and weekends. Limiting the number of permits as much as possible is imperative so reducing to 1 for properties with off-street parking and 2 per household for those without. Agree with increased operational hours to 10pm and on Sundays assuming that the number of visitors permits will therefore be increased. Thank you.

I agree. It's a good starting point

I support the proposal

I object to 1a

I do not agree with extending the permit to Sundays nor to 10 pm keep it after 8.30 pm other days

I support these proposals although I do t think they go far enough. Parking restrictions need to be 24 hours. Consideration also needs to be given to merging with another parking zone nearby to alleviate pressure

I would like the council to consider putting a policy in place whereby vehicles could not be parked for longer than 2 months in the same place. We have two campervans on grange street which are in disrepair. They block a whole chunk of parking and there is nothing more frustrating than driving past them multiple times looking for a space after a long day at work. I have had to park elsewhere 4 times in the last few weeks when they take up a large portion of the road. They are in disrepair, have not moved for years and are not in a drivable condition. To top it off there are two of them!

I think the proposal suggested would be beneficial. However my concern is that this may not be enough. I would like to suggest the addition of lines to the parking zone so that cars park considerately of others and also means that there is less likely to be issues where cars have parked but as cars move there is then half-spaces available which is not efficient.

I object to proposition a). The traffic is hell already so if you pack it with more car parked on the road it is impossible to drive and dangerous to safety of pedestrians that steps in-between cars parked on the road . I object to proposition b) 1 additional car for people with off street parking is just not enough. I object to proposition d) it will be impossible to pass in grange street if you remove the double yellow lines between church street and grange street. Please add also a double yellow line in front of grange mews, people are parked there. I don't know why you modify things to the worst. The infrastructure is to be all change and road larger, your proposition is bringing more car parked everywhere on the road. Only country I have seen this mayhem with car parked on the road. We are paying a lot of council tax, you are oblige to improve our life not making it worse. Use this to repair all the roads and pavements. Have you try pushing a pram on those pavements ???!! Bring lights in the street, increase the number of bin collections. Do a better jobs instead of decreasing life quality and increasing corporations money. Renovate st Peters street, create more shopping centre instead of flats that make the city overcrowded. Just do your job to serve the public and not your own agenda

I think it is absolutely disgusting to increase the hours that we cannot park in our spaces.

You have over sold permits for the spaces and now want to extend the hours for all on a weekend. It is disgusting. I had £400 worth of tickets in November and I am a resident with a permit!!!! It's so awful

**Table 2:** Email Responses

**Email Message:**

Hello

In response to the proposed changes to Zone F, I would like to raise an observation and concern about a parking situation in Grange Street.

I live at number (REDACTED) and have done for 25 years so I am very familiar with the difficulties around parking. I don't specifically have objectives around the new proposal but want to draw your attention to the ongoing issue around two Camper vans parked on the street which never move (haven't in well over a decade) and are taking up much needed spaces for us as residents!

The camper vans are of an age where they are exempt from rules around having an MOT but surely there must be protection to us as residents around this selfish use of valuable parking spaces! The vans are not road worthy, have flat tyres,

moss and weeds growing on them and under them. They appear to be used for storage. The owners do have a garage to their property.

The vans take up probably 3 if not 4 spaces permanently. They are also a complete eyesore in an otherwise lovely Ward. The removal of the vans would assist us as residents with the increased difficulties around parking.

I have attached photos for reference.

Can you advise if there is something that can be done about this selfish use of parking spaces?

Warm regards

Good Afternoon

I have just received the letter regarding parking.

My mum who finds it hard to visit me due to the lack of parking close to my address and unable to walk very far at all is a blue badge holder and I was asking if it would be a possibility for a disabled space to be put as close to (REDACTED) street as possible, obviously we are aware other users are entitled to use this aswell.

Hope to hear from you soon

Thanks in advance

Hello

Thank you for the proposed changes to zone F. I feel that the proposals are not extreme enough, and if only some are implemented then residents will not see enough benefits. It wasn't clear in your communications how many permanent spaces your proposals freed up? Please make this clear in your next comms. Please would you also consider the following:

All vehicles to move at least monthly.

Presently there are at least 3 vehicles parked in Grange Street which have not moved for several years – see evidence in appendix 1. One is a motorcycle which may or may not have a permit, however the fact it's reg plate and entire bike is covered presumably prevents officials from checking. If these vehicles all belong to a house without a drive then they are their only permitted vehicles if they're following the current guidelines of 3 for a house without a drive, if they have a drive then someone else must be providing one of their allotted spaces. These 3 vehicles could provide parking for 3 cars and normal residents coming and going on a daily basis. A clause in the parking conditions outlining that spaces are provided for residents' parking, and not a storage facility, would mean the owners would have to make arrangements to store the VW campers. These vehicles are incredibly frustrating to most residents, with a running joke they are a permanent

holiday park. A total eyesore in a conservation area with flat tyres and weeds growing around them. Please update your regulations to avoid parking spaces being used as permanent storage - these particular vehicles are abandoned, they do not move, they do not work.

Maximum Permit – Differences between houses with and without offstreet parking

It's not consistent that people without off-street parking pay more for their second permits versus those who have off-street parking. If your strategy is that all houses have a combined total of 2 spaces, why do people with no off street parking pay more for the second permit. The price of the first permit for those with off street parking should match the price of the second permit for those without off street parking. This is fairer.

Zone F residents can use any other advertised zone

This would enable more choice for my neighbours and me to move to other areas which might be more convenient.

Suspensions

Some building works have had arbitrary suspensions for weeks and months. This adds no urgency to extended works and simply a small administrative cost to presumably very significant building expenses. Create a maximum suspension period of 2 or 4 weeks, beyond which the cost doubles every 2 weeks.

Clearly marked spaces

There is so much wastage as there are no guidelines to park, probably around 6 wasted spaces at any one time in zone F.

Thank you for your time in considering what could improve our parking, it's really a very poor situation at the moment and needs people to start to make more serious considerations about the number of cars each household really needs.

Thank you

Thank you for a mailed copy of plans, I would like to comment on the idea of adding a place/s in St Peters Street. There is a reason for the double yellow lines on that section of road, it is a "staggered" junction between the Grange Street and Hall place Gardens with school buses turning out of Hall Place gardens at busy times, plus general heavy traffic flow /width of road/ makes this a poor response . I feel anything parked there would very quickly be "Ka(R)-put\* Regards Bernard St resident.

Thank you for the update. I would comment as follows:

Extending hours to Sunday would make it harder for families and friends to visit as well as people attending Church services at St Peter.

We had previously raised concerns about the access to the church street car park due to cars and large vans parking opposite well beyond the dotted white lines. This makes it impossible for critical response units such as ambulances and fire

brigades to enter the car park and adjacent properties. Likewise exiting the area with even a normal family sized vehicle can be difficult and dangerous. We were told at the time that this wouldn't be considered further until there was a more comprehensive review of the parking in the area. In light of the ongoing review we would appreciate if this could now be considered. At the time we had suggested removing parking for cars from opposite the exit and perhaps instead provide space for solo/motorcycles as this would require less width.  
Many thanks

Hi,

I strongly oppose the extension of the parking restrictions to Sunday. We have St Peter's Church next to us and it is vital for us as a community to be able to visit church with family on a Sunday. The restrictions would make this very difficult and remove the sense of community amongst the Christian community in the area.

I have no objections to the longer hours on a weekday but please keep Sunday free.

Hello St Albans Parking development

I am writing in response to the letter I received on 25th July.

I approve of all the proposed changes that you are suggesting thus far but I really do not think that these proposals go far enough. For example -

- How many houses currently have permits for 3 cars? (I do not believe there would be many)
- Removing three motorcycle bays will give us space for 1.5 extra vehicles

As someone who has to use their car for work and who works very irregular hours I often find myself without parking when I get home late at night. I live alone and can feel uncomfortable walking 10 plus minutes late at night walking from my car to my front door.

I have noticed over the past 6-12 months an real increase in the size of vehicles parking on the road. Could a steeper parking permit charge be applied to these larger vehicles as they take up more space on the road than a more compact one?

Another suggestion is to mark out the parking bays as they have on Etna road for residents to park within - when returning to my car each morning, I frequently walk past several cars taking up 1.5 bays.

Finally, I also agree with the overflow parking idea on the surrounding streets.

Many thanks for trying to find a workable solution

Best of luck!



To Whom This May Concern,

Re: Zone F - Grange Street

One of your proposed changes 1a, listed below:

'Extend the current operational hours of the zone F CPZ (single yellow lines and parking places) from Monday to Saturday between 8.30am and 8pm to Monday to Sunday between 8.30am and 10pm.'

This change does not help residents with limited parking, instead it does the opposite, it restricts residents from parking freely on Sundays and after 8:00pm.

Extending parking restriction hours only helps the council enforce and increase your PCN number quota. as most people who receive PCN's in this area are the residents.

As a resident I am completely against extending current operational hours for zone F, and I will be making sure all residents in the area voice their concerns on a proposed change that has no impact on actually tackling the issue.

Regards,

Dear Parking Development Team,

I am resident in Dalton Street & do not own a car.

As a non-car owner I support - objectively- your main proposals as I daily witness the problems of parking in an area where many households have two cars.

In a few cases , one of the two cars rarely moves, as is the case in my terrace. The extra car is moved for a short time at most twice a year, yet it takes up valuable space in our street of mostly terraced properties.

The same is true of a VW camper van in Grange St. Although I presume such vehicles have permits, it does mean that the spaces are 'sanitised' both for residents & their visitors.

One impact of the extension of the parking hours from 8pm to 10 pm is that any visitors using cars will have to have 2 one hour vouchers provided by the resident. Although most of my visitors will walk to Dalton St. some will have to use their car, so if I am hosting meeting - usually 8pm - 10pm , ( space problems at Abbey Theatre ) I could perhaps have to use six vouchers.

Mine would not be the only one penalised. In a street full of families, visits by relatives ( grandparents etc) & friends on Saturday & Sunday , would incur the use of an all day voucher or a collection of one-hour vouchers..

From a social point of view, this penalises those with the terraced - less expensive houses - without drives, while those in the few more costly properties with a drive, won't have this problem.

I understand the problems of dealing with parking problems, but some of the solutions may cause other problems.

Yours sincerely,

Dear Sirs,

I am in receipt of your letter dated 25th July 2024 regarding the proposed changes to the above parking zone.

Unfortunately the proposed changes will do little to address residents' concerns which are to provide more residents' parking places in line with number of permits issued by the council. In the survey issued by the council in November 2018, residents proposed merging Zone F with Zone R where there were more parking spaces than permits issued but no action was taken by the council to take this suggestion further. I understand that this could now be under consideration but could take another two years to implement.

My comments on each of the proposed changes are as follows:

I would have no objection

I would suggest limiting the number of permits to 1 (one) per household where off-street parking is available to that household on a driveway or in a garage

I would agree to this measure. However, the parking bays would need to be recalibrated to allow for a complete extra vehicle rather than just the space for an equivalent third of a vehicle resulting from the removal of the motorcycle bay

I would agree to this

I would agree to this. However, this will not provide any additional parking spaces for residents as the disabled parking bays are already non-enforceable with residents using them on a daily basis

I would agree to this

Yours sincerely,

I agree with all the proposals, especially reducing the amount of available permits per household.

Some people have a white bar painted on the road in front of a garage or outbuilding. I wonder what constitutes off street parking and whether a dormant garage counts? For example, on the image attached the garage does not house a car, yet it could be considered off street parking.

Dear Parking Development Team

We live in Grange Street, and here are our comments on the proposed changes to Zone F in your letter dated 25th July 2024:

a) We do not see how extending the current operational hours in Zone F will benefit residents in any way. It is easier to park round here on a Sunday with people going away. Parking for guests is expensive enough and having to use parking permits on a Sunday will add to the burden on residents

b), c) and e) We agree with the proposals

d) We agree with the proposal to reduce double yellow lines in St Peter's Street

and replace with a zone F permit holder parking place. Also, there are eight parking bays outside the shops on St Peter's Street between St Peter's Close and Grange Street which are invariably all empty early in the morning and not all used in the evenings. Extending zone F to these would be very beneficial.

f) Further amendments to parking place restrictions at various locations: We live at (REDACTED), Grange Street, on (REDACTED) and we are fortunate to have off-street parking with our gates on the east side of Church Street. The proposed new parking space between our gates and the corner is very likely to cause problems. A car parked there will make it difficult to enter and exit our drive, especially in a van. Also there is the danger of vehicles coming round the corner too fast - WHICH THEY DO REGULARLY- and colliding with the parked car. We agree that an extra parking space on the other side of the road would be a benefit, but we believe two would be a hazard because vehicles come round the corner too fast. (It's not clear from the map whether you are suggesting one or two extra parking spaces on the west side.)

We should be grateful if you could take these comments into consideration.

Thank you.

Yours sincerely