



JUNE 2022

Stevenage Old Town Ward Parking Study

FOR STEVENAGE BOROUGH COUNCIL

CONTENTS

EXECUTIVE SUMMARY.....	0
1.0 INTRODUCTION.....	9
1.1 STUDY APPROACH.....	11
2.0 BACKGROUND.....	12
3.0 RELEVANT POLICY	14
4.0 EXISTING SITUATION.....	15
4.1 EXISTING RESIDENT PERMIT PARKING SCHEME	18
4.11 EXISTING RESIDENT PARKING SCHEME CONCLUSIONS	22
5.0 MAIN ISSUES	24
5.1 INTRODUCTION	24
5.2 DANGEROUS ON-STREET PARKING	25
5.3 PARKING ENFORCEMENT ISSUES	26
5.4 VERGE PARKING	28
6.0 DEVELOPMENT OF PARKING ASSESSMENT MATRIX	30
6.1 DANGEROUS PARKING.....	31
6.2 RESTRICTED ACCESS	31
6.3 TRIP GENERATORS.....	32
6.4 INCONSIDERATE PARKING.....	33
6.5 STREET CAPACITY	34
6.6 ASSESSMENT SCORE.....	35
7.0 OLD TOWN WARD PARKING ASSESSMENT	35
7.1 ALBERT STREET	35
7.2 ALDOCK ROAD.....	38
7.3 ALLEYS ROAD	39
7.4 ALMONDS LANE.....	43
7.5 BARCLAY CRESCENT.....	45
7.6 BASILS ROAD.....	48
7.7 BOWLING GREEN	50
7.8 BOXBERRY CLOSE.....	53
7.9 BRICK KILN ROAD.....	55
7.10 BRIDGE ROAD WEST.....	57
7.11 BRIDGE ROAD.....	59
7.12 CHAMBERS GATE.....	62
7.13 CHEQUERS BRIDGE ROAD.....	64
7.14 CHURCH LANE	65

7.15	DEWPOND CLOSE	68
7.16	DITCHMORE LANE	70
7.17	DRAPERS WAY	72
7.18	ELLIS AVENUE	74
7.19	ESSEX ROAD	76
7.20	FAIRVIEW ROAD	79
7.21	FOUR ACRES	81
7.22	FRANKLINS ROAD	83
7.23	FRESSON ROAD	85
7.24	GATES WAY	88
7.25	GAYLOR WAY	90
7.26	GREEN STREET	92
7.27	GREENFIELD ROAD	94
7.28	GREYDELLS ROAD	96
7.29	GROVE ROAD	99
7.30	HAMMOND CLOSE	101
7.31	HAWKES LANE	104
7.32	HAYCROFT ROAD	106
7.33	HEADINGLEY CLOSE	111
7.34	HELLARDS ROAD	113
7.35	HIGH STREET (FROM TRINITY ROAD TO GATES WAY)	116
7.36	HIGH STREET (BETWEEN BOWLING GREEN AND A602)	118
7.37	HILTON CLOSE	122
7.38	INGLEHEIM COURT	124
7.39	INN'S CLOSE	126
7.40	IVEL ROAD	128
7.41	JONES CLOSE	130
7.42	JULIANS ROAD	132
7.43	KILBY ROAD	134
7.44	LANGTHORNE AVENUE	136
7.45	LARKINSON	138
7.46	LAWRENCE AVENUE	140
7.47	LEGGETT GROVE	143
7.48	LETCHMORE ROAD	145
7.49	LONGCROFT ROAD	147
7.50	MAYLES CLOSE	150
7.51	ORCHARD CRESCENT	152

7.52	ORCHARD ROAD	154
7.53	PIKE END	156
7.54	POUND AVENUE	158
7.55	PRIMETT ROAD	161
7.56	PRIMROSE HILL ROAD	162
7.57	PROVIDENCE GROVE	165
7.58	PRYOR COURT	167
7.59	ROWAN CRESCENT	168
7.60	RYECROFT	170
7.61	SISH LANE	173
7.62	SOUTHEND CLOSE	175
7.63	STANMORE ROAD	177
7.64	THE GRANGE	180
7.65	TITMUS CLOSE	181
7.66	TRAFFORD CLOSE	182
7.67	TRENT CLOSE	185
7.68	VICTORIA CLOSE	187
7.69	WALKERN ROAD	189
7.70	WATSON ROAD	192
7.71	WESTON ROAD	194
7.72	WHITEMEAD ROAD	197
7.73	WOOLNERS WAY	200
7.74	OLD TOWN STREET SCORES FROM PARKING ASSESSMENT	203
7.75	SUMMARY OF DANGEROUS PARKING	205
7.76	SUMMARY OF RESTRICTED ACCESS	206
7.77	SUMMARY OF TRIP GENERATORS	207
7.78	SUMMARY OF INCONSIDERATE PARKING	208
7.79	SUMMARY OF STREET CAPACITY	209
8.0	POTENTIAL INTERVENTIONS	210
8.1	INTRODUCTION	210
8.2	PARKING PREVENTION RESTRICTIONS	211
8.3	LIMITED WAITING PARKING RESTRICTIONS	213
8.4	RESIDENT PARKING SCHEME	214
8.5	VERGE PROHIBITION ORDERS & VERGE PROTECTION	216
9.0	APPLYING INTERVENTIONS TO STREETS	217
10.0	PRIORITISING SITES THAT REQUIRE TRO'S	224
11.0	CONCLUSIONS	226

EXECUTIVE SUMMARY

2020 Consultancy has been commissioned by Stevenage Borough Council to undertake an assessment of on-street parking behaviour within the Old Town ward of Stevenage. This study is to cover all the roads in the Old Town ward that are subject to Civil Parking Enforcement as set out in The Road Traffic (Permitted Parking Area and Special Parking Area) (County of Hertfordshire) (Borough of Stevenage) Order 2005, with the exception of the High Street between Sish Lane and James Way (the A602) which is excluded from the study.



A review of each individual road within the Old Town ward was required to assess the existing parking situation. This would allow any parking issues to be discovered and enable mitigating actions to be developed. These could include new parking restrictions such as 'No Waiting at Any Time' restrictions, limiting the time of waiting on roads, or restricting parking to road users except those with a permit.

There are around 80 streets in the Old Town ward that provide some on-street parking. Some streets provide unrestricted parking throughout, whereas other streets have parking restrictions in place to control parking such as around junctions or areas near trip generators. Due to the differences in the provision of parking, it is important that the study reviews each road individually as well as collectively, to measure the possible impact of the proposed interventions.

As there are many streets within the Old Town ward that do not have parking restrictions in place, it increases the possibility of dangerous and inconsiderate parking occurring, which is likely to increase the number of complaints and queries from residents and local members. A key component of this study was to review all correspondence received by the council that's related to on-street parking within the Old Town to determine the extent of the issues. This is around 550 separate pieces of correspondence, including replies from the council officers.

A Resident Parking Scheme (RPS) was introduced in the Old Town ward on the 1st December 2020, covering a number of residential roads in close proximity to the High Street. The scheme was introduced due to the roads suffering a high level of parking pressure, with a significant effect on residents' quality of life. This was particularly the case for elderly residents, who do not require off-street parking and are reliant on regular care visits, which are impeded by the lack of available parking.

The RPS is in operation within the streets shown below between Monday and Friday from 9:30am to 3pm. Most of the streets included within the scheme are permit only, although some streets provide limited waiting bays with an exemption for permit holders. The table below provides a breakdown of the number of non-residential vehicles that was present at the 4pm survey, which were not present at one of the other surveys undertaken within each of the streets included in the Residents Parking Scheme in the Old town.

Road	No. of Non-Residential Vehicles Present
Albert Street	3
Basils Road	6
Church Lane (full length)	5
Drapers Way	N/A
Grove Road	4
Primett Road	N/A
Southend Close	2
Stanmore Road	3
Victoria Close	1
Walkern Road (full length)	2

Based on the results of table, there doesn't appear to be a need to consider increasing the time of the scheme operation between Monday and Friday. Whilst there does appear

to be a small number of vehicles parking within the streets, it's not considered sufficient enough to justify the costs involved in amending the Traffic Regulation Order, and the additional staff resource required to undertake the enforcement. It is recommended to review this periodically in case the number of vehicles begin to increase.

As the scheme isn't operational on Saturdays, there is a greater likelihood of non-residential vehicles parking within the scheme streets. Table 4 illustrates that four out of the 10 streets experience higher parking rates on a Saturday compared to weekdays. Grove Road experiences the highest increase at 21%, followed by Church Lane at 11%. It is acknowledged that this increase will include residential vehicles that are present overnight on weekdays and Saturdays but not present during the day on weekdays.

There are many sites in the Stevenage borough where parking issues occur as described in this report. However, it is unfeasible to consider intervention at all the sites as the issue may only be experienced occasionally, and the impact of the issue may not be sufficient to require intervention. Therefore, it is important that individual sites can be prioritised to ensure the most critical sites are addressed first.

To ensure each street in the Old Town ward was assessed in a consistent, systematic approach, it was necessary to develop an assessment matrix. This involved identifying a number of that could be scored during the desktop study and site visits.

Five separate criterion was developed prior to the parking assessments. These are shown below in priority order with the most significant first along with the severity in brackets:

- Dangerous parking (5);
- Restricted access (4);
- Trip generators (3);
- Inconsiderate parking (2);
- Street capacity (1).

For each criterion a **RAG** status was utilised to assess the impact of the issue and generate a score of between 0-3 depending on the impact of the issue. This score was then multiplied by the severity provided. For example, if a street was subject to extreme levels of dangerous parking the **RAG** status score would be 3, which would then be multiplied by 5 as the severity rating. Each of the roads contained within the Old Town

ward of Stevenage has been assessed. The results of these assessments are detailed in section 7, and include the context of the road, parking issues and recommendations.

The table below provides the list of streets within the Old Town ward and how they scored using the criteria outlined in section 6. The streets are listed in the total score order, with the highest scored streets at the top.

Street	Dangerous Parking (5)	Restricted Access (4)	Trip Generators (3)	Inconsiderate Parking (2)	Street Capacity (1)	Total Score
High Street (Bowling Green to A602)	2	3	3	3	3	40
Haycroft Road	2	3	2	2	2	34
Letchmore Road	2	2	3	2	3	34
Basils Road	2	2	3	2	2	33
Grove Road	2	2	3	2	2	33
Weston Road	2	2	3	2	2	33
Alleyns Road	2	2	2	2	3	31
Greydells Road	2	2	1	3	3	30
Stanmore Road	2	2	2	2	2	30
Bowling Green	1	2	3	2	3	29
Ingleheim Court	2	2	2	2	1	29
Pound Avenue	2	1	3	2	2	29
Barclay Crescent	1	3	1	3	2	28
Trafford Close	2	1	3	2	1	28
Bridge Road West	1	2	3	2	1	27
Green Street	2	1	2	2	3	27
Essex Road	2	2	1	2	1	26
Drapers Way	1	1	3	2	3	25
High Street (Trinity Road Gates Way)	1	1	3	2	3	25
Kilby Road	1	2	2	2	2	25
Watson Road	2	1	2	2	1	25
Hellards Road	2	1	1	2	2	23
Ryecroft	1	2	1	3	1	23
Albert Street	1	1	3	1	2	22
Church Lane	1	1	3	1	2	22
Hawkes Lane	1	2	1	2	2	22
Langthorne Avenue	1	2	1	2	2	22
Longcroft Road	1	2	1	2	2	22
Jones Close	1	1	2	2	2	21
Pike End	1	1	2	2	2	21
Primrose Hill Road	1	1	3	1	1	21
Sish Lane	1	1	2	2	2	21

Street	Dangerous Parking (5)	Restricted Access (4)	Trip Generators (3)	Inconsiderate Parking (2)	Street Capacity (1)	Total Score
Walkern Road	1	1	2	2	2	21
Woolners Way	1	1	2	2	2	21
Chambers Gate	1	1	2	2	1	20
Headingley Close	1	1	2	2	1	20
Southend Close	1	1	3	1	0	20
Hammond Close	1	1	2	1	2	19
Orchard Road	1	1	2	1	2	19
Victoria Close	1	1	2	1		19
Almonds Lane	1	1	2	1	1	18
Brick Kiln Road	1	1	2	1	1	18
Bridge Road	1	1	2	1	1	18
Ellis Avenue	1	1	1	2		18
Ivel Road	1	1	2	1	1	18
Larkinson	1	1	2	1	1	18
Providence Grove	1	1	1	2	2	18
Fairview Road	1	1	2	1	0	17
Franklins Road	1	1	1	2	1	17
Orchard Crescent	1	1	2	1	0	17
Whitesmead Road	1	1	1	2	1	17
Aldock Road	1	1	1	1	2	16
Boxberry Close	1	1	1	1	2	16
Gates Way	1	0	2	1	3	16
Hilton Close	1	1	1	1	1	15
Lawrence Avenue	1	1	1	1	1	15
Pryor Court	1	1	1	1	1	15
Fresson Road	1	1	1	1	0	14
Mayles Close	1	1	1	1	0	14
Primett Road	0	0	3	0	3	12
Rowan Crescent	1	0	1	1	1	11
Four Acres	0	1	1	1	0	9
Dewpond Close	0	1	1	1	0	9
Julians Road	0	0	2	0	3	9
Leggett Grove	0	1	1	1	0	9
The Grange	0	0	3	0	0	9
Ditchmore Lane	0	0	2	0	2	8
Greenfield Road	0	1	1	0	0	7
Inn's Close	0	0	2	0	0	6
Chequers Bridge Road	0	0	2	0	0	6
Gaylor Way	0	0	1	0	0	3
Trent Close	0	0	1	0	0	3
Titmus Close	0	0	0	0	0	0

Having undertaken the investigation into parking issues experienced on-street, it was possible to consider interventions that would either mitigate the issues identified, or at least partly resolve the issues identified. After the initial sifting of potential interventions, four viable interventions have been identified, which include the following:

- Parking prevention restrictions.
- Limited waiting parking restrictions.
- A Resident Parking Scheme or Parking Permit Area.
- Verge prohibition orders and verge protection.

Out of the 51 intervention sites, 48 require new or modified Traffic Regulation Orders. The 48 sites that require TROs can be separated into the following categories:

- 23 parking restriction sites.
- 3 limited waiting sites.
- 19 potential permit parking sites.
- 3 verge prohibition sites.

Following completion of the Old Town ward parking study, there are a number of conclusions that can be drawn from the review. In the most impacted streets, this is a daily occurrence, and can cause a high level of disruption to residents and businesses. The streets where issues occur on a regular basis, require parking intervention, which consist of either parking restrictions, the introduction of limited waiting, or verge prohibition.

1.0 INTRODUCTION

2020 Consultancy has been commissioned by Stevenage Borough Council to undertake an assessment of on-street parking behaviour within the Old Town ward of Stevenage. Stevenage Borough Council set out the priorities in managing parking in The Stevenage Parking Strategy (2004). The council has been implementing this through a mixture of ad-hoc projects and area-wide reviews. For each of the area-wide reviews, a parking study was first undertaken by consultants to investigate parking problems in the area covered and recommend solutions to these based on the consultants' observations and taking into account problem areas reported to the council by members of the public.

Reviews have been undertaken in ten of the town's thirteen wards. The most recent parking study was completed several years ago, but its implementation was then delayed due to the time required to complete parking construction projects. These would

have provided legitimate alternative parking before putting in place controls to allow enforcement against inappropriate parking. Prior to this commission, the Old Town ward was one of the three remaining wards in Stevenage that hasn't had a review undertaken.

This study is to cover all the roads in the Old Town ward that are subject to Civil Parking Enforcement as set out in The Road Traffic (Permitted Parking Area and Special Parking Area) (County of Hertfordshire) (Borough of Stevenage) Order 2005, with the exception of the High Street between Sish Lane and James Way (the A602) which is excluded from the study.

Figure 1 illustrates the extent of the Old Town ward.

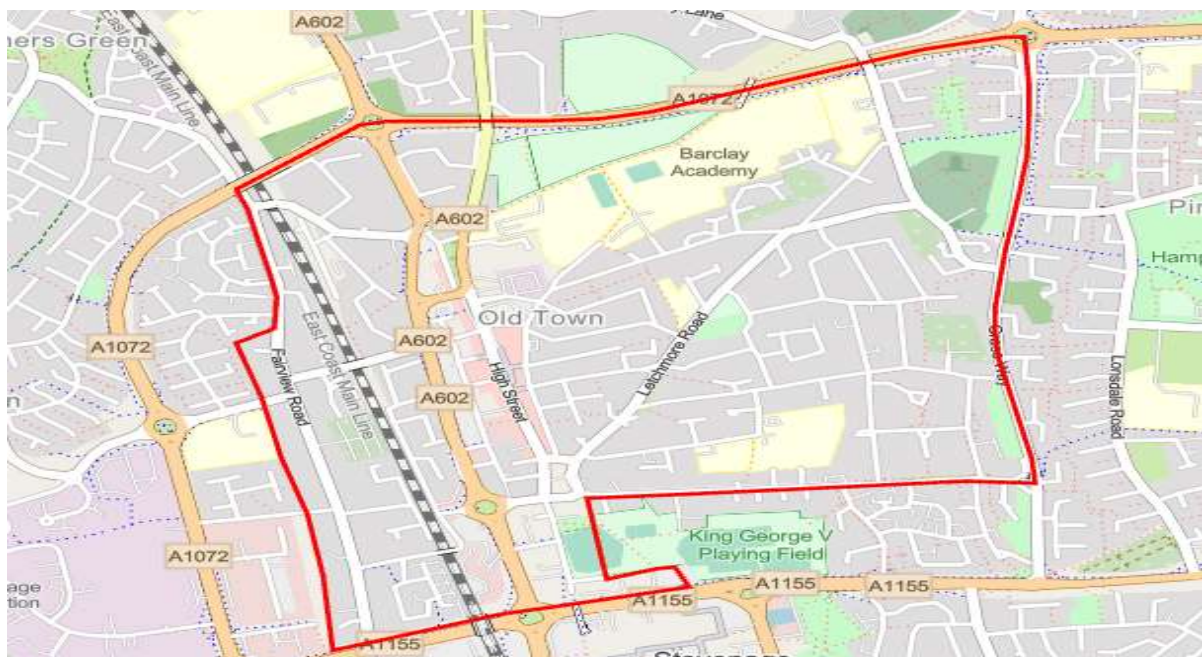


Figure 1 – Old Town ward and Stevenage borough map

The requirements of the study involved reviewing all the correspondence that the council had received recently from stakeholders including residents and local members regarding on-street parking issues, complaints and suggestions in the Old Town ward. This was estimated to be around 550 pieces of correspondence. A review of each individual road within the Old Town ward was required to assess the existing parking situation. This would allow any parking issues to be discovered and enable mitigating actions to be developed. These could include new parking restrictions such as 'No Waiting at Any Time' restrictions, limiting the time of waiting on roads, or restricting parking to road users except those with a permit.

Examples of the issues that the council has been contacted about included:

- Parking on-street along roads with no parking restrictions causing road safety issues such as severely reduced visibility, access difficulties for vehicles, and the risk of vehicle damage due to limited road widths;
- Parking on-street with existing parking restrictions or parking near junctions and driveways, causing difficulties for traffic flow and risking collisions with vehicles, pedestrians and cyclists;
- Parking on grass verges causing damage to verges, depositing mud onto roads and damaging the appearance of the local area.

It would be necessary to develop assessment criteria to score roads based on the severity of issues (if issues were discovered) to allow the council to prioritise the roads that needed attention. Supporting this process, parking beat surveys were undertaken on roads where it was considered commuter parking occurred.

For any roads where the 2020 Consultancy was recommending on-street parking intervention, it was necessary to produce parking schedules detailing the proposed restriction. A plan illustrating the restriction was also required to provide supplementary evidence. The schedules and plans are separate from this study report.

1.1 Study Approach

The 2020 Consultancy has considerable experience of and expertise in the investigation of parking projects similar in scope to the Stevenage Old Town ward parking study. Our experience has enabled us to develop a robust process that provides opportunity for all known sites to be identified, assessed, and appropriate mitigating actions developed to resolve the issues currently experienced.

The process involves nine key tasks. Figure 2 demonstrates the process, which we adapt for each parking investigation project undertaken.

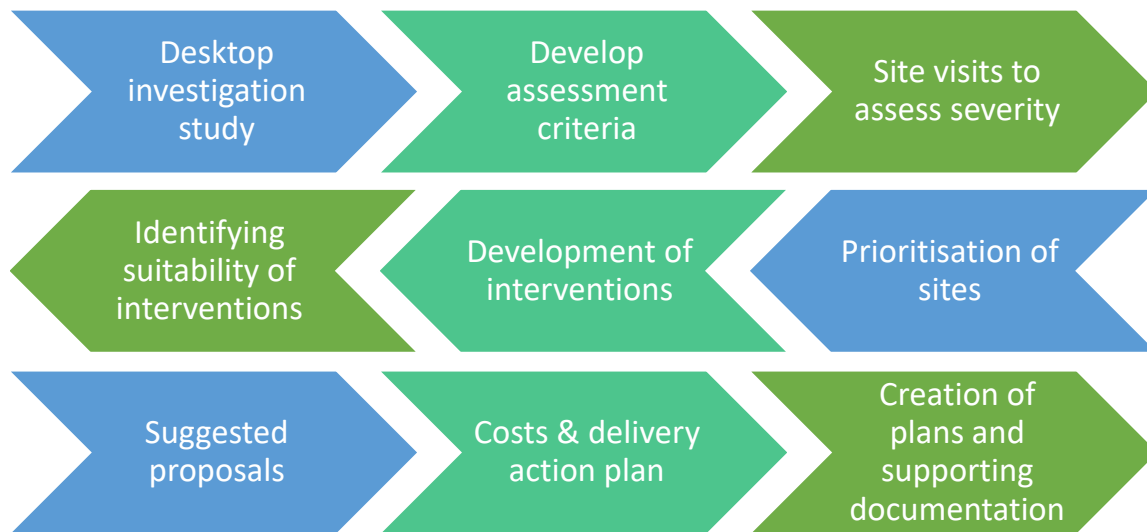


Figure 2 – 2020 Consultancy parking investigation process

The work our project team undertook for each of the nine tasks is summarised in this report.

2.0 BACKGROUND

Stevenage is a town and borough in Hertfordshire. Located approximately 29 miles north of London with excellent strategic transport links including the A1(M) motorway and the East Coast main railway, there are many opportunities to visit the town. Nearby towns include Letchworth Garden City, Hitchin within the North Hertfordshire district and Welwyn Garden City in the Borough of Welwyn Hatfield.

The population of Stevenage was 83,957 at the time of the 2011 census. The most recent population estimate in 2019 demonstrated growth of just under 4,000, which indicates development of the town has continued to increase. This is likely to impact the availability of parking, especially on-street parking within residential areas. Parking pressure is likely to be one of the most common reasons for the council to receive correspondence from stakeholders requesting intervention.

Stevenage consists of 13 wards. The Old Town ward, with a population of 7,922, was the largest ward based on population when the 2011 census was carried out. The second largest ward at that time was Bedwell with a population of 7,015, followed by Chells with a population of 6,779. Each ward offers a different environment, which could

influence the nature and extent of parking issues. Wards with denser residential populations such as the Old Town ward, are likely to see greater demand for parking and, therefore, a greater occurrence of parking issues.

The Old Town ward is located in the north-west of the borough, just north of the main town centre. The high street offers a number of businesses, shops and restaurants providing a wide choice for visitors. There are also areas in close proximity to the ward, which attract traffic, including the main town centre, Stevenage rail station and Lister Hospital, which may impact on-street parking.

Figure 3 demonstrates the location of the 13 wards in the Stevenage borough.



Figure 3 – Stevenage borough ward map

There are around 80 streets in the Old Town ward that provide some on-street parking. Some streets provide unrestricted parking throughout, whereas other streets have parking restrictions in place to control parking such as around junctions or areas near trip generators. Due to the differences in the provision of parking, it is important that the study reviews each road individually as well as collectively, to measure the possible impact of the proposed interventions.

The demand for on-street parking has likely increased over many years. Many of the ward's streets were built at a time when vehicle occupancy rates were much lower, and many houses have narrow or no frontages, which cannot accommodate parking. As such, there is a tendency to park on-street and although most roads will accommodate some parking on the carriageway and provide an adequate running lane, the increase in demand for on-street parking is making this harder to achieve safely.

3.0 RELEVANT POLICY

For Hertfordshire, the most recent Local Transport Plan (LTP4) was adopted in August 2018. This document provides the long-term strategy setting out how Hertfordshire's transport network needs to adapt in order to accommodate an additional 175,000 residents in the period to 2031. It provides a framework for all future transport planning decisions and investments over the Local Plan period (2011 – 2031).

The Local Transport Plan can be seen as a transition from the previous transport strategy that was largely car based to a more balanced approach which caters for all forms of transport and seeks to encourage a switch from the private car to sustainable transport (walking, cycling and passenger transport) wherever possible.

Comprehensive packages of improvements for walking, cycling and passenger transport, combined with activity to encourage more sustainable travel behaviour are proposed for Stevenage, and many of the potential packages of measures will be set out in the emerging Growth & Transport Plan for the north Hertfordshire area.

Currently in Hertfordshire car users are well catered for with typically generous car parking supply at relatively low cost. Stevenage illustrates that despite having a good sustainable travel infrastructure (comprehensive bus network and high-quality segregated cycle network), and a large proportion of local residents working in the town, rates of car use for urban journeys are very high (63%) and worse than other similar sized towns²¹. A major reason for this is ample and cheap car parking that makes car use the easy option, even for people with good alternatives.

The Local Transport Plan 2018-2031 has been updated from previous policies to introduce a balanced approach to all modes of transport and to progress away from a dominance and emphasis on the car. It will look to support a transitional switch from the private car to sustainable modes of transport. It is understood that future traffic growth

will increase congestion, which will have a negative impact on public health and the quality of the urban and rural areas located within Stevenage. The Local Transport Plan outlines a commitment to move away from a focus on car-based investment and capacity enhancement and to support healthier lifestyles and sustainable transport behaviours.

A network management strategy is currently being developed, which will identify strategic routes and interventions that will be prioritised and make more efficient use of the existing highway network and help to re-define an appropriate road hierarchy. This may have an impact on the on-street parking provision across Stevenage including in the Old Town.

It's acknowledged in the Future Town, Future Transport (FTFT) strategy that there is an aim to reallocate road space to promote multi-modal transportation uses. It also states that "To help combat parking pressures it is essential that there is a sustainable, integrated and well-connected transport facility for Stevenage".

4.0 EXISTING SITUATION

The great majority of streets in the Old Town ward provide unrestricted parking, which allows residents and visitors to park unrestricted for as long as required. There are numerous parking restrictions in place to prevent dangerous parking near junctions where visibility may be an issue, and to avoid restricting traffic flow on key routes within the ward. There are some areas of restricted parking such as limited waiting bays, in locations which attract traffic, to allow short-term parking but prevent all-day parking. Examples of these locations include Ditchmore Lane, and Drapers Way.

As there are many streets within the Old Town ward that do not have parking restrictions in place, it increases the possibility of dangerous and inconsiderate parking occurring, which is likely to increase the number of complaints and queries from residents and local members. A key component of this study was to review all correspondence received by the council that's related to on-street parking within the Old Town to determine the extent of the issues. This is around 550 separate pieces of correspondence, including replies from the council officers.

Table 1 provides a list of streets that have been subject to correspondence from stakeholders in recent years, along with a summary of the issues that were highlighted.

Road	Summary of Issue
Alleyns Road	Excessive on-street parking on or near junction point with Letchmore Road which causes access issues for larger commercial and emergency vehicles and restricts visibility for vehicles using the road.
Barclay Crescent	The width of road does not support on-street parking on both sides of the carriageway and there are examples of vehicles parking on verge to mitigate this problem. This often destroys the grass verge.
Bowling Green	Concerns around potential commuter parking and abuse from visitors to the High Street.
Boxberry Close	Lack of parking for residents.
Brick Kiln Road	Concerns around potential commuter parking and abuse from visitors to other trip generators in close proximity.
Bridge Road	Concerns around pavement parking.
Bridge Road West	Reports of larger vehicles having difficulty passing through the road due to inappropriate parking.
Chambers Gate	Issues with verge parking, and at times high congestion due to school pick and drop off.
Dewpond Close	Complaint from resident of pavement parking.
Ellis Avenue	Issues surrounding double parking at times and high volume of cars wishing to park.
Essex Road	Reports of suspected commuter parking and access and visibility issues on bend.
Fairlight Close	Reports of non-residential parking due to close proximity to both the High Street and the trains station.
Fairview Road	Inappropriate parking in front of driveways and on verges.
Four Acres	Complaint from resident regarding pavement parking.
Franklins Road	Inappropriate parking in front of driveways.
Greydells Road	Inappropriate parking near junctions and on verges.
Hawkes Lane	Suspected visitors to the Allotment along Almonds Lane parking along Hawkes Lane.
Hammond Close	Visibility and access issues caused by parking at the junction with Pound Avenue.
Haycroft Road	Inappropriate parking along road including on grass verges and across driveways.
Hellards Road	Visibility and access issues caused by parking at the junction with Whitemead Road.
High Street	Inappropriate parking from non-residents at the southern part of High Street.
Hilton Close	Inappropriate parking on verges.
Ingleheim Court	Parking issues reported for vehicles parked on double yellow lines.
Inn's Close	Residents requiring visitors to be able to park on-street whereas they currently cannot as there are DYL in place on all kerbsides.
Julians Road	Inappropriate pavement parking at times.
Kilby Road	Reports of commuter parking due to close proximity to train station.
Lawrence Road	Inappropriate parking in front of driveways.
Letchmore Road	Inappropriate use of the green space by vehicles parking and migrating across the area.
Lines Road	Reports of pavement parking.
Longcroft Road	Minor obstruction issues reported from resident.
Orchard Crescent	Inappropriate parking reported which may be an offset from the permit scheme.

Road	Summary of Issue
Orchard Road	Vehicles reportedly parking both sides of the carriageway by mounting the pavement which causes issues for passing pedestrians.
Pike End	Visibility and access issues caused by parking at the junction with Pound Avenue.
Pound Ave	Parking issues reported to the West of Pound Avenue located at the garage. Reports of vehicles parking on DYL and across pavements.
Primrose Hill Road	Reports of the keep clear area being abused by visitors with inappropriate parking also occurring over driveway entrances.
Pryor Court	Visibility and access issues caused by parking at the junction with Letchmore Road.
Ryecroft	Infrequent obstruction issues being reported by residents.
Sish Lane	Reports of commuter parking due to close proximity to train station.
The Grange	Reports of vehicles parking on DYL for school pick up and drop offs.
Trafford Close	Inappropriate parking along road including on pavement and across driveways.
Trent Close	Parking on pavement reported, which causes obstruction to pedestrians
Walkern Road	Inappropriate parking reported near keep clear area on eastern side of Walkern Road
Watson Road	Reports of commuter parking and inappropriate parking causing obstruction to driveways.
Weston Road	Reports of parking on pavements and obstruction of driveways.
Whitesmead Road	Reports of verge parking and vehicles obstructing driveways.
Woolners Way	Reports of parking on pavements and obstruction of driveways.

Table 1 – Streets and summary where correspondence has been received from stakeholders

This list includes the great majority of streets in the Old Town ward. This means that at some point over the last few years, there has been at least one parking issue in the majority of roads that has resulted in stakeholders contacting Stevenage Borough Council's Parking team. Only approximately 20 streets in the Old Town ward were not subject to correspondence or part of the Residents' Parking Scheme introduced since the Council started compiling a list of streets to be subject to review.

As part of this parking study, every street in the Old Town ward was reviewed by a desktop study and a site visit to understand whether there are any on-street parking issues that may require intervention. The results of this review have been included within section 7 of this report, which includes a score for the criteria that was developed to assess each street, as well as a recommendation for any intervention that may be required.

4.1 Existing Resident Permit Parking Scheme

Over time, Stevenage Borough Council has received extensive comments and concerns from residents about the extent of commuter and non-resident parking, inconveniencing and obstructing residents. A survey of residents' views carried out in 2017 indicated an area where there was a high level of demand for permit parking controls to limit parking only to residents and their visitors.

A Resident Parking Scheme (RPS) was introduced in the Old Town ward on the 1st December 2020, covering a number of residential roads in close proximity to the High Street. The scheme was introduced due to the roads suffering a high level of parking pressure, with a significant effect on residents' quality of life. This was particularly the case for elderly residents, who don't have off-street parking and are reliant on regular care visits, which are impeded by the lack of available parking.

The RPS is in operation within the streets shown in table 2 below between Monday and Friday from 9:30am to 3pm. Most of the streets included within the scheme are permit only, although some streets provide limited waiting bays with an exemption for permit holders. This is clarified in table 2.

Street	Parking Controls in Place
Albert Street	Permit parking only (except limited waiting with no exemption for permit holders area between Victoria Close and Letchmore Road)
Basils Road	Permit parking only
Church Lane (cul-de-sac)	Permit parking only
Church Lane (from Stanmore Road to Letchmore Road)	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)
Drapers Way	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)
Grove Road	Permit parking only
Primett Road	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)
Southend Close	Permit parking only

Street	Parking Controls in Place
Stanmore Road	Permit parking only (except limited waiting with no exemption for permit holders adjacent to Health Centre)
Victoria Close	Permit parking only
Walkern Road (from Church Lane up to No.54)	Permit parking only
Walkern Road (from High Street to Church Lane)	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)

Table 2 – Streets included in the Old Town ward RPS

As part of this study, parking surveys were undertaken in these streets to understand how successful the RPS has been in reducing the parking pressure caused by non-residential vehicles at different times of the day and night. To ensure the data captured were a true reflection of the existing situation, the surveys were carried out over two weekdays with a third pencilled in. Residents’ parking should demonstrate a high degree of consistency. Therefore, if the data collected over two days were broadly similar, a third site visit would not be required. A survey was also undertaken on a Saturday to compare parking behaviours in the streets when the scheme isn’t operational.

Figure 4 illustrates the extents of the Residents Parking Scheme.



Figure 4 – Existing Old Town RPS plan

The first parking survey was undertaken on Monday, the 10th January 2022 and the second on Tuesday, the 11th January 2022. The Saturday survey was undertaken in March 2022 with Covid-19 restrictions eased. All three surveys involved visiting each road at various times of the day to appreciate the turnover of spaces and how many were available. The weekday surveys were also surveyed at night. Each road was visited four times during the weekday surveys and three times on a Saturday. The times are shown below:

- 10am;
- 2pm;
- 4pm;
- 12am (weekdays only).

The purpose of the 10am survey was to calculate the amount of available parking when the scheme had become operational. The second survey began at 2pm, and the purpose of this was to provide a comparison with the 10am data. The purpose of the 4pm survey was to understand how the parking demand changed once the scheme operation had concluded. At 12am it could be assumed that the majority of residents would be at home (subject to a small percentage working at night), so this is the time when the demand for parking would be at its highest.

The purpose of the Saturday survey was to understand the impact of parking in the streets when the scheme wasn't operational all-day. Occupancy rates in excess of the data collected during the evening surveys would suggest a high number of non-residents parking, especially if the vehicles were not present during the night surveys. This may provide justification for extending the scheme to include Saturdays.

After undertaking the surveys on the 10th and 11th of January, an analysis was carried out to identify any discrepancies in the data. Based on the consistent nature of resident parking, a 10% threshold was applied to the data analysis. This meant that if the results of the two surveys had a greater than 10% difference, it could justify a third survey to clarify the average figures. For example, if a road with 100 vehicles had a greater than 10% difference between the two days, it would be necessary to carry out a third survey. Across the two weekday surveys, no roads had a higher than 10% difference, meaning there was no requirement for an additional weekday survey.

The results of the weekday and Saturday surveys are summarised below. For this analysis, the two weekday surveys have been combined to create an average. For example, if a road contained 100 vehicles in the first survey and 106 in the second, a figure of 103 was taken forward for the analysis.

Road	Capacity	Quantity Night	Quantity Day	Occupied Night	Occupied Day	Fluctuation Night / Day
Albert Street	35	33	27	94%	77%	17%
Basils Road	91	88	69	97%	76%	21%
Church Lane (full length)	53	49	39	92%	74%	18%
Drapers Way	5	2	5	40%	100%	-60%
Grove Road	52	47	37	90%	71%	19%
Primett Road	8	4	8	50%	100%	-50%
Southend Close	52	37	28	71%	54%	17%
Stanmore Road	92	88	75	96%	82%	14%
Victoria Close	10	9	7	90%	70%	20%
Walkern Road (full length)	64	47	42	73%	66%	7%

Table 3 – Existing RPS survey results for weekday (average)

Road	Capacity	Quantity Weekday	Quantity Saturday	Occupied Weekday	Occupied Saturday	Fluctuation Week/Sat
Albert Street	35	27	23	77%	66%	11%
Basils Road	91	69	52	76%	57%	19%
Church Lane (full length)	53	39	45	74%	85%	-11%
Drapers Way	5	5	5	100%	100%	0%
Grove Road	52	37	48	71%	92%	-21%
Primett Road	8	8	6	100%	75%	25%
Southend Close	52	28	40	67%	77%	-10%
Stanmore Road	92	75	74	82%	80%	2%
Victoria Close	10	7	8	70%	80%	-10%
Walkern Road (full length)	64	42	49	83%	77%	6%

Table 4 – Existing RPS survey results for Saturday

4.11 Existing Resident Parking Scheme Conclusions

The existing Residents Parking Scheme operates from 09:30am until 3pm between Monday and Friday. After 3pm the streets remain unrestricted until the following day during the week. Non-residential vehicles can park within the scheme roads from 3pm Friday until 09:30am Monday morning. Therefore, the scheme operation does provide an opportunity for non-residential parking to occur. Reviewing the weekday parking surveys at 4pm, there is an increase in occupancy rates across all streets shown in tables 3 and 4 apart from Drapers Way, and Primett Road as both these streets were already at 100% occupancy beforehand.

Although this increase in occupancy may be a result of non-residential parking, the increase in numbers is relatively small across all streets. Victoria Close had the highest increase in occupancy between the 2pm and 4pm surveys, with a 10% increase. However, due to the small amount of on-street parking available, this only represents one vehicle. From the larger streets, Basils Road had the highest increase in occupancy between the 2pm and 4pm surveys, although the increase was only 8%. The remaining streets saw an increase between 2%-7%.

It should be noted that from 4pm, residents are returning from places of work and education, which means the increase is likely to include residential parking. Comparing the number plate details collected during the night time survey and 4pm weekday survey, the results illustrate that residential vehicles make up the majority of the occupancy increase. Across all streets within the scheme, there are limited numbers of non-residential vehicles present at 4pm that were not present earlier in the day or evening.

Table 5 provides a breakdown of the number of non-residential vehicles that was present at the 4pm survey, which were not present at one of the other surveys undertaken within each of the streets included in the Residents Parking Scheme in the Old town.

Road	No. of Non-Residential Vehicles Present
Albert Street	3
Basils Road	6
Church Lane (full length)	5
Drapers Way	N/A
Grove Road	4
Primett Road	N/A
Southend Close	2
Stanmore Road	3
Victoria Close	1
Walkern Road (full length)	2

Table 5 - Number of non-residential vehicles parking after 4pm weekdays

Based on the results of table 5, there doesn't appear to be a need to consider increasing the time of the scheme operation between Monday and Friday. Whilst there does appear to be a small number of vehicles parking within the streets, it's not considered sufficient enough to justify the costs involved in amending the Traffic Regulation Order, and the additional staff resource required to undertake the enforcement. It is recommended to review this periodically in case the number of vehicles begin to increase.

As the scheme isn't operational on Saturdays, there is a greater likelihood of non-residential vehicles parking within the scheme streets. Table 4 illustrates that four out of the 10 streets experience higher parking rates on a Saturday compared to weekdays. Grove Road experiences the highest increase at 21%, followed by Church Lane at 11%. It is acknowledged that this increase will include residential vehicles that are present overnight on weekdays and Saturdays but not present during the day on weekdays.

Although there is an increase in parking on Saturdays, the increase doesn't appear to impact the ability for residents to park within the streets. Grove Road reaches the highest occupancy rate at 92% on a Saturday. Whilst this increase may justify the extension of the scheme to include Saturdays, the remaining streets do not provide similar increase rates. Therefore, it's felt the scheme can remain operational under the existing arrangements.

5.0 MAIN ISSUES

5.1 Introduction

Following completion of the parking review across the ward, it is evident there are a number of issues causing the parking problems that require addressing to improve safety, traffic flow, prevent damage to assets, and improve the appearance of the area.

The most notable issue is a lack of suitable parking locations for residents and/or businesses in close proximity to their premises. Essentially, when it comes to parking, car owners like to have adequate space to park, however many cars they may own, and to be able to park their vehicle(s) outside or at least very near to their homes.

The level of car ownership has been increasing every decade since 1990. During the last 25 years, the increase in car ownership has risen by 42.5%. Vehicles had not yet been invented when many residential areas in the Old Town were constructed, which meant parking needs were not considered. With the increase in property development, parking pressure has been increasing year on year. Car ownership in England is forecast to grow between 30% and 45% over the next 35 years. Research also suggests that vehicles are parked at home 80% of the time.

Figure 5 illustrates the increase in car ownership since the start of the 20th century.

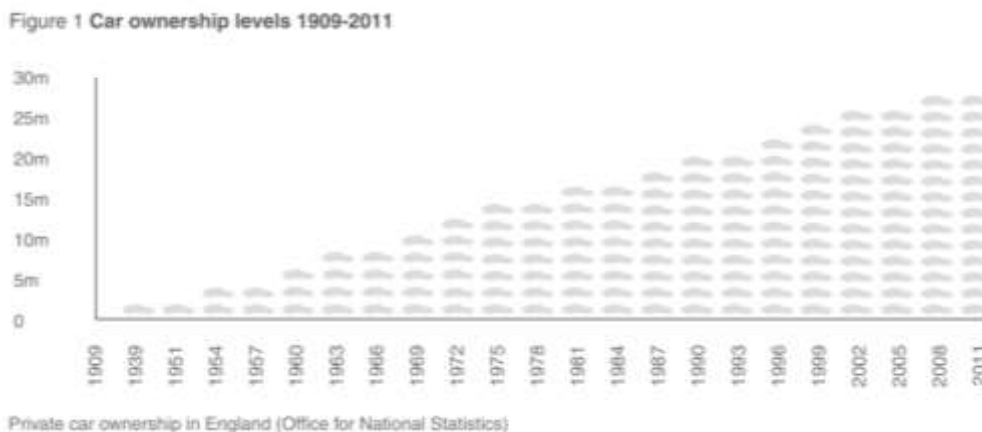


Figure 5 – Increase in car ownership in England

As a result of the increase in car ownership, parking in residential areas has become more and more of an issue. With insufficient levels of off-street parking available, it is only natural that residents will look to identify the closest alternative parking location for

their vehicles. In the case of the Old Town ward, this appears to be on-street, and in some locations, areas of grass verge near houses.

Each of the main on-street parking issues highlighted in the Old Town ward have been summarised below.

5.2 Dangerous On-Street Parking

For Civil Enforcement Officers to issue Penalty Charge Notices under the powers of Civil Parking Enforcement, parking restrictions that are covered by a Traffic Regulation Order are required (apart from enforcement of dropped kerbs or vehicles parking more than 50cm from a kerb line). If there are no parking restrictions in place where a vehicle is parking, any issue around parking such as parking obstructions would be the responsibility of the Police. However, due to limited resources and higher priorities, it's often unlikely the Police will respond to issues around parking, unless a particular safety issue is identified.

As many streets in the Old Town provide unrestricted parking, there is a greater risk to dangerous parking occurring, compared to a situation where parking restrictions control the locations where residents can park. Parking close to junctions, and long stretches of on-street parking can restrict visibility, cause road safety issues and potentially promote anti-social behaviour through road-rage.

On-street parking occurring in residential roads can cause difficulties for larger vehicles such as emergency service, delivery and refuse vehicles. This can have a significant impact on local residents. There are numerous examples across the ward where the extent of on-street parking creates a dangerous road environment for vehicles, pedestrians and cyclists. This is due to the number of properties that do not have off-street parking available, which increases the amount of vehicles parking on-street, and a lack of parking restrictions in key areas that will mitigate against dangerous parking such as yellow lines around or near junctions.

While the majority of residential roads have at least some driveways that provide small gaps in on-street parking, sometimes there is insufficient room for a vehicle to pull in to give way to approaching vehicles. Other issues such as the road alignment and obstructions such as vegetation and infrastructure can restrict visibility further still.

It can be a regular occurrence to witness dangerous driving manoeuvres as a direct result of on-street parking. Examples include driving on footways, using excessive speed to pass on-street parking, and pulling into inappropriate locations such as driveways and access roads. The risk of collisions and injuries increases significantly on residential roads with excessive on-street parking.

Figure 6 provides examples of excessive on-street parking along residential roads and parking close to junctions that may cause issues without intervention.



Figure 6 – Examples of dangerous parking in Pound Avenue & Whitesmead Road

5.3 Parking Enforcement Issues

Similar to dangerous on-street parking, parking obstructions can occur in residential areas caused by parking in front of residential dropped kerbs and restricted driveways and areas that are restricted. Although the requests received to date, do not highlight this as an issue, parking restrictions can be considered if issues are raised in the future. As a specific site issue, it will most likely require residents to contact SBC to bring this to attention, as Civil Enforcement Officers can be reactive to these parking complaints. To enable additional enforcement in residential streets, it requires residents to report

incidents of regular illegal parking. This is then managed with other parking priorities such as town centres and near schools.

Parking restrictions such as double yellow lines and single yellow lines exist to prevent parking for a valid reason. There are numerous reasons for parking restrictions, e.g. road safety and maintaining traffic flow.

Therefore, if vehicles park in restricted areas, there is a far greater likelihood of incidents such as collisions and damage to vehicles, and access difficulties for larger vehicles including emergency services. While parking in restricted areas is less common than the other issues discussed above, residents may perceive the risk of receiving a penalty charge notice is not high as enforcement is likely to be low.

Parking across driveways and access roads is even less common due to the potential for both Civil Enforcement Officers and the police to take action. However, such incidents occurred during the site surveys, although it is not known whether the owners of these vehicles were residents of the affected households.

The site surveys also demonstrated a large number of informal driveways with vehicles parked off the public highway despite having no dropped kerb and vehicle crossover. If, a property does not have a dropped kerb and crossover it is illegal to park off-street, and enforcement can be undertaken by Hertfordshire County Council as the highway authority.

Figure 7 provides examples of parking on yellow lines and figure 8 provides an example of pavement parking in the Old Town ward.



Figure 7 - Example of parking on double yellow lines



Figure 7 -Example of parking on double yellow lines



Figure 8 – Example of parking on the pavement

5.4 Verge Parking

Across residential areas in the Old Town ward, there are strips of grass verge that offer segregation from road to footpaths and from footpaths to properties. These areas of grass verge provide space for amenity value. Stevenage Borough Councils adopted policy states that existing green space has an important role in the streets' landscape.

There is a potential that areas of grass verge in locations with an excessive demand for parking will become used for additional parking. The areas provide the opportunity for vehicles to be left off the carriageway and close to homes, an attractive solution for residents to the inconvenience of parking further away from their properties.

During summer months, parking on grass verges can occur without having a detrimental impact on the area. Mild rutting may occur leaving bare areas. In winter, the impact can be severe with the grass replaced by puddles of muddy water and mud driven onto the carriageway. Mud can present a major road safety hazard with surfaces becoming

slippery, causing drivers to lose control and collide with vehicles, pedestrians and infrastructure. The situation is exacerbated further when the mud freezes, causing serious consequences.

Areas of grass verge that have been destroyed by parking, especially in the winter months, can have a major impact on the visual amenity of the area. Destroyed verges create an unwelcoming and unpleasant environment that many residents dislike and potential damage to utilities. One of the most effective solutions to mitigating verge parking is to introduce verge prohibition orders, that allow Civil Enforcement Officers to issue Penalty Charge Notices on vehicles that park on verges covered by an order.

Figure 9 provides examples of destroyed grass verges in the Old Town ward.



Figure 9 – Examples of verge parking damage along Barclay Crescent, Hawkes Lane, and Ryecroft

6.0 DEVELOPMENT OF PARKING ASSESSMENT MATRIX

There are many sites in the Stevenage borough where parking issues occur as described in this report. However, it is unfeasible to consider intervention at all the sites as the issue may only be experienced occasionally, and the impact of the issue may not be sufficient to require intervention. Therefore, it is important that individual sites can be prioritised to ensure the most critical sites are addressed first.

To ensure each street in the Old Town ward was assessed in a consistent, systematic approach, it was necessary to develop an assessment matrix. This involved identifying a number of that could be scored during the desktop study and site visits.

Alongside identifying the most appropriate criteria, it was important to consider the gravity of the issue identified. For example, the impact dangerous parking may have is a lot more significant than the capacity of the street. Therefore, priority was given based on the severity of the impact. The criterion that was considered the most significant was allocated the highest number. The score provided was then multiplied by the severity.

Five separate criterion was developed prior to the parking assessments. These are shown below in priority order with the most significant first along with the severity in brackets:

- Dangerous parking (5);
- Restricted access (4);
- Trip generators (3);
- Inconsiderate parking (2);
- Street capacity (1).

For each criterion a **RAG** status was utilised to assess the impact of the issue and generate a score of between 0-3 depending on the impact of the issue. This score was then multiplied by the severity provided. For example, if a street was subject to extreme levels of dangerous parking the **RAG** status score would be 3, which would then be multiplied by 5 as the severity rating.

More detail is shown below, including guidelines on the **RAG** status.

6.1 Dangerous parking

Dangerous parking has the highest priority due to the impact it can have on all road users. Parking on or near junctions can restrict visibility, which may increase the likelihood of vehicular collisions occurring. Similarly, parking around bends can restrict the visibility drivers need to understand what may be approaching. Pavement parking can provide safety risks for traffic, but can also have serious impacts for pedestrians, if the parking prevents access along the footway, resulting in a need to step into the carriageway. This is exacerbated further if pedestrians have pushchairs or use wheelchairs. Long lengths of on-street parking without parking places can restrict visibility and increase the likelihood of vehicular collisions occurring due to the parking reducing the carriageway widths.

The **RAG** status below provides guidelines on how the 0-3 score will be issued to streets. The 0-3 score will be multiplied by 5 as the highest priority in the assessment.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers
		1	On-Street parking causes minor visibility issues for pedestrians and drivers
		2	On-Street parking causes visibility issues for pedestrians and drivers
		3	On-Street parking causes significant visibility issues for pedestrians and drivers

6.2 Restricted access

Restricted access has the second highest priority as there can be serious consequences in the most severe circumstances. An example of a severe situation would be an emergency service vehicle being prevented from attending a residential property due to on-street parking, Parking on both sides of the carriageway or pinch points where parking changes from one side of the carriageway to the other would be examples of where this issue may occur. Vehicles parking on the pavement may cause access issues for pedestrians such as those with pushchairs or wheelchairs and those that are visually impaired.

The **RAG** status below provides guidelines on how the 0-3 score will be issued to streets. The 0-3 score will be multiplied by 4 as the second highest priority in the assessment.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring
		1	On-street parking may cause access difficulties for larger vehicles
		2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles
		3	On-Street parking causes significant access difficulties for larger vehicles such as emergency services & refuse vehicles

6.3 Trip generators

Trip generators is classified as the third highest priority due to the issues residents may experience if the street is located near trip generators. Without parking restrictions, a street may be at capacity for large periods of the day due to commuter parking. This may result in parking congestion leading to obstructions to the passage of traffic on these roads, obstructions of residential dropped kerbs, inconvenience of the residents who are having to park further away from their homes, and a reduced turnover of spaces. There will also be an impact on the capacity in car parks, with less usage due to on-street alternatives. The type of trip generator and the distance from the street will determine the number of non-residents parking in the street.

The most popular trip generators in and around the Old Town include the High Street, Stevenage rail station, and Lister hospital. Streets within a 5-minute walk of these trip generators are likely to have significant impacts from commuter parking. The same trip generators that are located within a 5–10-minute walk are likely to have a noticeable impact from commuter parking. If the street is more than a 10-minute walk, there may be some non-residential parking, but this isn't expected to cause problems for residents.

Trip generators that aren't as likely to be as popular can still create a noticeable impact. Non-residents are unlikely to travel as far for these. Examples of these trip generators include schools and colleges, business parks, and industrial units. For a street to have significant impacts to parking from these trip generators, the street will most likely need to be located within a 2-minute walk. If the street is located 2-5 minutes away the impact will be less. If the street is located within a 5–10-minute walk from these trip generators, the impact is expected to be fairly low.

The **RAG** status below provides guidelines on how the 0-3 score will be issued to streets. The 0-3 score will be multiplied by 3 as the third highest priority in the assessment.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	0	No trip generators within walking distance
		1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.
		2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.
		3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

6.4 Inconsiderate parking

Inconsiderate parking is classified as the fourth highest priority as the impact isn't likely to be as serious as the three described above. There are similarities between inconsiderate parking and restricted access, but the impact is more likely to be on specific residents rather than all road users. For example, if a road has high parking demand, vehicles are likely to park close to driveway accesses. This may cause problems for residents to access and egress from properties. The same issues may be experienced if vehicles park close to junctions, causing difficulties for drivers to access and egress into adjacent streets. Parking on footways is also likely to be inconsiderate to pedestrians that require additional space, such as those with pushchairs or wheelchairs.

The **RAG** status below provides guidelines on how the 0-3 score will be issued to streets. The 0-3 score will be multiplied by 2 as the fourth highest priority in the assessment.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking
		1	On-street parking creates minor obstruction for some road users on the public highway
		2	On-street parking creates obstruction for road users on the public highway
		3	On-street parking creates significant obstruction for all road users on the public highway

6.5 Street capacity

Street capacity is classified as the lowest priority due to limited impacts this will have for residents. While street capacity is likely to have an impact on all the criteria outlined above, it can be considered individually. The impact isn't necessarily related to the length of the street. For example, one street may be 500m in length with very limited on-street parking opportunities, whereas another street may only be 50m in length with ample on-street parking provision. The consequence of limited on-street parking capacity is the potential for displacement to occur in neighbouring streets and the parking behaviours it may create, such as verge parking, or parking close to junctions.

These type of impacts are likely to start occurring when parking demand is in excess of 85%. At this point, locating a parking space can be considered more challenging. If the on-street parking capacity is in the region of 70-84%, there may be some difficulties in locating a parking space, which could cause these impacts to occur in specific situations. If the available capacity is below 70%, there shouldn't be many issues experienced apart from at specific locations, which may cause some complaints.

Alongside the capacity of streets, consideration should be given to the percentage of non-residential parking. Whilst this can be difficult to determine, generally speaking if a street has a higher demand for parking at night compared to day, the percentage of non-residential vehicles should be low. If there is a higher demand during the day, this increases the possibility of non-residential parking taking place.

The **RAG** status below provides guidelines on how the 0-3 score will be issued to streets. The 0-3 score isn't multiplied as it is the lowest priority in the assessment.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road
		1	On-street parking occupancy between 55-69% within the designated road
		2	On-street parking occupancy between 70-84% within the designated road
		3	On-street parking occupancy at or above 85% within the designated road

6.6 ASSESSMENT SCORE

Utilising this assessment criteria for all streets in the Old Town ward enables a scoring table to be produced, illustrating the total score of streets. In general terms, the higher the total score from the assessment, the greater likelihood of intervention being required, streets may score high without the need to implement parking interventions. This may be due to no suitable intervention being available to utilise, such as narrow residential streets where two-way traffic will struggle to pass, or suitable interventions are unlikely to resolve the issue, i.e. parking restrictions to cover school drop-off and pick up times.

Based on the 0-3 score, and the priority weighting, the maximum score that a street can achieve is 45. If any street scores 45 or close to 45, immediate intervention will be required. To support the understanding of the scoring table, the RAG status has been used to break down the total score thresholds into categories. These are shown below.

Score From	Score To	RAG Status	Guidelines
0	10	Green	An issue was identified but is unlikely to impact residents or road users
11	20	Light Green	An issue was identified that could have a slight impact on residents or road users
21	30	Yellow	An issue was identified that could have a noticeable impact on residents or road users
31	40	Orange	An issue was identified that could have a considerable impact on residents or road users
41	50	Red	An issue was identified that needs resolution as a matter of urgency to prevent serious issues occurring

7.0 OLD TOWN WARD PARKING ASSESSMENT

Each of the roads contained within the Old Town ward of Stevenage is assessed below, using the above criteria to generate scores. These are shown in alphabetic order and include the context of the road, parking issues and recommendations.

7.1 Albert Street

Introduction

Albert Street is a residential road approximately 266m long and 6.3m wide, complete with a small number of shops. The street is positioned centrally in the Old Town ward and has a mixture of off-street parking facilities, on-street parking provision and off-street car parks complete with garage blocks. Albert Street is part of a Residents Parking Scheme that was introduced in December 2020.

The business premises are located near the junction with Letchmore Road and offer a small on-street limited-time parking bay for customers. To the east, at the junction with Letchmore Road, there are — no waiting at any time — restrictions in place, as is the same with the junction to the west with Church Lane. The road is conveniently positioned for local amenities, shops and other trip generators and is within a short distance west of the A602, which is the nearest arterial road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-minute walk from the street;
- School located within a 5–10-minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

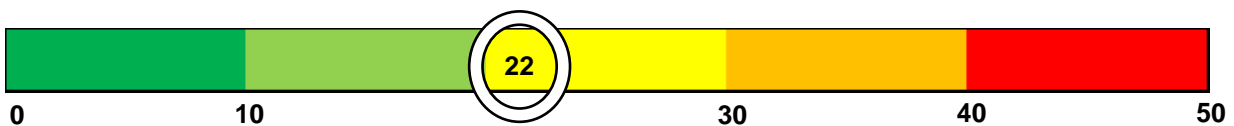
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

As outlined in section 4.1, considering the permit scheme overall, it’s felt that no changes need to be made to the operation. Comparing the on-street parking occupancy rates in Albert Street on a weekday and Saturday demonstrate lower demand on Saturday, despite the permit scheme not being in operation. This provides justification that no further action is required in Albert Street.

7.2 Aldock Road

Introduction

Aldock Road is a residential road in the Old Town ward. The road is approximately 174m long and 5.1m wide with off-street parking bays on both sides of the carriageway. There are currently no waiting-time restrictions along any point in the road including both junctions at Whitesmead Road and Ellis Avenue. The road is situated in good proximity to local amenities and trip generators, and the A1072, located to the north, is the nearest arterial road.



Parking Issues

Dangerous Parking

- Parking in laybys that overhang footways, potentially forcing some pedestrians into the carriageway.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking in laybys that overhang footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking in laybys that overhang footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

No further action is required in Aldock Road.

7.3 Alleyns Road

Introduction

Alleyns Road is a residential road approximately 197m long and 5.7m-6.1m wide located in the Old Town ward in Stevenage. The road has residential properties on both sides of the carriageway, there is a mixture of on-street parking occurring, and some dwellings have the facility to park off-street through private driveways. Vehicles are able to park on both sides of the carriageway, although it requires traffic to wait between areas of on-street parking to give-way to oncoming traffic. This does assist control traffic speed.

On the western junction with Letchmore Road there is a no waiting at specific time restriction in place that prevents parking near to the junction. To the east, on the opposite end of the road at the junction with Hellards Road there are currently no waiting time restrictions in place. The road is positioned near to the centre of the ward and subsequently many local amenities and trip generators. The road is also within close proximity to the A602 which is the closest arterial road located to the east.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Parking on footways, potentially forcing some pedestrians into the carriageway.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5-10 minute walk from street;
- School located within a 2-5 minute walk from street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

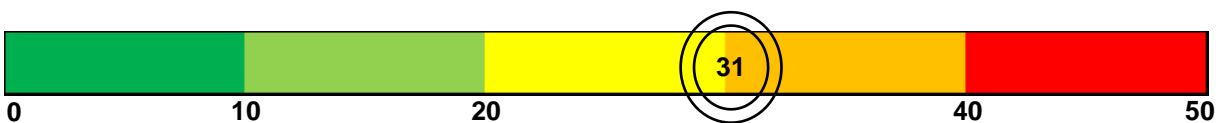
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand in excess of 85% limiting space availability.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendations

There is a single yellow line restriction in place at the junction of Alleyns Road and Letchmore Road, which prevents parking during the day. However, it is permitted at night. It's felt that there is still a noticeable safety risk with vehicles parking within the junction in the evening. Therefore, it is recommended to convert the single yellow lines in place to double yellow lines to prevent parking at any time.

Due to the slight blind bend that is located approximately 40m into Alleyns Road from the junction with Letchmore Road, it's recommended to introduce no waiting at any time restrictions up to the driveway of property number 1 to provide additional space for traffic. This is 40m in length on the northern side of Alleyns Road.

There are no restrictions in place at the junction of Alleyns Road and Hellards Road. During the parking surveys, it was noted that a number of vehicles were parking within the extents of the junction, which restricts visibility. Therefore, it is recommended to introduce no waiting at any time restrictions on both sides of the carriageway at this junction. This extends for 10m on both sides of the carriageway.



7.4 Almonds Lane

Introduction

Almonds Lane is a long road that runs from the junction with Weston Road in the north, to the junction with Grace Way in the south-east. The road is approximately 460m in length and 6.3m-7.4m in width and contains residential properties, a school and a cemetery. There is a mix of residential properties with off-street parking and those without. Some sections of the road feature parking bays, whereas others can only accommodate on-street parking. There are — no waiting at any time — parking restrictions in place especially at junctions.

Almonds Lane is close to a number of key local distributor roads such as Grace Way and Martins Way, but is further from arterial roads. However, due to the good connections to these local roads, access to the arterial roads is not considered an issue. There are nearby amenities and trip generators.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along specific pinch points along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- On-street parking close to driveways may cause issues for residents to access and egress from their properties;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

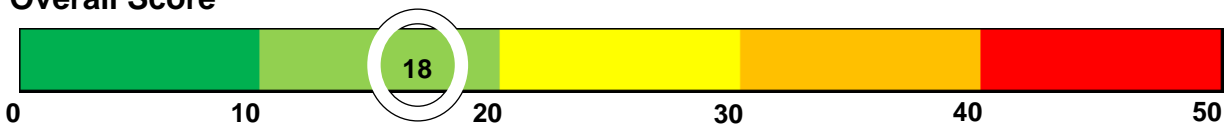
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendations

To ensure safety is maintained in an area with higher demand for on-street parking, it is recommended that — no waiting at any time — restrictions are positioned at the junction of Almonds Lane and Walkern Road. This would involve both sides of the carriageway for a total distance of 17m on the north-west side in a northerly direction, and 20m on the south-east side in a southerly direction. Please see page 207 of this report for a plan illustrating the recommendation.

7.5 Barclay Crescent

Introduction

Barclay Crescent is a residential road approximately 301m long and 5.4m wide, located in the Old Town ward. The road has residential properties on both sides of the carriageway, and contains a mix of off-street and on-street parking. There are no waiting time restrictions in place along the road due to the need to support a large amount of on-street parking by residents. The carriageway is flanked by verges that during the site visit were found to be damaged. The road is situated near local amenities and is a short distance from the A1155, the nearest arterial road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	3	On-Street parking causes significant access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.
- Vehicles parking and damaging grass verge, and overhanging the footway.

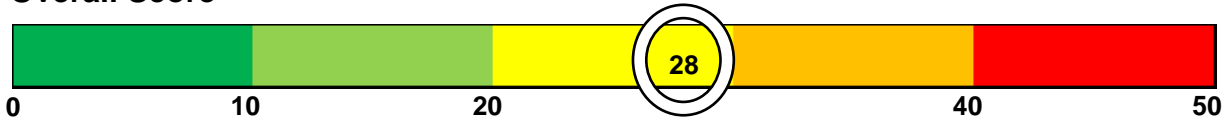
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	3	On-street parking creates significant obstruction for all road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

As many properties do not have off-street parking facilities available, implementing parking restrictions that prevent parking is likely to result in displacement occurring in nearby streets that also have capacity constraints. The safety concern along the street can be resolved in part with the introduction of parking restrictions along one side of the carriageway to avoid pinch points that exist where the existing parking changes from one side to the other. Therefore, it is recommended that — no waiting at any time — restrictions are implemented along the full length of Barclay Crescent on the western side.

Consideration could be given to implementation on the eastern side, although there are slightly less properties on the western side. Alternatively, the restrictions could be split into sections to provide some on-street parking on both the east, and west side. This will result in less vehicles being able to park along the street, due to the need for overlapping areas to avoid pinch points that may be difficult to pass for large vehicles.

It is also recommended that — no waiting at any time — restrictions are implemented along the eastern side of Barclay Crescent from the junction with Haycroft Road, to provide some junction protection. This should extend past the small garage block, to ensure vehicles can access, and egress without on-street parking causing difficulties.

As vehicles appear to be travelling over the grass verge as oppose to parking on the verge, prohibiting verge parking isn't likely to be effective. Consideration could be given to verge protection such as posts or bollards, or installation of a hard standing for a short width of the verge to allow larger vehicles to pass without causing damage to the verge.



7.6 Basils Road

Introduction

Basils Road is a road that is split by Church Lane in the Old Town ward. The eastern section is residential and approximately 340m in length and 7.5m in width, running from the junction of Church Lane to the junction with Letchmore Road. The western section of Basils Road is located off the high street and doesn't contain any residential properties, although there are some small businesses located along the road. The western section, which has a limited time restriction (2 hours) in place is approximately 85m in length.

The eastern section of Basils Road contains a church, which appears to be well used for groups and services. Only 19 properties that front directly onto Basils Road have off-street parking facilities, which means demand for on-street parking is high. However, the carriageway width enables parking to occur on both sides. The eastern section is part of a Residents Parking Scheme that was introduced in December 2020. The road is centrally located, meaning it is not close to any of the arterial routes in the ward.



Parking Issues

Dangerous Parking

- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic; Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

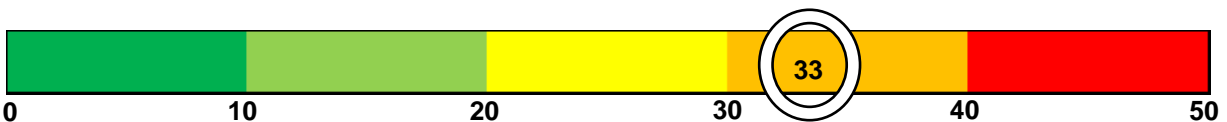
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

As outlined in section 4.1, considering the permit scheme overall, it’s felt that no changes need to be made to the operation. Comparing the on-street parking occupancy rates in Basils Road on a weekday and Saturday demonstrate lower demand on Saturday, despite the permit scheme not being in operation. This provides justification that no further action is required in Basils Road.

7.7 Bowling Green

Introduction

Bowling Green is a central primary road, approximately 129m in length and 5.7m in width. The road consists of residential properties and a layby at the rear of properties 2-5, which is adopted highway, and a privately owned garage block. The road is accessed off the A602 High Street and follows in a westerly direction before proceeding north as a no through road.

Bowling Green is located in close proximity to the main High Street that provides shops, restaurants and businesses that can be considered the most likely trip generators in the

Old Town ward. Bowling Green has a row of residential properties on the north side of the carriageway, which have a single yellow line waiting time restriction that operates between 8:00am – 6:30pm Mondays to Saturdays.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5-minute walk from the street;
- School located within a 2–5-minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

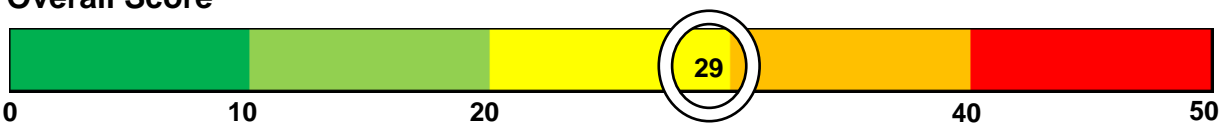
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand in excess of 85% limiting space availability;
- High demand for on-street parking during the day and at night, which means residents, and non-residents likely parking along the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendation

Although there is demand for on-street parking at night, there is much greater demand during the day, which suggests the street is used by non-residents for parking. Based on this, it is considered necessary that parking restrictions are implemented due to the existing situation. Therefore, it is recommended that Bowling Green is included in a Residents Parking Scheme. Limited waiting can be incorporated in the bays, for example — a two-hour wait, with permit holders exempt from the limited waiting. A consultation exercise should be undertaken to gauge the appetite of residents for a scheme.

7.8 Boxberry Close

Introduction

Boxberry Close is a small residential cul-de-sac located off Langthorne Avenue in the Old Town ward. Approximately 114m long and ranges from 4.0m-12.0m in width, the road has two entrance and exit points positioned in a fork arrangement that bends round a small central grass area. The road has a mixture of off-street parking and 20 marked on-street parking bays located at the southern end. The council has recently increased parking in the road by removing an area of grass verge (that appeared to be subject to verge parking previously. This has appeared to resolve the issue. If complaints around verge parking continue to be received, consideration should be given to a verge prohibition order.

The road is situated within adequate distance of surrounding local amenities and arterial roads, the closest being the A1155 located in the south. There are currently no waiting time restrictions in place along any part of the road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

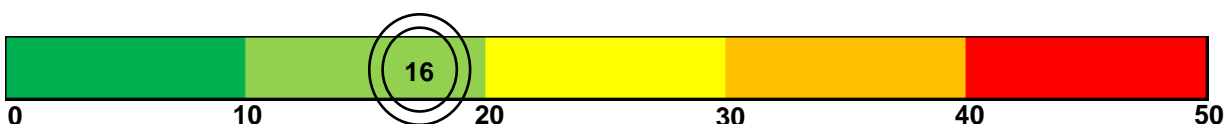
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

No further action is required in Boxberry Close.

7.9 Brick Kiln Road

Introduction

Brick Kiln Road is a large residential cul-de-sac approximately 581m long and 5.2m wide, located in the Old Town ward. The road starts at Fairview Road and has — no waiting at any time — restrictions at the junction. These waiting restrictions on the northern side of the carriageway last for approximately 38m, whereas on the southern side there are no waiting restrictions, which allows for on-street parking. From this point, there are various dwellings with off-street parking and few opportunities for safe and viable on-street parking.

The road then forks in both a northerly and southerly direction. To the south, there is a mix of off-street and on-street parking in the road, and no waiting restrictions in place. The fork that orientates to the north is wider and encompasses more residential properties. There are waiting time restrictions in place around a minor junction point along this particular stretch but no additional waiting time restrictions. Brick Kiln Road is in close proximity to both local amenities and the A602, the nearest arterial road, located in the east.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street at specific pinch points.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 5-10 minute walk from the street;
- Business park located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

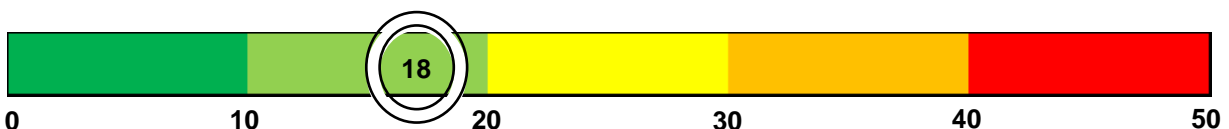
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in a few areas.
- Reduction in occupancy rates at night (31%), suggesting an issue with commuter parking along the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendations

Although there is some evidence of commuter parking in the street, it isn't considered to be a major issue. However, there are nearby roads where this issue is more severe and, therefore, a recommendation has been put forward to undertake a consultation with regard to the implementation of a Residents' Parking Scheme, to understand whether this proposal would be supported. It is recommended that the residents of Brick Kiln Road are included in the RPS consultation to avoid displacement causing the issue to increase.

7.10 Bridge Road West

Introduction

Bridge Road West is a residential road, approximately 225m long, which includes an infant and junior school. The road is located off Fairview Road and runs west to the junction with the A1072. This is the boundary of the Old Town ward, one of the most westerly streets in the ward. There is only one property access along the road as frontages are located in Torquay Crescent (outside Old Town), which reduces the demand for residential parking.

The road has various parking restrictions in place including – No Waiting at any Time – at the junction with Torquay Crescent, – No Waiting During the Day –, and a – School Keep Clear – restriction. A parking lay-by, located on the northern side of the road towards the western end of Bridge Road West, provides unrestricted on-street parking. Access to the arterial road network is excellent as the A1072 is located at the western end of the road. The road is also near amenities and trip generators.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 2 minute walk from the street;
- High Street located within more than a 10min walk from the street;
- Business park located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking in unrestricted areas cause difficulties for buses.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

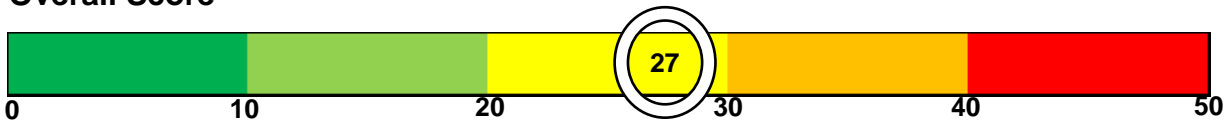
Street Capacity

- On-street parking demand between 55-69% outside school times, in excess of 85% during the school day;

- Substantial reduction in occupancy rates at night (76%), suggesting majority of vehicles parking along the street are non-residential.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendations

Due to concerns raised by the bus companies, along with the substantial higher volume of parking occurring during the day compared to night, the recommendation is to introduce a section of — no waiting at specific times — to restrict parking during school drop-off and pick-up times on the northern side of Bridge Road West, where the road is unrestricted between the junction of Torquay Crescent and Fairview Road. This section is 110m in length and should cover Mondays – Fridays, between 8am-9am and 3pm-4pm.

As the road is in close proximity to streets where the recommendation is to undertake a consultation on a potential Residents Parking Scheme, it is recommended that Bridge Road West is included in the consultation, to avoid the potential for displacement.

7.11 Bridge Road

Introduction

Bridge Road is a residential road which orientates east to west in the Old Town ward. The road is approximately 296m long and 6.7m wide with several spurs along its length. The road starts at the eastern end, at a junction with the A602, where there are — no waiting at any time — restrictions in place. The road then continues in a westerly direction, again with — no waiting at any time — restrictions in place on both sides of the carriageway.

Further from the junction with Orchard Crescent, the south side of the carriageway has —no waiting — time restrictions for approximately 40m and then no further restrictions in

place on either side of the carriageway until the junction with Fairview Road, where — no waiting at any time — restrictions are in place on both sides of the carriageway. The road is near to local amenities and trip generators.

Bridge Road has two side roads located off the street (Orchard Crescent, and Larkinson). Orchard Crescent has existing – no waiting at any time restrictions in place at the junction, whereas Larkinson is unrestricted. There were no issues identified during the site assessments of vehicles parking close to this junction, which would justify restrictions.



Parking Issues

Dangerous Parking

- Slight risk of vehicular collisions where parking alternates from one side to the other.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Areas of unrestricted parking alternate from the north to the south, which creates a pinch point where two-way traffic cannot pass;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties passing through this pinch point.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;

- School located within a 5-10 minute walk from the street.
- Business park located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- Parking occurs right up to parking restrictions creating a pinch point that may cause access difficulties for larger vehicles.

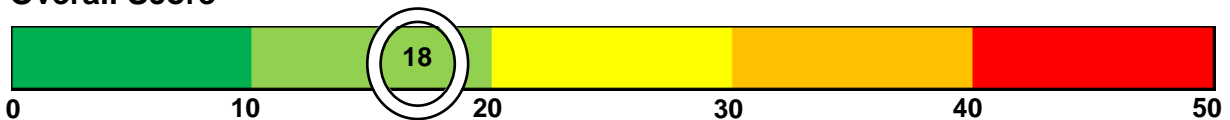
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.
- Virtually no on-street parking occurring at night along the street. Limited numbers of residential properties, which suggest high numbers of non-residential vehicles parking along the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendations

As Bridge Road is subject to higher demand for parking during the day compared to night, and the location is near other streets that experience commuter parking, it is recommended that the introduction of a Residents Parking Scheme is considered. This should commence with a consultation for local residents to gauge the appetite for such a scheme.

7.12 Chambers Gate

Introduction

Chambers Gate is a residential cul-de-sac approximately 194m long and 4.7m wide, located off Letchmore Road in the Old Town ward. The road has a mix of off-street parking and on-street parking, with a secondary entrance point to Letchmore Infants and Nursery School. At the furthest point south, the road starts at the junction with Letchmore Road. At this point, there are – no waiting at any time – restrictions, and the road continues north with no further restrictions in place. The road is within a short distance of trip generators and local amenities, and the nearest arterial road is the A602 in the west.



Parking Issues

Dangerous Parking

- Parking near junctions restricting visibility during school drop-off and pick-up times;
- Long sections of on-street parking with no parking places restrict visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street at the pinch points.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways during school drop-off and pick-up times.

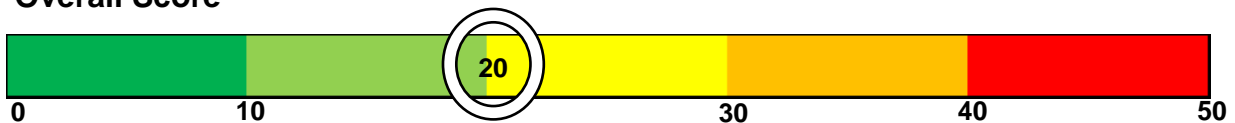
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas;
- No identified issues with displacement within the street as a result of the Resident Parking Scheme in nearby streets such as Basils Road.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

It is recommended to monitor any complaints from residents of Chambers Gate to determine if further surveys are required in the future. Based on the current situation, no further action is required.

7.13 Chequers Bridge Road

Introduction

Chequers Bridge Road is a link road, approximately 341m long and 6.4m wide, that bridges over the railway line. The road connects vehicles from the arterial road network to residential areas to the west of the railway line. The road has continuous waiting time restrictions, the western end has — no waiting at any time — restrictions, and east of the bridge, there are — no waiting at specific times — restrictions. The road is close to the A602 that is located to the east of Chequers Bridge Road and is near local shops and amenities.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street;
- Business park located within a 5-10 minute walk from the street;
- Stevenage rail station within walking distance from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

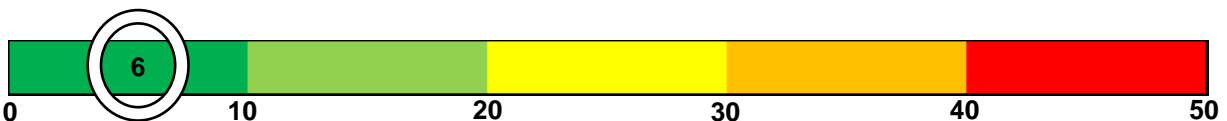
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendations

No further action is required in Chequers Bridge Road.

7.14 Church Lane

Introduction

Church Lane is a road, approximately 656m long and between 7.4-10.4m wide, that is dissected by Walkern Road, 185m from the northernmost point. Church Lane has a mix of residential dwellings, rear access points for several businesses and off-road car

parks. The lane is part of the Residents Parking Scheme that was introduced in December 2020.

At the northernmost point, Church Lane is predominantly a residential road where there are no waiting time restrictions. South of Walkern Road, where Church Road continues, there are small areas of single and double yellow line restrictions at various points along the remainder of the road. In addition, there are various time-limited parking bays, strategically located along both sides of the carriageway that provide exemptions for permit holders. The road is near to central key trip generators and local amenities, with the closest arterial road, the A602, located in the west.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5 minute walk from the street;
- School located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

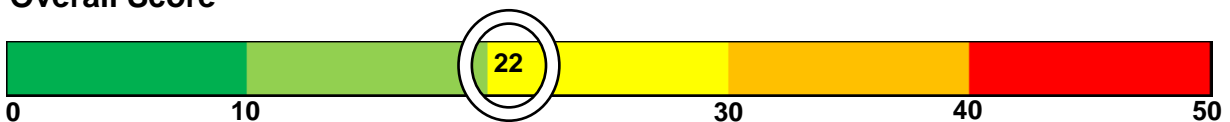
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

To improve safety and visibility, it is recommended that the existing – no waiting at any time – restrictions that are in place along Walkern Road up to the junction with Church Lane are extended on the western side into Church Lane for approximately 10m to improve visibility for traffic entering and exiting Church Lane.



7.15 Dewpond Close

Introduction

Dewpond Close is a small residential cul-de-sac located off Franklins Road in the Old Town ward. The road is approximately 73m long and 5.0m wide with — no waiting at any time — restrictions along the north side of the carriageway up to where the road finishes and returns at the furthest point east. All of the properties along Dewpond Close have off-street parking facilities. In addition, there are a number of on-street parking opportunities. Dewpond Close is near local amenities and is also close to the arterial road, the A602.



Parking Issues

Dangerous Parking

There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- Continuous parking along the unrestricted length of the street will result in a narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street if several vehicles are parking on-street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street;
- Lister hospital within walking distance of the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- On-street parking close to driveways may cause access difficulties for residents;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

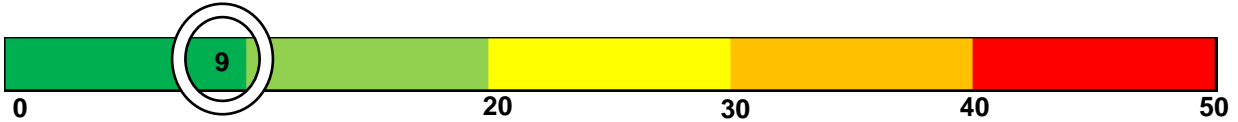
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Dewpond Close.

7.16 Ditchmore Lane

Introduction

Ditchmore lane is approximately 197m long and 7.0m wide, with residential housing, leisure facilities and businesses located along it. The road starts from the north at the junction with the High Street and Gates Way and continues south. The east side of the carriageway has limited-time parking bays near the junction. In addition, the west side of the carriageway has — no waiting at any time — restrictions in place.

The rest of the road is occupied only by businesses and the local hockey club, no residential properties. Both sides of the carriageway, as it orientates east, has — no waiting at any time — restrictions in place. The road is close to the High Street, which is a major trip generator that supports the need for a limited time waiting bay, along with yellow line waiting restrictions. The road is also close to the A602, the nearest arterial road located to the west of Ditchmore Lane.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- High Street located within a 5 minute walk from the street;
- Walking distance to the Westgate Shopping Centre;
- Walking distance to Stevenage rail station;
- Business park located within a 5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

There are no concerns with inconsiderate parking along the street.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas;
- Very low parking demand at night, which suggests there isn't any demand from residents. Therefore, there isn't a need to consider exemptions for permit holders.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score**Recommendation**

The recommendation is to ensure Ditchmore Lane is subject to regular inspection to avoid debris obscuring the yellow lines, which may create an enforcement issue. It's also recommended to carry out regular enforcement patrols along the street, due to vehicles being recorded parking on the parking restrictions.

7.17 Drapers Way

Introduction

Drapers Road is a small stretch of road, approximately 65m long and 6.2m wide, connecting the High Street and Primett Road. The road has — no waiting at any time — restrictions at both junction points with the High Street and Primett Road, and on the southern side of the carriageway, these double yellow lines are continuous. On the north side of the carriageway, there are parking bays alongside most of the kerb, a resident parking scheme (RPS) operating between Monday – Saturday, 7am-6:30pm, or for three hours limited waiting for non-permit holders. Permit holders are exempt from the time restrictions.

There is a section of single yellow line that separates the parking bay and the double yellow line that provides junction protection into the High Street. This allows parking at night but not during the day. At night, there is little on-street parking along the street, which means the existing arrangement can be left in-situ. Drapers Road is located close to local amenities and the nearest arterial road is the A602, a short distance away to the west.



Parking Issues

Dangerous Parking

- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 2 minute walk from the street;
- Business park located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes some vehicles to park on the existing no waiting at any time lines.

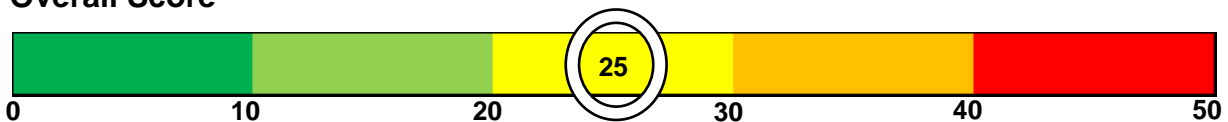
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand in excess of 85% limiting space availability.
- On-street parking demand between 70-84% limiting space availability in certain areas.
- Reduction in occupancy rates at night (40%), suggesting the limited waiting bays are well used by non-residential users.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendation

Based on the existing situation, no further action is required in Drapers Way. It may be worth some ad-hoc targeted enforcement to discourage parking on the yellow lines

7.18 Ellis Avenue

Introduction

Ellis Avenue is a residential road in the Old Town ward. The road is approximately 384m long and 5.1m wide with informal parking bays on both sides of the carriageway that keep the road free for traffic. Travelling north from the junction with Whitemead Road, the road proceeds until it changes in a westerly direction. On the bend, there are bollards on the footpath, which act as pavement protection and ensure no parking can occur at that point. This improves overall safety and ensures that cars are able to turn the bend.

There are currently no waiting time restrictions along the road including both junctions on Whitemead Road and Walkern Road. Ellis Avenue is situated well in relation to local amenities and the A1072 is the closest arterial road, located to the north.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Evidence of double parking adjacent to the parking bays, which is likely to restrict vehicles parking in the bays (if vehicles belong to different owners).

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- On-street parking close to driveway accesses.
- Evidence of double parking adjacent to the parking bays, which is likely to restrict vehicles parking in the bays (if vehicles belong to different owners).

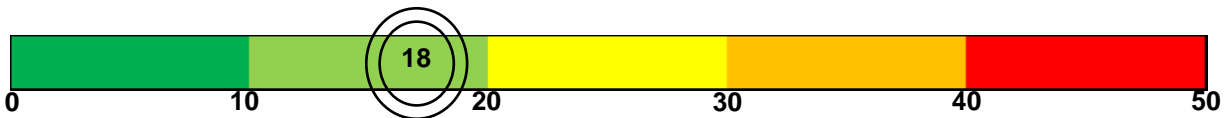
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

Because there are no interventions that can be used to resolve parking issues in Ellis Avenue, no further action is required at this stage. It is recommended that the street is monitored, and any correspondence received from residents relating to double parking should be investigated to determine the likely impact of the issue. If the conclusion from the investigation is that action is required, then an increase in enforcement in the area is recommended.

7.19 Essex Road

Introduction

Essex Road is a residential cul-de-sac located off Julians Road in the Old Town ward. The road is approximately 327m long and 6.9m wide with a mixture of dwellings, some of which have off-street parking. Generally, the properties with off-street parking are located towards the end of the cul-de-sac.

The only area in the road that has waiting time restrictions is to the south, at the junction with Julians Road, which has — no waiting at any time — restrictions on both sides of

the carriageway for approximately 18m. These are in place to secure the safe exit and entry of vehicles from or into the junction. The A602 is the closest arterial road to Essex Road and the position of the road means that most local amenities are close by.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street;
- Lister hospital within walking distance from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking near driveways causing difficulties for drivers to access and egress from their properties;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

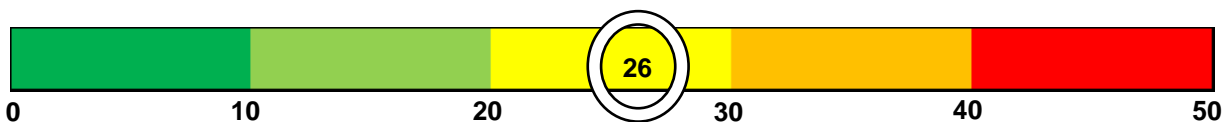
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% excluding the cul-de-sac end which has a high amount of off-street parking available. Parking demand between 55-69% including the cul-de-sac end;
- Reduction in occupancy rates at night (31%), suggesting an issue with commuter parking along the street (excluding the cul-de-sac end).

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendations

To improve safety and visibility, it is recommended that — no waiting at any time — restrictions are installed around the 90-degree bend located approximately a third of the way along Essex Road. These should run northwards for 18m on the western side of the carriageway from the boundary of property nos. 9 and 10. Consideration can be given to

including restrictions on both sides of the carriageway, although the layout of the street means parking on the eastern side is unlikely to cause many visibility or access issues.

As there are a number of potentially non-residential vehicles parking in the street during the day, it is also recommended that the possibility of introducing a Residents Parking Scheme in Essex Road should be investigated. A consultation exercise should be undertaken with residents to determine the appetite for such a scheme.



7.20 Fairview Road

Introduction

Fairview Road is a long residential road that runs in a northerly to southerly direction for a total length of approximately 1.3km and 6.8m in width. To the north, the road starts at the mini roundabout junction with Julians Road, and to the south the road ends at the junction with the A1155. Fairview Road is one of the longest residential streets in the Old Town ward. The vast majority of properties along the road have off-street parking facilities, which means the demand for on-street parking is low.

Along the length of Fairview Road, there is a mix of parking restrictions in place, including — no waiting at any time — and — no waiting at specific times — that prevent parking during the day. Despite this, there are ample opportunities to park on-street. The road has traffic calming measures in place in the form of speed bumps. This is likely due

to the straightness of the road, which may encourage traffic speed. There are a number of trip generators nearby, and there is excellent access to the arterial road network as the A1155 is located at the junction with Fairview Road.



Parking Issues

Dangerous Parking

- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street;
- Business park located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- On-street parking near and opposite driveways causing difficulties for drivers to access and egress from properties.

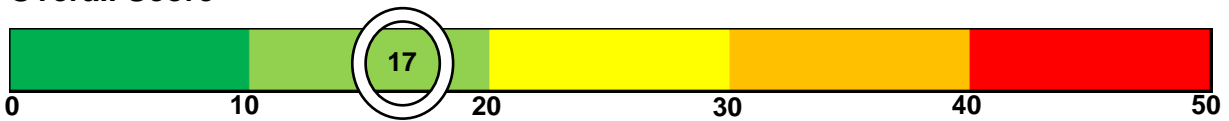
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street;
- Reduction in occupancy rates at night (32%), suggesting a minor issue with commuter parking along the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendations

Although no parking issues have been identified in Fairview Road that require intervention, there are a number of non-residential vehicles parking along the street during the day. Fairview Road is also close to streets that have higher concerns with commuter parking. The recommendation is to consult on a Residents Parking Scheme, including the residents of Fairview Road, and make clear the road has been included due to the potential impact of displacement occurring.

7.21 Four Acres

Introduction

Four Acres is a box-formed cul-de-sac located off Hellards Road in the Old Town ward, approximately 360m long and 5.8m in width. There are a large number of dwellings with off-street parking facilities and adequate provision for on-street car parking within the design. Four Acres is situated in a dense network of residential streets in close proximity to local amenities and the A1155, the nearest arterial road located to the north.



Parking Issues

Dangerous Parking

There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street at certain pinch points.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street;
- No issues with non-residential parking along the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Four Acres.

7.22 Franklins Road

Introduction

Franklins Road is a residential road, approximately 343m in length and 5.0m in width. The great majority of properties situated along the road have provision for off-street parking. There are — no waiting at any time — restrictions along most of the street, which provide limited spaces for parking on-street. The street is very close to the arterial road network and also to many local amenities.



Parking Issues

Dangerous Parking

- Parking on footways, potentially forcing some pedestrians into the carriageway;
- Long sections of on-street parking with no parking places restrict visibility;

- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street;
- Lister hospital within walking distance of the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

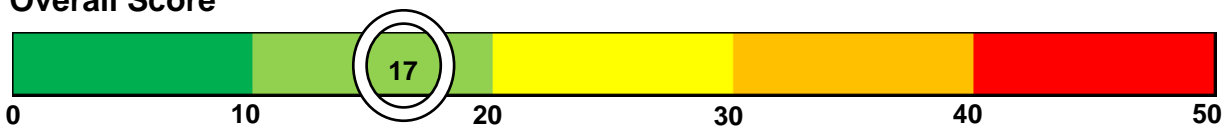
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

A number of vehicles were noted parking on the existing parking restrictions along the street. Therefore, it is recommended to ensure Civil Enforcement Officers visit the street to carry out enforcement, which will discourage drivers from parking on restrictions. If complaints on pavement parking are received from residents, consideration could be given to the introduction of a footway prohibition order.

7.23 Fresson Road

Introduction

Fresson Road is a multi-spur residential cul-de-sac located in the north of the Old Town ward. The road is 286m long and 5.6m wide and has various pedestrian access points that lead to dwellings and other roads nearby. A number of properties along Fresson Road have off-street parking facilities and there are various areas that can accommodate on-street parking. The road is within adequate distance of local amenities and the A1072 is the closest arterial road. Fresson Road is near both Barclay Academy and Almond Junior School, which does have an impact on parking at certain times of the day.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

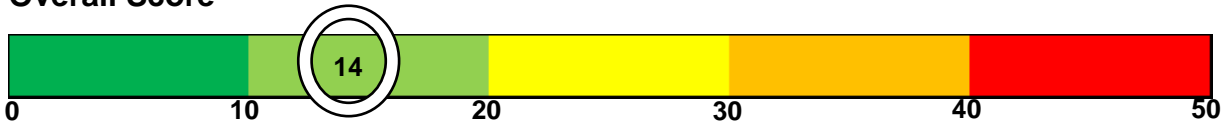
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street.

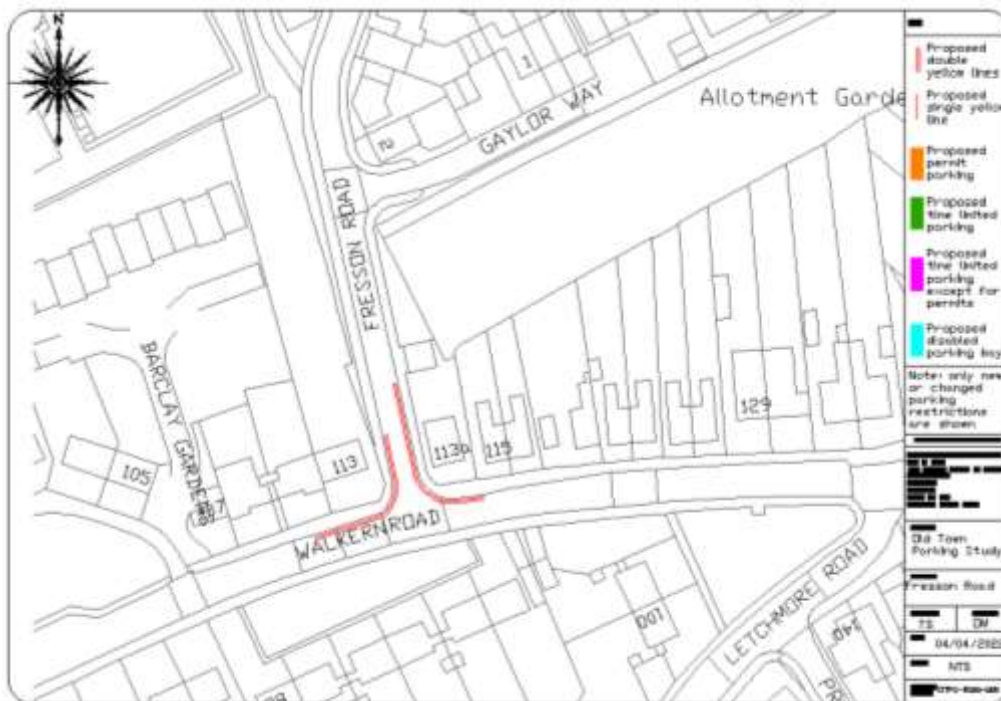
Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

To provide greater protection at the junction of Fresson Road and Walkern Road, it is recommended that — no waiting at any time — restrictions are installed on both sides of the carriageway and that the lines are painted for a length of 25m on the eastern side and 15m on the western side.



7.24 Gates Way

Introduction

Gates Way is a small west to east connector road that interconnects the A602 at the western junction and the High Street at the eastern junction. The road is approximately 92m long and 7.5m wide and has double yellow lines along the whole of the northern side of the carriageway. There are also double yellow lines on the southern side at the junction with the A602 and a small strip of double yellow lines on the southern side of the carriageway at the junction with Ditchmore Lane.

The remaining length of the road provides unrestricted parking. Gates Way is close to both the A602 and the High Street, which enables good access to the major road network and to local amenities.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- Stevenage rail station within walking distance of the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to access;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

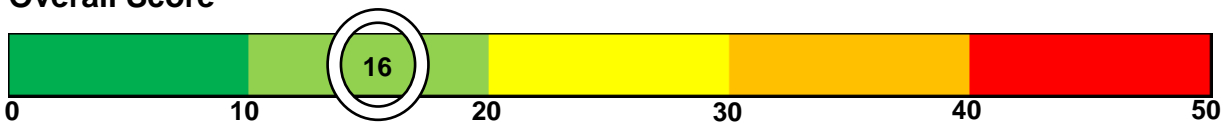
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand in excess of 85% limiting space availability.
- Reduction in occupancy rates at night (33%), suggesting a high proportion of vehicles parking along the street are commuter vehicles.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

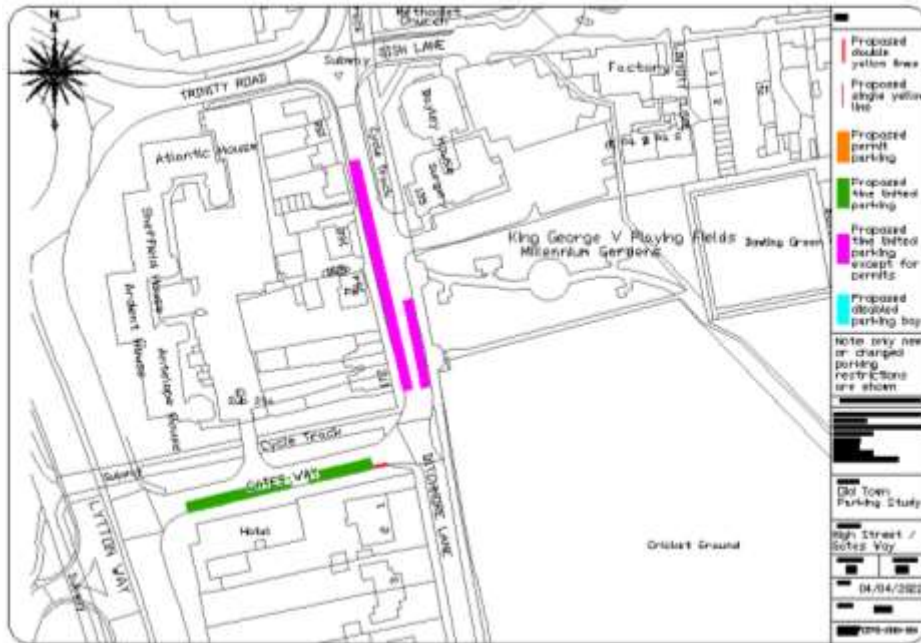
Overall Score



Recommendation

There are waiting restrictions in place to prevent all-day parking in a number of roads similar to Gates Way, based on the location of key trip generators. As such, it is recommended that a consistent approach is adopted and a limited waiting bay is installed along Gates Way, where it is currently unrestricted. There is an existing access approximately half-way along the road, meaning two sections of parking bay will be required. One length (closest to Ditchmore Lane) is 32m and the other 11m.

Prior to introducing a limited waiting bay along the street, it will be necessary to construct a hard standing, or footway to provide an appropriate surface for occupants of the vehicles. This will increase cost significantly, which is likely to make progressing this recommendation unrealistic, or low priority.



7.25 Gaylor Way

Introduction

Gaylor Way is a small residential cul-de-sac situated off Fresson Road in the Old Town ward. The road is approximately 41m long and 5.6m wide and has a small number of dwellings, some with off-street parking. The location of the road is near local amenities and also only a short distance from the A1072, the closest arterial road located to the north. The road is narrow which allows for limited areas of parking on-street. There are currently no waiting restrictions along the road.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

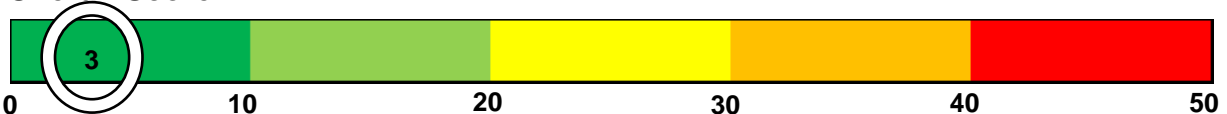
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Gaylor Way.

7.26 Green Street

Introduction

Green Street is a small residential connector road located off the A602 in the Old Town ward. The road is approximately 115m in length and 6.4m in width with provision for both off-street and on-street parking. Along Green Street, the northern side of the carriageway has — no waiting at any time — restrictions in place, whereas the southern side of the carriageway has none, which tells drivers that it is safe for them to park there.

The — no waiting at any time — restrictions are present along the northern side for the full length of the road, whereas there are small sections on the southern side at the junction with the A602 without signs. Because the road is situated off the A602, the proximity to local amenities and the major road network is excellent.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility, especially off the A602 that has a 40mph speed limit, meaning vehicles may be entering Green Street at speed;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

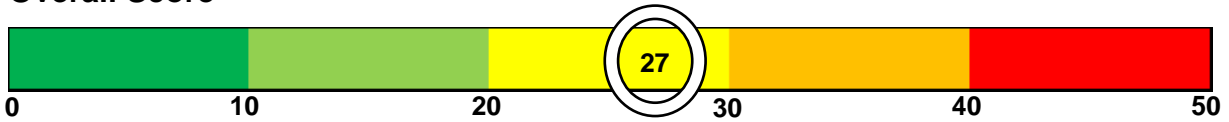
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on one side of the carriageway results in narrow running lane for traffic;
- On-street parking demand in excess of 85% limiting space availability.
Reduction in occupancy rates at night (38%), suggesting an issue with commuter parking along the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendation

Based on the road safety risk associated with vehicles parked close to the junction of Green Street and the A602, it is recommended that the existing — no waiting at any time — restriction is extended on the southern side of Green Street. An extension from the junction with the A602 for 9.5m should be sufficient to provide additional protection. It is also recommended to extend the existing — no waiting at any time — restriction at the point Green Street and Woolners Way meet, to provide protection around the bend.

It is also recommended that Green Street is included within the proposed RPS consultation, as there are a number of non-residents parking in the street during the day.



7.27 Greenfield Road

Introduction

Greenfield Road is a small residential cul-de-sac located off Haycroft Road within the Old Town ward. The road commences at the junction with Haycroft Road and proceeds with footpaths alongside land parcels owned by properties on Haycroft Road. The road continues until it opens out to reveal approximately eight properties, all with off-street

parking. The road is approximately 54m in length and 2.8m in width and has no waiting restrictions in place.



Parking Issues

Dangerous Parking

There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street (due to carriageway width only);

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

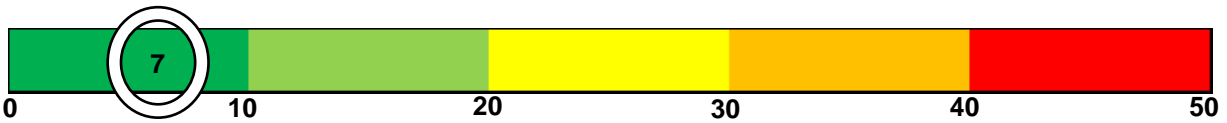
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Greenfield Road.

7.28 Greydells Road

Introduction

Greydells Road is a residential road of approximately 425m in length and 5.3m wide. The road orientates north to south with a spur located centrally to the west. The road has various locations for on-street parking, yet not adequate width to allow for parking on both sides of the carriageway. There are currently no waiting restrictions in place along the road. The location of the road is close to local amenities and the A1155, the nearest arterial road. The spur that leads west from the main carriageway is next to the site of Fairlands Primary School.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets;
- Vehicles parking and damaging grass verge, and overhanging the footway.

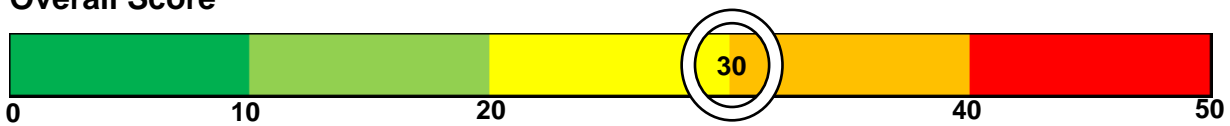
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	3	On-street parking creates significant obstruction for all road users on the public highway

Street Capacity

- On-street parking demand in excess of 85% limiting space availability;
- Higher demand for on-street parking at night, which means levels of non-residential parking low, and doesn't require intervention.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendation

As many properties do not have off-street parking facilities available, implementing parking restrictions that prevent parking is likely to result in displacement occurring in nearby streets that also have capacity constraints. The safety concern along the street can be resolved with the introduction of parking restrictions in strategic locations to break-up the continuous on-street parking. Therefore, it is recommended that — no waiting at any time — restrictions are implemented around the junctions, which include Langthorne Avenue, Ryecroft, Sish Lane, and Haycroft Road to reduce the amount of continuous on-street parking, and increase visibility.

As vehicles appear to be travelling over the grass verge as oppose to parking on the verge, prohibiting verge parking isn't likely to be effective. Consideration should be given to verge protection such as posts or bollards, or installation of a hard standing for a short width of the verge to allow larger vehicles to pass without causing damage to the verge. This will require Stevenage Borough Council liaising with Hertfordshire County Council as the Local Highway Authority, who are responsible for improvements to the road network.



7.29 Grove Road

Introduction

Grove Road is a straight residential cul-de-sac located off Church Lane in the Old Town ward. The road operates a Residents Parking Scheme that was introduced in December 2020 along with a number of surrounding roads. The road is approximately 200m in length and 7.5m in width with vehicles parked on both sides of the carriageway, while some residents have off-street parking. Grove Road has single yellow line waiting time restrictions at the junction with Church Lane, and no further waiting restrictions along the rest of the road.

Although Grove Road is a no-through road for traffic, there are various pedestrian footpaths that lead onto surrounding roads. Located fairly centrally, the road is close to local amenities, and very close to the nearest arterial road, the A602, slightly west of Grove Road.



Parking Issues

Dangerous Parking

- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

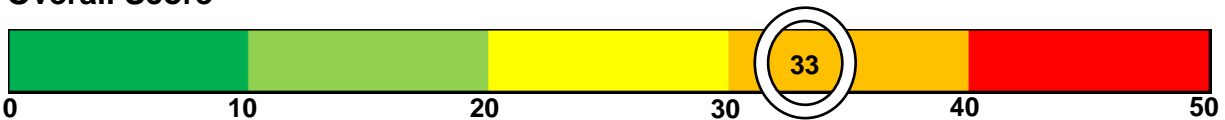
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

As outlined in section 4.1, considering the permit scheme overall, it’s felt that no changes need to be made to the operation. Grove Road demonstrates the highest rate of non-permit parking on Saturdays. However, it isn’t considered necessary to extend the scheme based on this alone, especially as there is still capacity within the street. Based on this, no further action is required in Grove Road.

7.30 Hammond Close

Introduction

Hammond Close is a residential cul-de-sac located off Pound Avenue in the Old Town ward, which is approximately 140m in length and 6.2m in width. The close has a narrow entry point that leads through to various residential properties, some of which have off-street parking facilities. The road has various areas in which to park, including a bay

area and two areas with garage facilities. In addition, there are various informal on-street locations where vehicles can park.

There are waiting time restrictions at the junction with Pound Avenue that serve to prevent people parking across the dropped kerbs either side of the footpath, which runs along Pound Avenue. There are no further areas with waiting time restrictions in Hammond Close. The road is well positioned in respect of both local amenities and the proximity to the arterial road network, the closest road being the A602.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

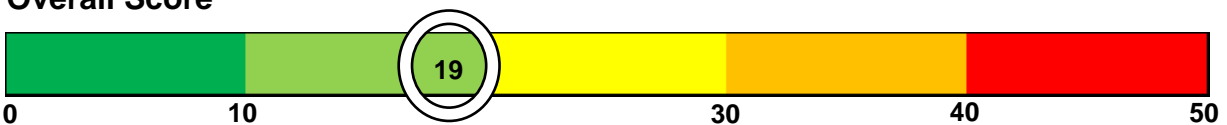
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

Although there are parking issues, they only appear to occur during school drop-off and pick-up times. Therefore, it is recommended to consider restrictions that prohibit parking at specific times of the day. As the nearby school is a primary school, there are pick-up times as both lunchtime and in the afternoon. To avoid confusion to drivers, it is recommended to introduce a no waiting restriction between 8am and 4pm Monday to Friday. The restriction should extend from the junction with Pound Avenue south into Hammond Close for a distance of 45m on the east side and 55m on the west side.

It is also recommended to extend the existing – no waiting at any time restrictions that are in place at the junction of Pound Avenue and Hammond Close. These restrictions should be extended on both sides of the carriageway for approximately 8.0m.



7.31 Hawkes Lane

Introduction

Hawkes Lane is a small residential cul-de-sac located off Almonds Lane in the Old Town ward. The road is approximately 131m long and with a number of properties having off-road parking. There are facilities for residents to park their vehicles in predetermined and allocated car parking bays in two specific locations. Hawkes Road is located on the eastern side of the ward and is near to local amenities. The nearest arterial road to Hawkes Lane is the A1072, situated to the north. There are no waiting time restrictions in place along the lane.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking on footways, potentially forcing some pedestrians into the carriageway.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street at pinch points.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.
- Vehicles parking and damaging grass verge, and overhanging the footway.

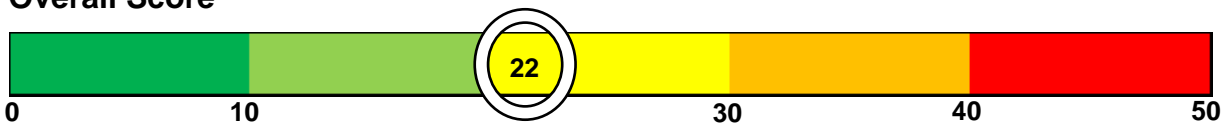
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

It is important for Stevenage Borough Council to try to prevent vehicles from driving over the grass verge due to the damage caused and potential safety risks. Therefore, it is recommended that — no waiting at any time — restrictions are installed at the junction of Hawkes Lane and Almonds Lane on both sides of the carriageway for a distance of 14m.

7.32 Haycroft Road

Introduction

Haycroft Road is a residential road, approximately 750m long and is between 6.7m-7.8m wide, situated in the Old Town ward. Along Haycroft Road, there is a mix of dwellings with off-street parking and on-street parking availability. The road is located not far from

the local shops and amenities and within adequate distance of the A1155, the closest arterial road to the south.

From the east, the road starts at the junction with Letchmore Road and has — no waiting at any time — restrictions in place on the southern side of the junction. Demand for on-street parking is much higher at the western end of the road. The road then runs in an easterly direction past several junctions and ends in a cul-de-sac, east of the junction with Barclay Crescent.

The road has two distinctive environments. To the west of the Primrose Hill Road junction the properties are condensed with little off-street parking facilities in place. There is approximately 50 properties between the junctions of Letchmore Road and Primrose Hill Road, which means the demand for on-street parking is extremely high. On-street parking occurs on both sides of the carriageway, which causes issues for buses in particular due to limitations with carriageway widths. Some vehicles park on the footway to provide additional carriageway space, although this causes access concerns for pedestrians.

To the east of the Primrose Hill Road junction the environment changes and becomes less condensed, with more properties having off-street parking. This is reflected with the demand for on-street parking with greater capacity available. The carriageway is wider (approximately 1 metre wider), which improves accessibility for vehicles and pedestrians.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking on footways, potentially forcing some pedestrians into the carriageway.
- Long sections of on-street parking with no parking places restrict visibility;
- Risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street;
- Severe issues for buses to pass through the street without conflict;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	3	On-Street parking causes significant access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% across street length but in excess of 85% along the western section of the street;
- Slight reduction in occupancy rates at night (20%), suggesting a minor issue with commuter parking along the western section of the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

As there are a number of locations along the road where vehicles are parking in close proximity to junctions, it is recommended that — no waiting at any time — restrictions are installed at the junctions of Haycroft Road and Ingelheim Court, and Haycroft Road and Primrose Hill Road. It is also recommended that — no waiting at any time — restrictions are implemented along the northern side of Haycroft Road from the junction with Letchmore Road for a distance of 24m to provide additional safety near the mini-roundabout. No waiting at any time restrictions are also proposed at the junction with Barclay Crescent and Greydells, as outlined on pages 52 and 107 of this report.

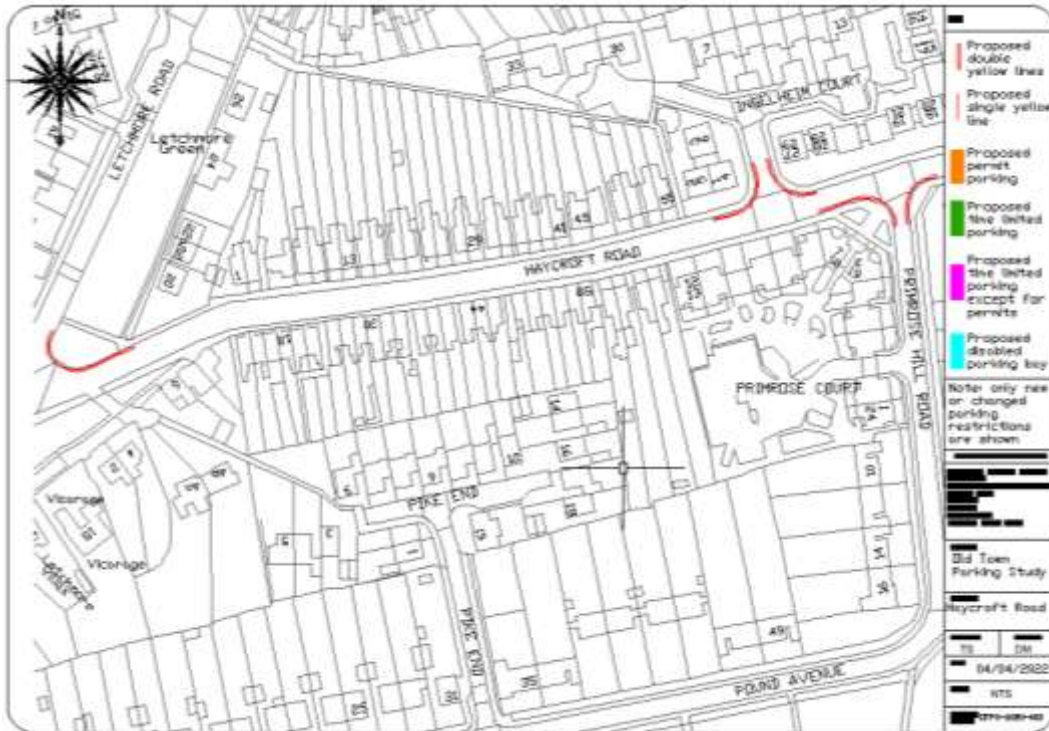
Based on the parking surveys undertaken, it’s estimated that 15% of the on-street parking occurring during the day could be commuter parking. Whilst this figure is low compared to other streets across the Old Town, the council could consider carrying out a consultation exercise on permit parking to understand the appetite from residents. There are surrounding roads that can be included to avoid displacement such as Pound Avenue, Primrose Hill Road, Ingelheim Close, and Hellards Road.

As stated above, the road has two distinctive environments, which means the eastern extents of the street does not meet the threshold for a permit scheme. However, there is a risk that introducing a scheme in the western extents of the street will displace non-resident parking to the eastern extents. Therefore, it may be necessary to consult with all residents along Haycroft Road. It would also be recommended to consult with the following streets, due to the possibility of displacement occurring:

- Alleyns Road;
- Hammond Close;
- Hellards Road;
- Ingelheim Close;
- Pike End;
- Pound Avenue;
- Primrose Hill Road.

As all the above streets are reliant on whether a Resident Parking Scheme is taken forward in Haycroft Road, these streets do not have a recommendation for a permit parking scheme. A plan showing the extents of a permit scheme to incorporate Haycroft Road and the surrounding streets is shown in section 9 of this report.

Regardless of whether a permit scheme is pursued, the demand for on-street parking in the western extents of the road create major access difficulties. Due to the little off-street parking facilities available, yellow lines are unlikely to be effective as vehicles will be displaced elsewhere into streets that also have limited capacity. SBC could consult with Hertfordshire County Council as the Highway Authority to determine whether they would support a TRO to convert the western section of Haycroft Road to one-way. This would improve accessibility although there would be an impact on bus services due to the reroute that would be required. Engagement with the county council would identify the most effective route if there is support for this proposal.



7.33 Headingley Close

Introduction

Headingley Close is a small residential cul-de-sac situated off Weston Road in the north-east of the Old Town ward. The road is approximately 83m in length and 6.0m in width and has waiting time restrictions at the junction with Weston Road but no additional restrictions further into the close. There are several properties that have off-street parking, which limits where on-street parking can occur due to dropped kerbs. Headingley Close is situated directly opposite the drop-off location for Almond Hill Junior School in Weston Road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along certain parts of the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways during school drop-off and pick-up times;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

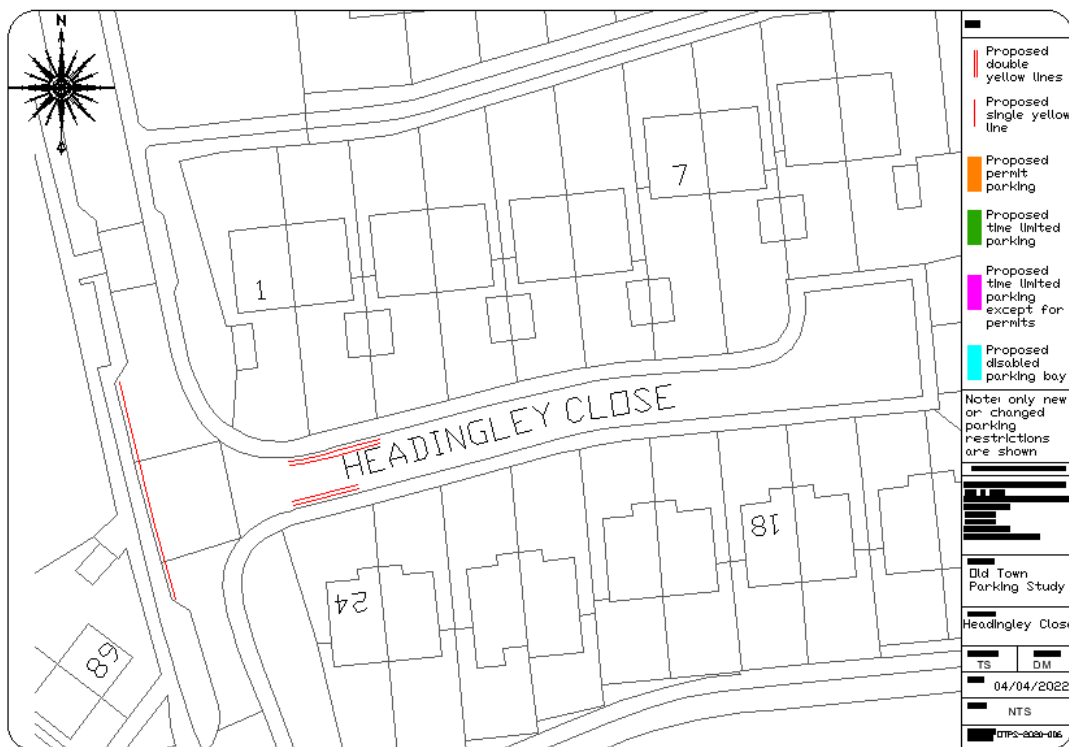
Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

While there are — no waiting at any time — restrictions in place at the junction of Headingley Close and Weston Road, the road into Headingley Close suffers from the on-street parking that causes issues with visibility. Therefore, it is recommended that the existing — no waiting at any time — lines are extended further into the road. It is proposed to extend the northern side by 11m and the southern side by 8m.



7.34 Hellards Road

Introduction

Hellards Road is a residential road, approximately 320m long and 5.5m wide, situated centrally in the Old Town ward. To the north, Hellards Road runs alongside Letchmore Park, continues to the south and ends at the junction with Haycroft Road. The road, including the junction at either end, has no waiting time restrictions in place, and is

centrally positioned, which allows for easy access to local amenities and the A602, the closest arterial road, west of Hellards Road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

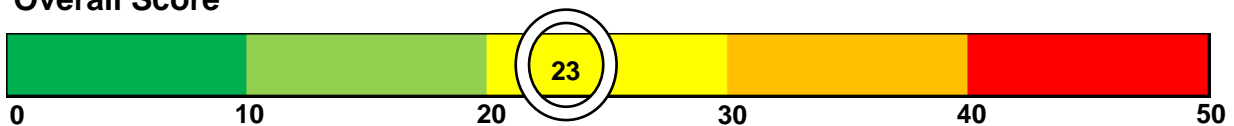
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

As there is a concern with on-street parking occurring at the junction with Alleyns Road, it is recommended that — no waiting at any time — restrictions are implemented at this junction on both sides of the carriageway to improve visibility. They should extend north from the junction for 9.5m and south from the junction for 10m. It’s unlikely any displacement will cause issues elsewhere as there is suitable capacity nearby.

There is a small risk of vehicles being displaced from Haycroft Road due to the recommendations in this report, which may create an issue near the junction of Hellards Road and Haycroft Road. However, the on-street parking pressure reduces along Haycroft Road when approaching the junction with Hellards Road. Therefore, it’s not felt necessary to implement restrictions at this stage, but this should be reviewed once restrictions have been implemented along Haycroft Road to determine any impact.

7.35 High Street (from Trinity Road to Gates Way)

Introduction

This section is an extension of the main High Street. The junction of Trinity Road and Sish Lane separates this section of the high street from the main section. The road travels north to south for a distance of 127m with a carriageway width of 7.0m before ending at the junction of Gates Way and Ditchmore Lane. Despite this section being very close to the main section of the High Street, there are no restrictions regarding on-street parking, apart from a small section of — no waiting at any time — close to the junction with Trinity Road and Sish Lane. Therefore, the demand for on-street parking is high.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Parking close to a bus stop may create disruptions to the local bus routes.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-minute walk from the street;
- Business park located within a minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

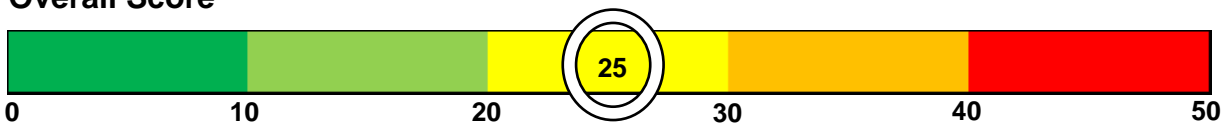
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand in excess of 85% limiting space availability.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score

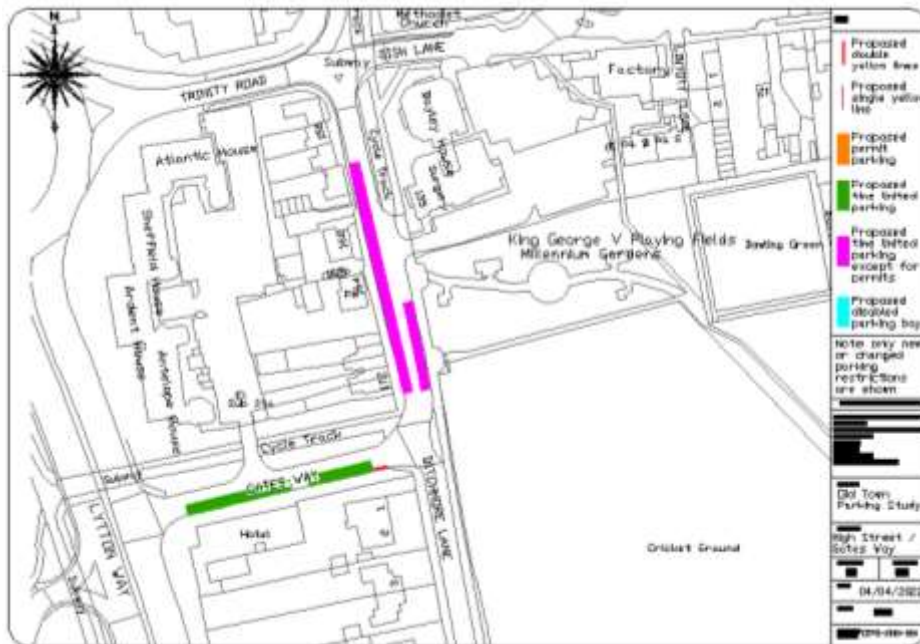


Recommendation

Due to the demand for parking and location of the road in relation to key trip generators, it is recommended that parking is restricted to prevent all-day parking. There are limited waiting bays in close proximity (High Street and Ditchmore Lane) that restrict parking to no more than two hours between Monday and Saturday, from 08:30am-6:30pm. The recommendation is that this restriction is replicated in the High Street between Trinity Road and Gates Way on both sides of the carriageway where it is currently unrestricted.

The restriction should be 30m in length on the eastern side and 76m on the western side.

As there are residential properties in the area, it is recommended to include this street within a Residents Parking Scheme and provide an exemption for permit holders in the limited waiting bays.



7.36 High Street (between Bowling Green and A602)

Introduction

The High Street is a central primary road approximately 750m in length and 4.8m in width. The road consists of residential properties, business premises and shops that act as key trip generators for visitors and local residents. The main section of the High Street runs from the A602 from the north, and to Trinity Road to the south. This area is outside the scope of this study. There are two additional sections of the High Street that are in scope, which include the northern section from the Bowling Green to the A602, and the southern section from Trinity Road to Ditchmore Lane.

Both the northern and southern sections of the High Street are located in close proximity to the main High Street that provides various shops, restaurants and businesses that can be considered the most likely trip generators in the Old Town ward. There are no waiting restrictions within the northern section of the High Street despite the proximity to the main, which has limited waiting bays along the road that do not provide the

opportunity for all-day parking. Therefore, this part of the High Street will be subject to a high demand for parking from various users such as employees, business owners and visitors.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Parking within turning head, resulting in vehicles needing to reverse along the street to exit;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	3	On-Street parking causes significant access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- All high street amenities are located to the north via an underpass and would take no more than 5-minutes;
- School located within a 2-minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to access points;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking within turning head, resulting in vehicles needing to reverse along the street to exit.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	3	On-street parking creates significant obstruction for all road users on the public highway

Street Capacity

- On-street parking demand in excess of 85% limiting space availability.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score

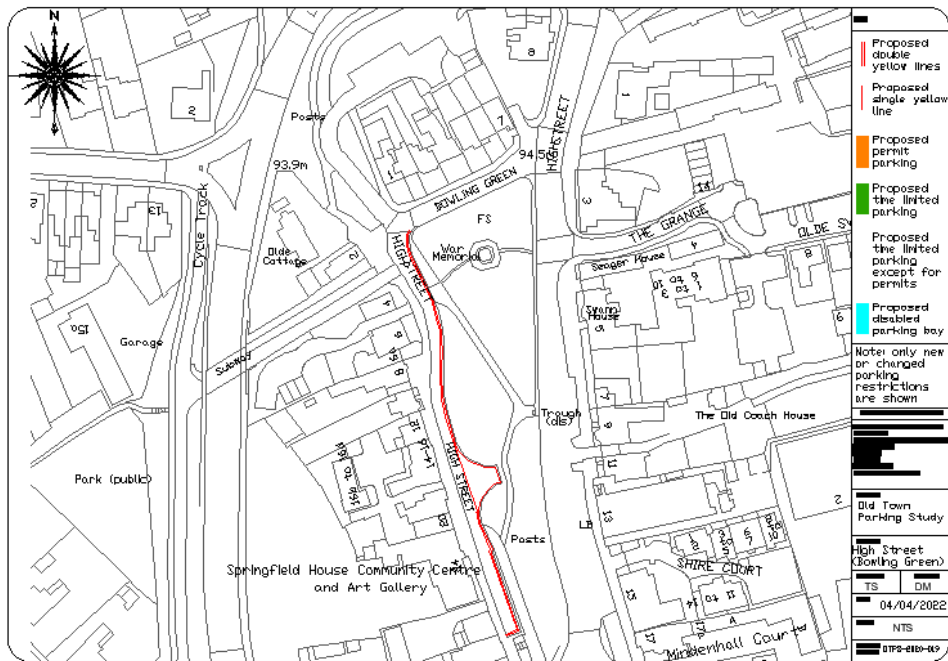
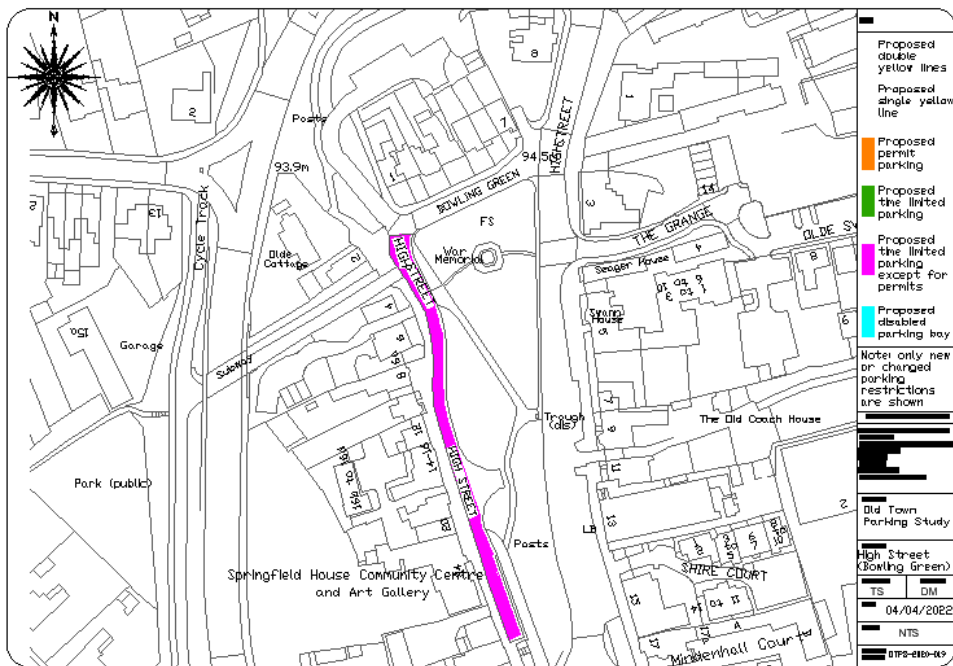


Recommendation

Although there is not much on-street parking at night, there is high demand for parking during the day. However, it is considered vital that parking restrictions are implemented due to the existing situation. Therefore, it is recommended that this section of the High Street is included in a Residents Parking Scheme. Limited waiting can be incorporated in the bays, for example — a two-hour wait, with permit holders exempt from the limited

waiting times. A consultation exercise should be undertaken to gauge the appetite of residents and business owners for such a scheme.

It is considered vital that yellow lines are implemented within the turning head to allow larger vehicles the opportunity to turn around safely, without needing to reverse out the street. No waiting at any time restrictions will be the most effective. It will be sensible to extend these lines along the east side of the carriageway to prevent vehicles parking on this side to circumnavigate the new restrictions.



7.37 Hilton Close

Introduction

Hilton Close is a cul-de-sac located in the north-eastern section of the Old Town ward approximately 260m long and 5.3m wide. Situated within close proximity to key local trip generators and local amenities, Hilton Close is a residential road located in a network of other residential streets. Along the road there are many properties that have off-road car parking and there are also several areas where cars can be safely parked on-street. Running parallel to the trainline, the A602 is the closest arterial road to this location. There are no waiting time restrictions in place in the road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

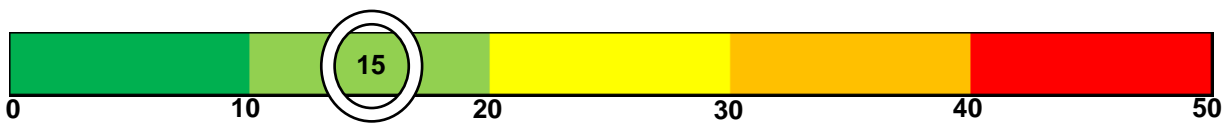
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

There are no specific requirements to introduce parking interventions in Hilton Close based on the existing situation. However, as the street is in close proximity to roads that have been recommended for inclusion in a Residents Parking Scheme, it is important that the residents of Hilton Close are included during the consultation process, to avoid the potential for displacement occurring, especially as there may be a small amount of non-residential parking in the street during the day.

7.38 Ingleheim Court

Introduction

Ingleheim Court is a small residential cul-de-sac situated off Haycroft Road in the Old Town ward. The road, approximately 93m long and 5.7m wide, and has a small number of residential properties. Currently there are no waiting time restrictions as some residents are able to park off-street and there is adequate provision for vehicles to park on-street. The nearest arterial road is the A602, which is located in the west. Haycroft Road is a busy local road that is subject to high traffic volumes and is also a bus route. The road is close to local amenities.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in reduction in running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along certain parts of the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

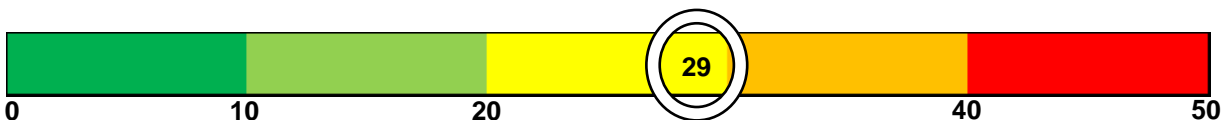
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

Due to the concerns over parking occurring near the junction of Ingleheim Court and Haycroft Road, it is recommended that — no waiting at any time — restrictions are implemented to protect the junction. The proposed restriction should travel north to Ingleheim Court from Haycroft Road for 10m on both sides of the carriageway. There

was no evidence of any further parking issues that require additional restrictions to be installed.

7.39 Inn's Close

Introduction

Inn's Close is a compact residential cul-de-sac with a small number of properties located off it, designed for elderly residents who have care workers visiting regularly. The road is approximately 33m long and 5.6m in width with — no waiting at any time — restrictions on all parts of the carriageway, which prohibits any on-street parking. Inn's Close is located close to the High Street which is a primary trip generator.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

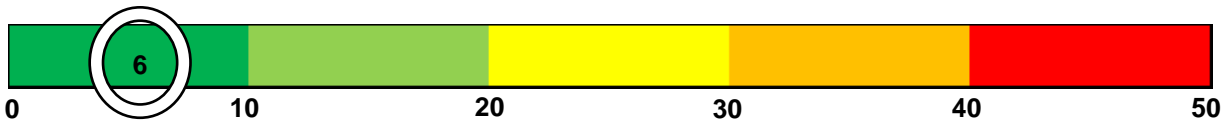
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

Due to the type of properties in Inns Close, it is recommended that a limited waiting bay 6m in length is installed, to allow one vehicle to park close to the properties at any one time. This could either be halfway along the road or at the end of the road. The suggested times of operation are Monday – Saturday from 8am-6pm.



7.40 Ivel Road

Introduction

Ivel Road is a residential cul-de-sac located off Green Street in the Old Town ward, in a large cluster of other residential roads. The road is approximately 187m long and 5.8m wide with a mixture of off-street and on-street parking. Due to the narrowness of the access road leading from the junction with Green Street, there are — no waiting at any time — restrictions in place on both sides of the carriageway at the junction and continuing on the western side of the carriageway only up to the parking bays. Further on, there are no waiting time restrictions in place.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

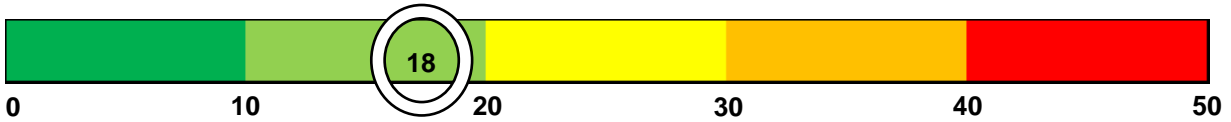
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

Although there does not appear to be a high degree of non-residential parking occurring in the street during the day, there is some. Additionally, nearby streets appear to have a far greater issue with commuter parking. Based on this, it is recommended that Ivel Road is included in any Residents Parking Scheme consultation undertaken in the area to mitigate against displacement if a scheme was introduced.

7.41 Jones Close

Introduction

Jones Close is a small residential cul-de-sac off Larkinson, located in the central eastern part of Stevenage. The road is approximately 112m long and 5.0m wide and has limited off-street parking along the length of the road. There are currently no parking restrictions in place along any part of the road.



Parking Issues

Dangerous Parking

- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

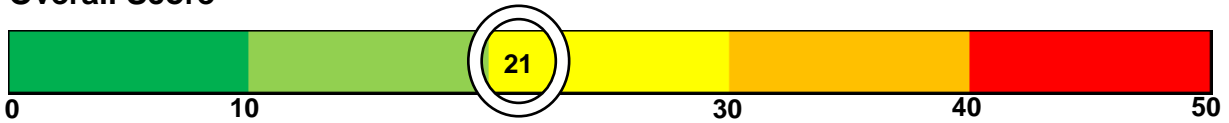
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

There are no specific requirements to introduce parking interventions in Jones Close based on the existing situation. However, as the street is in close proximity to roads that have been recommended for inclusion in a Residents Parking Scheme, it is important that the residents of Jones Close are included during the consultation process, to avoid the potential for displacement occurring, especially as there may be a small amount of non-residential parking in the street during the day.

7.42 Julians Road

Introduction

Julians Road is a road complete with residential properties and a business location. The road commences at the north end of the roundabout with Fishers Green Road and Fairview Road. The road proceeds via a bridge over the train line and from that point on there are residential buildings and business locations. On the other side of the bridge there is the facility to park around 14 vehicles on the south side of the carriageway. The road is approximately 350m in length and between 6.5m-9.0m in width

There is a single yellow line waiting time restriction from the start of the bridge all the way through on both sides of the carriageway, apart from where the aforementioned parking bays are located. The location of the road allows for good links to onward destinations via the arterial road network, in particular the A602. Julians Road is a key east-west local road link, subject to high traffic flows.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 5-10 minute walk from the street;
- Lister hospital located within walking distance of the street;
- Industrial unit located within a 2-5minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

There are no concerns with inconsiderate parking along the street.

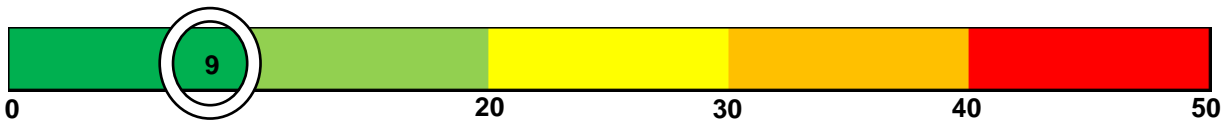
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking demand in excess of 85% limiting space availability.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendation

No further action is required in Julians Road.

7.43 Kilby Road

Introduction

Kilby Road is a road that is multi spurred and has a range of residential buildings just off the carriageway. There is current provision to park vehicles at various locations along the road using on-street parking bays and roadside parking opportunities. There are no current waiting time restrictions in place along the road, which is in close proximity to the A1155 and various local amenities. The road is approximately 180m in length and 5.4m in width.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- Stevenage rail station located within a 5-10 minute walk from the street;
- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street;
- Business park located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

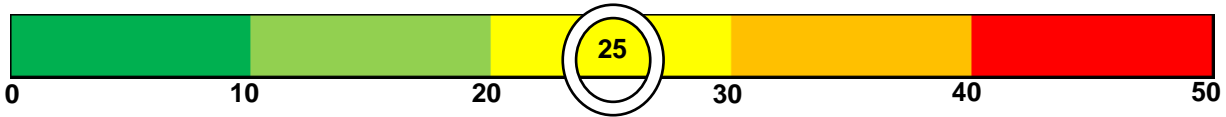
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

As the location of the street makes it desirable to park due to the proximity to key trip generators, it is recommended that a new Residents Parking Scheme, that includes Kilby Road, should be considered. A consultation exercise should be undertaken to determine the appetite from local residents for such a scheme. It should be noted that Kilby Road was adopted as public highway land in recent years, but many of the parking areas were not, which is likely to impact the areas where Stevenage Borough Council can introduce parking restrictions.

7.44 Langthorne Avenue

Introduction

Langthorne Avenue is a residential road, approximately 188m in length and 5.0m in width, located in the south-east of the Old Town ward. A number of properties along the road have off-road parking, and there is adequate infrastructure to accommodate a fair amount of on-street parking. There are no waiting time restrictions in Langthorne Avenue, including the junction points at either end. The avenue is close to a primary feeder road that leads to the arterial road network, the closest being the A1155, which provides residents with good access to a network of amenities and facilities.



Parking Issues

Dangerous Parking

- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets;
- Vehicles parking and damaging grass verge, and overhanging the footway.

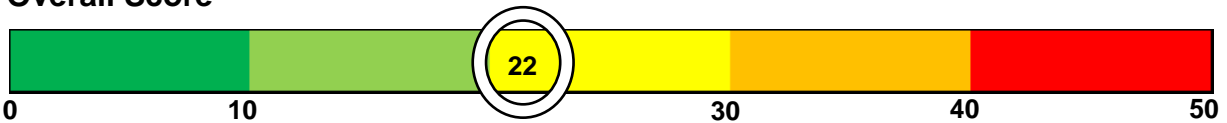
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

Based on the existing situation, together with the additional parking capacity that Stevenage Borough Council has provided in Langthorne Avenue, no further action is required currently, yet potentially may need to be addressed if recommendations are progressed by Stevenage Borough Council and possible displacement from other roads occurs. If the grass verge deteriorates further, it may be necessary to consider a verge parking prohibition order.

7.45 Larkinson

Introduction

Larkinson is a small residential cul-de-sac complete with two minor spurs. The road is located to the west of the Old Town ward and is approximately 183m in length and 5.9m in width. The road comprises residential houses with many having off-road parking and good provision for visitors and residents to park on-street. Currently there are no waiting

time restrictions along Larkinson. The road is located close to local amenities and within 400m of the nearest arterial road, the A1072.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Existing narrow carriageway width reduced further with on-street parking, which may cause minor difficulties for larger vehicles.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and around bends causing difficulties for drivers to access and egress into adjacent streets.

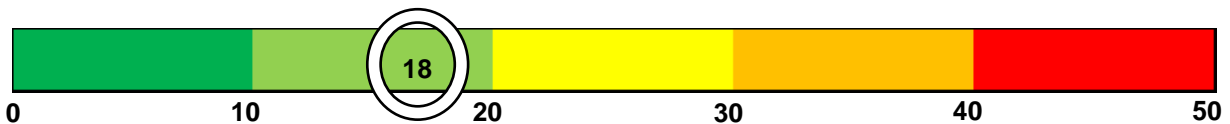
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

As Larkinson is located near roads that have been proposed for a Residents Parking Scheme, it is recommended that the residents of Larkinson are included in the consultation, in order to avoid the possibility of displacement occurring.

7.46 Lawrence Avenue

Introduction

Lawrence Avenue is a straight residential road approximately 190m in length and 4.7m in width that orientates north to south. It is located to the east of the Old Town ward. Some residents of the avenue have off-road parking facilities and in addition there are parking bays adjacent to the verge/footpath on both sides of the carriageway. There are no waiting restrictions on either junction to the north and south, and none along the rest of the avenue, which is situated within a dense network of residential roads and is close to local amenities. The nearest arterial roads are located to the north and south, approximately 700m away, and can be accessed via Grace way.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility.

There are concerns over parking close to junctions, in particular the junction with Whitesmead Road. Here, vehicles park along the full extent of the junction. While this is a concern, it should be noted that the junction is extremely wide, allowing vehicles to park on the junction, without causing issues of visibility, safety and access.

Figure 10 demonstrates parking on the junction of Lawrence Avenue and Whitesmead Road.



Figure 10 – Example of on-street parking at junction of Lawrence Ave and Whitesmead Rd

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking bays provided between the carriageway and footway result in some vehicles overhanging the footway causing issues for pedestrian access.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Vehicles parking in bays overhanging the footway causing difficulties for pedestrians with pushchairs or wheelchairs.

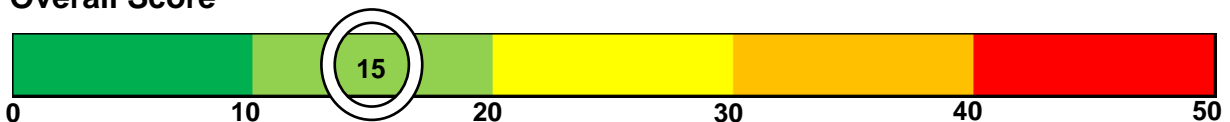
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

If the junction between Lawrence Avenue and Whitesmead Road was narrower, the recommendation would be to install — no waiting at any time — restrictions. Due to the layout of the junction, this would be a low priority and, therefore, has not been included as a recommendation in this study. No action is required currently.

7.47 Leggett Grove

Introduction

Leggett Grove is a small residential cul-de-sac located off Almonds Lane, approximately 68m in length and 4.7m wide. All residential properties located along the grove have off-road parking, with adequate extra parking provision on-street. There are currently no waiting restrictions in place along this road. The grove’s location is in the central eastern part of the Old Town ward and is close to good links and local amenities. The nearest arterial road is located to the north, approximately 500m away.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in a reduced running lane for traffic;

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Leggett Grove.

7.48 Letchmore Road

Introduction

Letchmore Road is a long residential street located in the Old Town ward. The road is approximately 880m long and between 6.3m-7.3m in width and contains several side roads, including Inn's Close, Letchmore Close, Albert Street, Basils Road, Chambers Gate, Hellards Road and Pryor Court. Letchmore Road is a primary road in Old Town, which services traffic flows from north to south and vice versa. The southernmost end is in close proximity to the centre of Old Town and the High Street. Primarily, the road is a residential street but contains various businesses, a car garage and a local public house.

The majority of the residents' parking needs are met by off-road parking, especially in the southern reaches of the road, while the northern end has more residents who need to park on-street. There are various areas along Letchmore Road that have waiting time restrictions in place, especially around Letchmore Infants School, adjacent green spaces, and as previously detailed, the more densely populated residential housing to the north of the road. The road is close to various local amenities and is within close proximity of the strategic road network, the closest arterial road being the A602.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand in excess of 85% limiting space availability.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score**Recommendation**

Due to the demand for on-street parking in some locations along Letchmore Road, there is always a potential for local issues to occur. There are two junctions along Letchmore Road where it's considered necessary to restrict parking due to the issues that may arise if parking was to occur close to the junctions. Therefore, it is recommended to include — no waiting at any time — restrictions at the junction of Letchmore Road and Alleyns Road, and Letchmore Road and Haycroft Road.

7.49 Longcroft Road

Introduction

Longcroft Road is a residential road situated just east of centre of the Old Town ward. The road orientates north to south and is approximately 205m long and 5.9m wide. In addition, the road has two minor spurs that run off to the east and west respectively. The road has in place restrictions such as speed bumps and a chicane feature, which creates opportunities for vehicles to park on-street.

The road has properties on both sides of the carriageway and this creates a feeling of the road being busy due to the dense nature of the housing. Currently, along the whole of Longcroft Road, there are no waiting time restrictions in place. The road is located at an adequate distance from all major amenities.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking on footways, potentially forcing some pedestrians into the carriageway.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.
- Vehicles parking and damaging grass verge, and overhanging the footway.

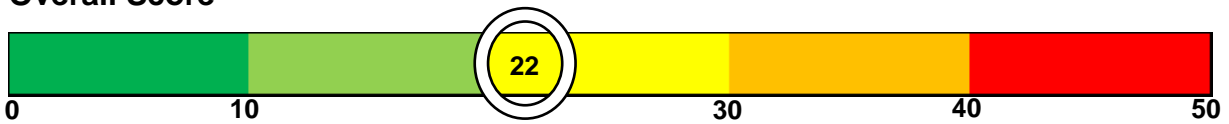
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

There is a lack of on-street parking, and implementing parking restrictions such as yellow lines would almost certainly exacerbate the existing issues in a more concentrated way. This is a site where the project team would have sought to identify additional parking locations, if Stevenage Borough Council had funding for this intervention.

Due to the damage on the grass verge near Whitesmead Road, it is recommended that consideration is given to implementation of a verge parking prohibition order to prevent verge parking causing damage to the grass. An alternative to this would be to install verge protection such as bollards or posts. However, this will create an ongoing maintenance liability, so the preference should be to proceed with the prohibition order.



7.50 Mayles Close

Introduction

Mayles close is a small cul-de-sac located centrally in the Old Town ward. Positioned off Fairview Road and adjacent to the railway line, the road is approximately 88m in length. Along the road there are several properties with off-road parking and locations for vehicles to park on-street. Currently there are no waiting time restrictions in place along the close and the proximity to local amenities is good. The nearest arterial road is the A1072, which is located a short distance to the north.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Existing narrow carriageway width reduced further with on-street parking, which may cause minor difficulties for larger vehicles.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and around bends causing difficulties for drivers to access and egress into adjacent streets.

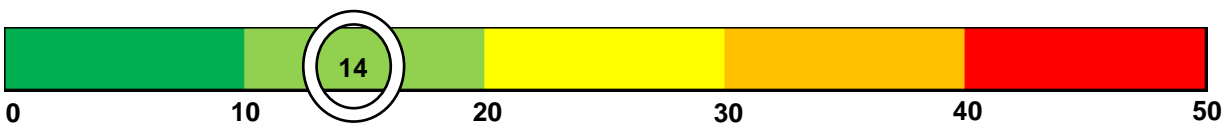
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

As Mayles Close is located near roads that have been proposed for a Residents Parking Scheme, it is recommended that the residents of Mayles Close are included in the consultation, in order to avoid the possibility of displacement occurring.

7.51 Orchard Crescent

Introduction

Orchard Crescent is a residential road, approximately 250m in length and 5.3m in width. On the north side of the crescent is the point where the road continues on from Orchard Road. On completion of the site visit, it was discovered that there are several residents who have off-road parking. In addition, there are a number of key areas, which accommodate on-street parking. At the southern junction of Orchard Crescent, the road meets Bridge Road. There are — no waiting at any time — restrictions that reach for approximately 16m into the crescent from the junction. The road is in close proximity to the A602 and near to many local amenities.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- Industrial units located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

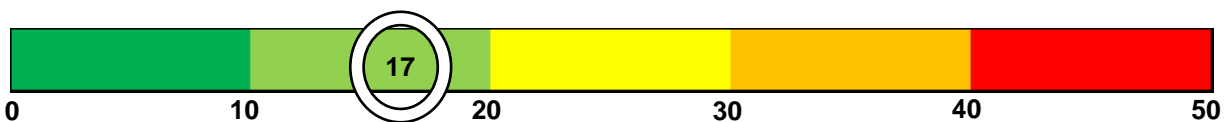
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

As outlined in the recommendation for Orchard Road, it is proposed to install new — no waiting at any time — parking restrictions at the junction of Orchard Road and Orchard Crescent. This will involve the parking restrictions extending into Orchard Crescent. Although the level of potential commuter parking is not considered as severe as Orchard Road, it would be necessary to include Orchard Crescent in any RPS to avoid the

possibility of displacement occurring. Therefore, it is recommended that the local residents are consulted to determine the appetite for such a scheme.

7.52 Orchard Road

Introduction

Orchard Road has a mix of residential housing and a range of businesses that are situated along the road, which is approximately 250m long and 6.8m wide. The road is located in the north-west part of the Old Town ward. Some residences have off-road parking while there are also adequate facilities to park on-street. On the northern side of Orchard Road, at the junction with Julians Road, there are single yellow line waiting time restrictions on both side of the carriageway that cover the period Monday – Saturday from 08:30-5:30pm, and continue for 66m.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in a slightly reduced running lane for traffic;

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along certain parts of the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- Industrial units located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

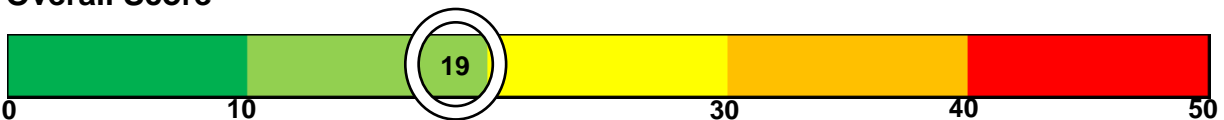
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

As there is a road safety concern at the junction of Orchard Road and Orchard Crescent, it is recommended that — no waiting at any time — restrictions are implemented at the junction on both the north-east and south-west sides. Both sides of the carriageway will feature 24m of yellow lines. Parking surveys undertaken on-site illustrated that there was a large amount of commuter parking. Therefore, it is recommended that Orchard Road is

included in a new Residents Parking Scheme. This should commence with a consultation with residents to gauge the appetite for such a scheme.



7.53 Pike End

Introduction

Pike End is a small residential cul-de-sac off Pound Avenue, located south-east of the centre of the Old Town ward. The road is approximately 125m long and 4.6m wide and has — no waiting — time restrictions in place at present. While some residential roads have provision for off-road car parking, it was noted on site visits that a number of vehicles were parked on-street.



Parking Issues

Dangerous Parking

- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

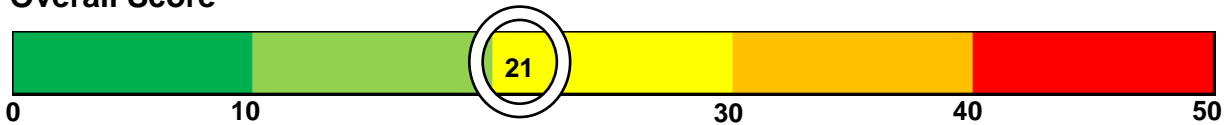
- High demand for on-street parking causes vehicles to park close to driveways;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score**Recommendation**

As the issues identified in Pike End are minor and only for short periods of the day, the recommendation is to take no further action currently.

7.54 Pound Avenue**Introduction**

Pound Avenue is situated south-east of the centre of the Old Town ward. The road is approximately 375m in length and 5.2m in width with a mixture of residential housing, a car garage and Fairlands Primary School. At the western junction with Letchmore Road, there are waiting time restrictions on both sides of the carriageway for approximately 230m up to the school. From there the waiting time restrictions remain on the northern side of the carriageway only, which creates on-street parking capacity on the southern side.

This situation continues for approximately 127m with waiting restrictions only around the junction to the school entrance and — no waiting at any time — restrictions on the southern side. There is a spur off Pound Avenue on the northern side called Pike End, which is a small residential cul-de-sac that has no waiting time restrictions in place. There is a small cul-de-sac named Hammond Close on the southern side of Pound Ave with a short waiting time restriction at the junction.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking close to school entrance creates difficulties for traffic to egress from the school onto the street.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

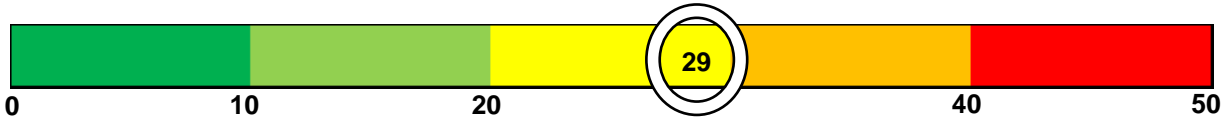
Street Capacity

- Parking on one side of the carriageway results in narrow running lane for traffic;

- On-street parking demand between 70-84% limiting space availability in certain areas.

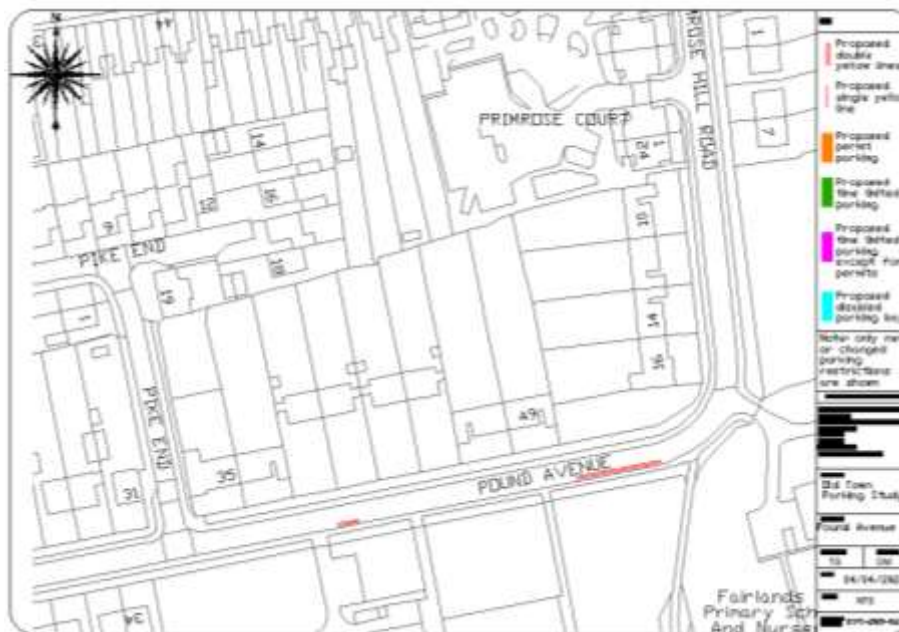
Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

Due to the concerns raised by the length of on-street parking outside the school, and the safety impacts this may have, it is recommended that — no waiting at any time — restrictions are introduced in two locations along the road. The first section commences at the end of the — School Keep Clear — marking where Primrose Hill Road turns into Pound Avenue. The second section extends eastwards the existing yellow lines either side of the school entrance. Adding these two sections of yellow lines will reduce the length of on-street parking available, and provide an area where vehicles can pull in and give way to oncoming traffic. This will improve safety, while allowing some on-street parking.



7.55 Primett Road

Introduction

Primett Road is predominantly a road containing business units that runs north to south in the central part of the Old Town ward. The road is approximately 440m long and 7.5m wide. The northern and southern ends are no-through roads with the main points of access via Drapers Way from the east, and via Lytton Way and the underpass from the west. Primett Road has parking restrictions throughout the northern-southern stretches. Most of the road has — no parking at any time — restrictions in place. There are a limited number of waiting bays that provide up to three hours’ parking with an exemption for permit holders.

Primett Road also spurs off the northern-southern link and runs via an underpass to the junction with Lytton Way (A602). This is part of the Lytton Way clearway and Stevenage Borough Council does not have powers to implement and enforce TROs for this length of road. The clearway can only be enforced by the Police.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- High Street located within a 5 minute walk from the street;
- Business park located within a 2 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

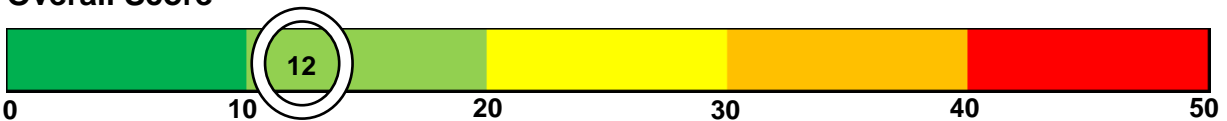
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking demand in excess of 85% limiting space availability.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	3	On-street parking occupancy at or above 85% within the designated road

Overall Score



Recommendations

No further action is required in Primett Road.

7.56 Primrose Hill Road

Primrose Hill Road is a street that orientates north to south and is approximately 130m in length and 5.2m in width and leads to Pound Avenue, the location of Fairlands Primary School. The road is located south-east of the centre of the Old Town ward and is primarily a residential area.

On the approach to the school and at both ends of Primrose Hill, there are — no waiting at any time — restrictions. These are in place to control the flow and safety of traffic around peak school times and to secure access to driveways for residents. The yellow lines at the southern end of Primrose Hill extend for around 50m before the road changes to Pound Avenue.

In addition to this stretch of yellow lines, there are further — no waiting at any time — restrictions at one of the entry gates of the school and — Keep Clear — markings that run parallel to the yellow lines on the corner of Pound Avenue and Primrose Hill Road. Vehicles can park on-street in areas that do not have waiting restrictions at present. There are currently no waiting restrictions at the northern junction with Haycroft Road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in reduced running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

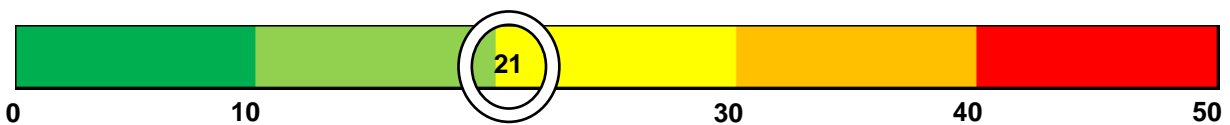
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

Although there are some minor issues with parking along Primrose Hill Road, they are not considered sufficient to require intervention. Therefore, no further action is proposed for Primrose Hill Road.

7.57 Providence Grove

Introduction

Providence Grove is a small residential cul-de-sac situated in the north-west of the Old Town ward. The grove is made up of a small number of residential properties with a large area of car park situated at the rear of the front facing properties. There are no waiting time restrictions currently in place in Providence Grove. Up to 10 cars can park on-street in front of the properties and a further 32 vehicles at the rear. Providence Grove is situated in close proximity to several amenities.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in a pinch point near the junction with Almonds Lane.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.
- Vehicles parking within the bays may cause difficulties for vehicle to manoeuvre;
- Some minor evidence of verge parking in certain parts of the street.

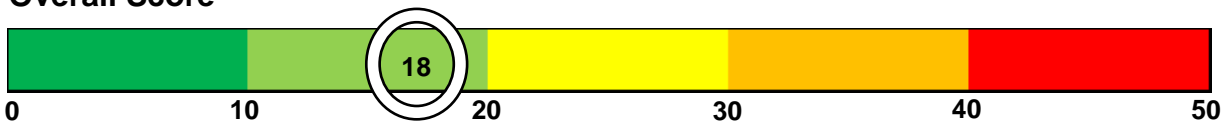
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

The Council has not received any correspondence from residents in Providence Grove to suggest parking is an issue. If the verge parking issue worsens, it may be necessary to consider a verge parking prohibition order. Based on the existing situation, no further action is required.

7.58 Pryor Court

Introduction

Pryor Court is a small cul-de-sac located in the north-east of the Old Town ward. The road is approximately 132m in overall length and 4.8m in width and has a number of residential dwellings situated along it. Pryor Court is a narrow road complete with footpath provision along one side of the carriageway. There are no waiting restrictions in the road. There are a small number of dwellings which have off-road parking facilities. Pryor Court is situated in a large network of residential roads which are close to several amenities.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

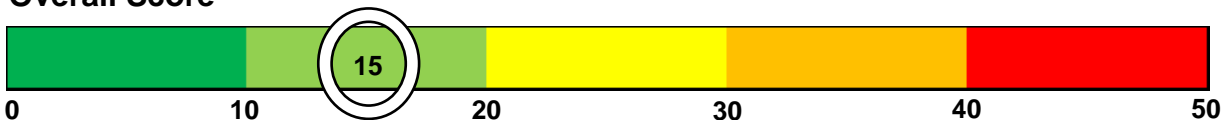
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 54-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

No further action is required in Pryor Court.

7.59 Rowan Crescent

Introduction

Rowan Crescent is a residential road located in the Old Town ward. The road is situated in the north-east section of the ward, in a dense cluster of nearby residential roads. The road is approximately 175m long and 5.2m wide and has a mix of off-road and on-street parking along the length of the road. There is an informal parking bay that runs parallel to the carriageway, which keeps the carriageway clear for traffic.

At the southern junction with Whitesmead Road, the road orientates north for approximately 112m and then runs east for 63m up to the junction with Ellis Avenue. There are no waiting time restrictions along the entirety of the road. There are some bollards in place near the junction with Whitesmead Road.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility slightly;
- Parking around bends restricting visibility slightly.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets;
- Some minor evidence of verge parking in certain parts of the street.

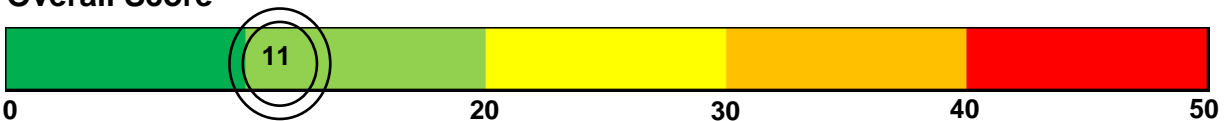
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

No correspondence has been received regarding Rowan Crescent. If the verge parking issue increases, it may be necessary to consider a verge parking prohibition order. Based on the existing situation, no further action is required.

7.60 Ryecroft

Introduction

Ryecroft is a small cul-de-sac approximately 210m in length and 5.4m in width that is located just east of the centre of the Old Town ward. The road commences at the junction with Greydells Road and consists of residential housing. As there are no waiting restrictions in the road, there are numerous locations for on-street parking. Very few residences have off-road parking, which means that the majority of residents will seek to park on the road. Ryecroft is situated in a network of residential streets, and the nearest arterial road is the A1155, located south of Ryecroft.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling around the green at the end of the cul-de-sac.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- School located within a 5-10 minute walk from the street.
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Narrow carriageway width around the green causes larger vehicles to mount the kerb and drive over the grass verge to pass vehicles parking on-street;
- Considerable verge damage caused through verge parking around the green. Figure 11 illustrates an example of the verge damage caused by parking in Ryecroft.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	3	On-street parking creates significant obstruction for all road users on the public highway



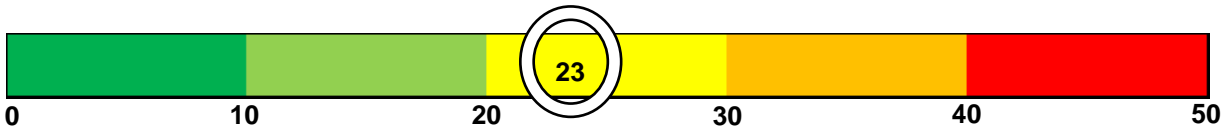
Figure 11 – Example of verge damage caused by parking in Ryecroft;

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

Due to the damage on the green around the end of the cul-de-sac, it is recommended that consideration is given to implementation of a verge parking prohibition order along Ryecroft to prevent verge parking causing damage to the grass. An alternative to this would be to install verge protection such as bollards or posts. However, this will create

an ongoing maintenance liability, so the preference should be to proceed with the prohibition order.



7.61 Sish Lane

Introduction

Sish Lane is a long residential road approximately 930m in length and between 6.8m-9.4m in width that runs east-west in the southern part of the Old Town ward. The road commences from the junction with Grace Way, a key local distributor road running westwards from the east to the junction with Trinity Road. This makes the road a good connector road for traffic. There are a number of side roads off Sish Lane, some of which are small cul-de-sacs and other connector roads. The road marks the boundary of the Old Town ward.

The road has a mix of properties, some with off-street parking. As a result, on-street parking occurs on both sides of the carriageway. In several locations along the road, parking bays have been implemented, which help keep the carriageway free. There are several locations where parking restrictions are in place including – no waiting at any time – and – no waiting at specific times. The A602 is located to the west of the Sish Lane/Trinity Road junction, so is very near an arterial road.

Sish Lane contains traffic calming measures, which suggest it is subject to high traffic volumes and there have been speeding concerns. This is unsurprising as the road is relatively straight and wide in places. Centre hatching and pedestrian crossings also support speed reduction, although there were a number of vehicles seen travelling at excessive speed along the road at different times of the day and night.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along certain parts of the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.
- Stevenage rail station located within walking distance of the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

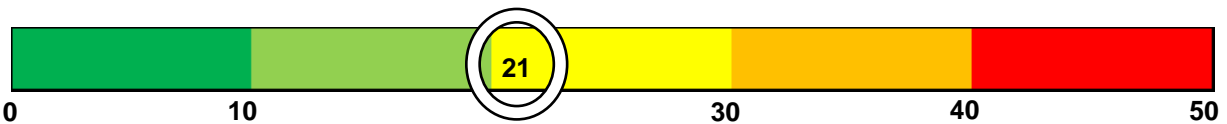
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

Although several different issues in the street have been identified, it is believed none are at a level where intervention is required. Therefore, the recommendation is that no further action should be taken in Sish Lane. The road should be monitored as there is a risk the situation could worsen, especially if demand for parking increases.

7.62 Southend Close

Introduction

Southend Close is a multi-branched residential cul-de-sac located just south of the centre of the Old Town ward. The road is one of a number of roads within a small area that is part of a current Residential Parking Scheme introduced in December 2020 with the hours of operation Monday – Friday from 09:30am – 3pm. The road is 245m in length and 5.5m in width with a large proportion of it used for on-street parking.

Just beyond the junction of Southend Close with Albert Street, there are a number of bays on the right, which provide parking for eight vehicles. There are other opportunities to park on-street for permit holders. There are no yellow line parking restrictions at the junction.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in a reduced running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street at a few pinch points.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand below 55% along the street during the hours the scheme is in operation. Parking demand is higher overnight and on Saturdays.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Southend Close.

7.63 Stanmore Road

Introduction

Stanmore Road is a residential road approximately 336m in length and 7.3m in width, located in the Old Town ward. The road starts at the roundabout in Walkern Road and Church Lane and there are — no waiting at any time — restrictions in place at this junction. From here, there are — no waiting at any time — restrictions in place on the northern side of the carriageway, but none on the southern side. Stanmore Road is included in a Residents Parking Scheme that was introduced in December 2020.

At a certain point, the road orientates in a north-easterly direction. Onwards from here, there are no waiting time restrictions in place for the remainder of the road, including the junction with Basils Road. Stanmore Lane is close to the A602, the nearest arterial road located in the west, and the road is close to local shops and amenities.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within a 5-10 minute walk from the street;
- School located within a 2-5 minute walk from the street.
- Health centre located within a 2 minute walk from the street;

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

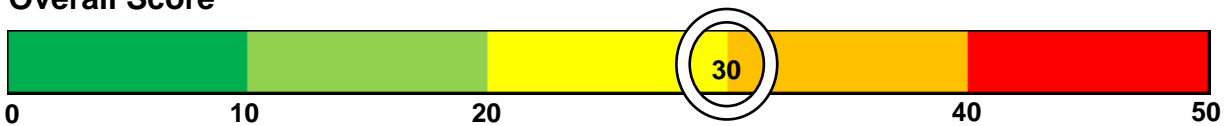
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

Although section 4.1 of this report states that the existing Resident Parking Scheme doesn't require modification, there is scope to consider minor amendments to Stanmore Road to resolve concerns around safety and access in particular. Due to the limited locations for vehicles to give-way to oncoming traffic, it may be beneficial to consider the installation of – no waiting at any time – restrictions in small places along the street. Two separate sections of restriction should be sufficient to resolve these concerns.



7.64 The Grange

The Grange is a small cul-de-sac comprising a school, residential housing and a private road, which branches off to the south. The overall length of the road is 152m with a width of 4.5m, including the school site. The road commences from the junction with the A602 and runs for approximately 55m up to the entrance of the Thomas Alleyne School.

Several of the houses have off-road parking and many drivers are able to park on the opposite side of the road. There are — no waiting at any time — restrictions that start at the junction with the A602 and continue along the road up to the entrance of the school. As the school has a primary access point at the end of The Grange, the road becomes busy at peak periods, which justifies the waiting restrictions.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- High Street located within a 5 minute walk from the street;
- School located within a 2-5 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

As there are already parking restrictions in place within The Grange, no further physical intervention is recommended. It would be beneficial if Civil Enforcement Officers could target the road at school drop-off and pick-up times for a period of time as this would discourage drivers from parking in the street.

7.65 Titmus Close

Introduction

Titmus Close is a small residential cul-de-sac situated off Sish Lane, next to a pedestrian underpass that links areas on both sides of Grace Way. The close is approximately 78m long and 4.9m wide and has no waiting restrictions at the time of this report. Many residences have off- road parking and there are some areas where on-

street parking can occur safely. Titmus Close is located in the south-east of the Old Town ward and is one of a dense cluster of residential roads.



Parking Issues

No parking issues were identified in the street.

Recommendation

No further action is required in Titmus Close.

7.66 Trafford Close

Introduction

Trafford Close is a single branched cul-de-sac of approximately 220m in length and is 5.8m wide. Located just north of the centre of the Old Town ward, the street is made up of residential housing, a number of those having off-street parking facilities. Along Trafford Close, there are areas where the amount of on-street parking is higher than in other areas, such as the end of street locations. There are no waiting time restrictions along Trafford Close, apart from double yellow lines at the junction with Weston Road. Trafford Close is in close proximity to Almond Hill Primary School.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Parking on footways, potentially forcing some pedestrians into the carriageway.
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- School located within a 2 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking during school drop-off and pick-up times causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

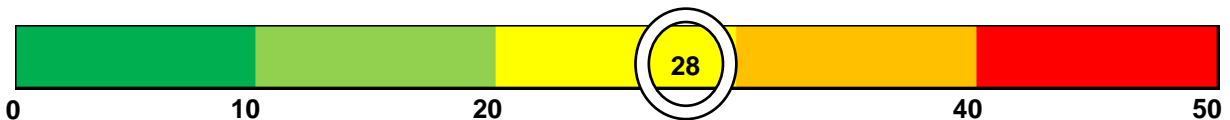
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

Although there are — no waiting at any time — parking restrictions at the junction of Trafford Close and Weston Road, it is believed these are insufficient to prevent dangerous parking close to the junction. Therefore, it is recommended that the existing yellow lines are extended to provide greater junction protection. On the northern side of Trafford Close, an extension of 6.5m is recommended, and 9m on the southern side.



7.67 Trent Close

Introduction

Trent Close is a twin-branched residential cul-de-sac located off Grace Way. The overall length of Trent Close is approximately 268m and is 5.8m in width and it has no waiting restrictions in place. Many residential houses in the close have provision for off-road parking, and there are some areas where residents choose to park on the road. Located in the north, just off the centre of the Old town ward, Trent Close is one of a network of residential roads situated near Grace Way, a prominent road orientating from north to south. The road is located close to local amenities.



Parking Issues

Dangerous Parking

- There are no concerns with dangerous parking along the street.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	0	On-Street parking causes no visibility issues for pedestrians and drivers

Restricted Access

- There are no concerns with restricted access along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	0	Parking restrictions in place prevent access difficulties from occurring

Trip Generators

- School located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- There are no concerns with inconsiderate parking along the street.

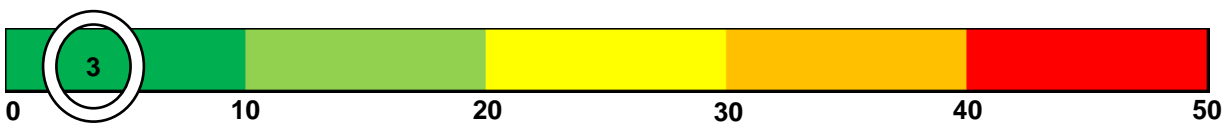
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	0	No obstruction is caused by on-street parking

Street Capacity

- On-street parking occupancy below 55% throughout the street.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	0	On-street parking occupancy below 55% within the designated road

Overall Score



Recommendation

No further action is required in Trent Close.

7.68 Victoria Close

Introduction

Victoria Close is a residential cul-de-sac approximately 135m in length and 6.3m in width, located centrally in the Old Town ward. This road is one of a number of roads in a small area that are part of a current Residential Parking Scheme that came into operation in December 2020, with the hours of operation Monday – Friday from 09:30am – 3pm. The road commences from the junction with Albert Street and comprises a garage block and an allocated stretch of designated garages on the left as Victoria Close is entered.

Further on, there is residential housing, many having provision for off-road parking. Although Victoria Close is a cul-de-sac, there is pedestrian access to Grove Road, a residential street to the north. There are yellow line restrictions along the extent of Victoria Close, including the junction with Albert Close.



Parking Issues

Dangerous Parking

- Parking around bends restricting visibility.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in slightly reduced running lane for traffic.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5-10 minute walk from street;
- School located within a 2-5 minute walk from street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

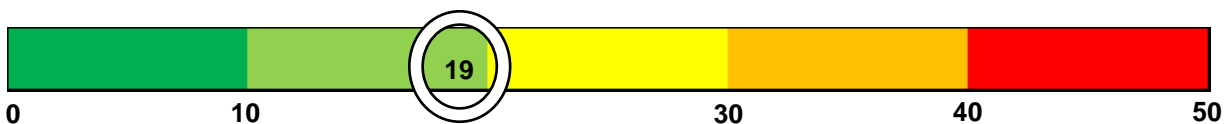
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	1	On-street parking creates minor obstruction for some road users on the public highway

Street Capacity

- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

No further action is required in Victoria Close.

7.69 Walkern Road

Introduction

Walkern Road is a large residential street approximately 967m in length and 7.2m in width, located centrally within the Old Town ward. The A602 is the nearest arterial road to Walkern Road, which is located in the east. As previously discussed, the road is predominantly residential with a public house situated centrally. To the east, the road starts with a one-way two-branch orientation with predesignated parking bays located in both directions. There is also a spur that orientates north from Walkern Road, and this contains residential housing along with the Barclay Academy located at the end of the road.

To the east, at the junction with Almonds Lane, there are no waiting time restrictions in place currently. The road is in close proximity to local shops and amenities and the A602 is the closest arterial road, located in the west. There is currently an RPS in operation located just along from the roundabout with Church Lane and Stanmore Road. The RPS has adequate signage.



Parking Issues

Dangerous Parking

- Parking on both sides of the carriageway, which restricts visibility in places;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along some parts of the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within more than a 10min walk from the street;
- School located within a 2-5 minute walk from street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking in places causing vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Parking on footways preventing pedestrian access for those with pushchairs or wheelchairs.
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

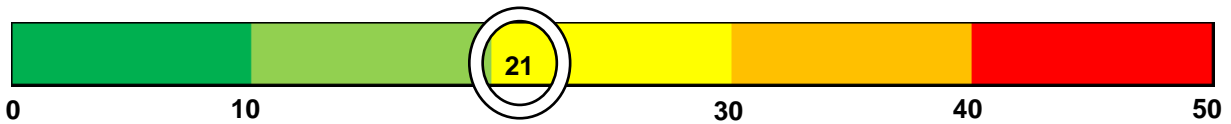
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

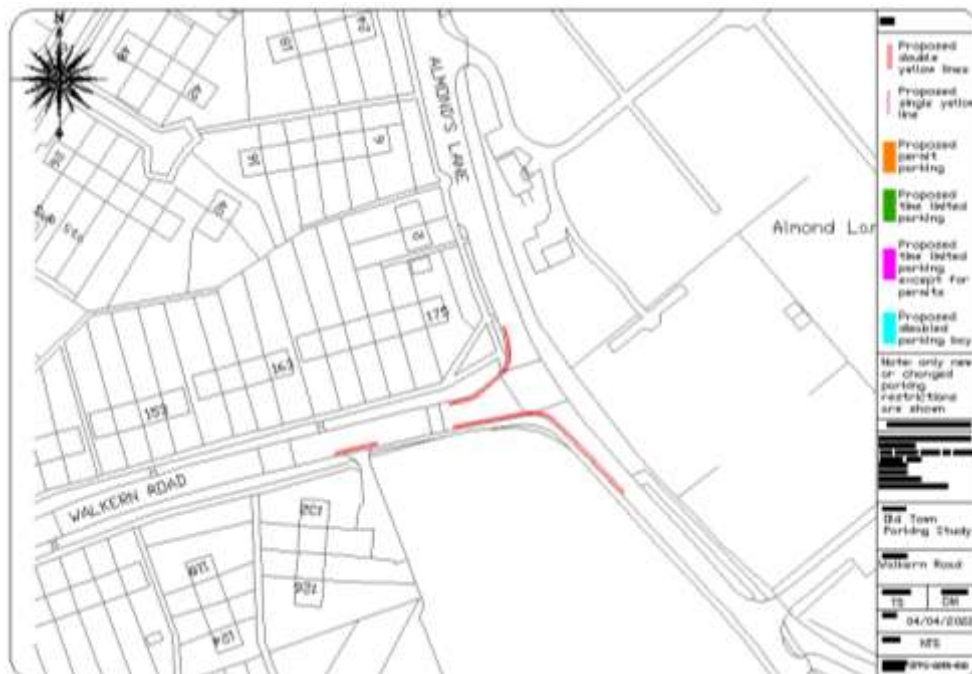
Overall Score



Recommendations

No changes need to be made to the existing Residents Parking Scheme. Outside of this section, it is recommended that — no waiting at any time — restrictions are introduced at the junction with Almonds Lane. Due to the location of uncontrolled crossing points, it is recommended that the restrictions are extended to cover these points. Therefore on the northern side of Walkern Road, a restriction of 20m is proposed and one 20.5m in length on the southern side of Walkern Road.

There is a private access onto Walkern Road that has been subject to previous correspondence from stakeholders, requesting for parking restrictions to be implemented to protect the access point. Parking restrictions could be implemented at this location, although the existing Keep Clear road marking appears to be effective. As this marking is only advisory, it may be worthwhile installing — no waiting at any time — restrictions.



7.70 Watson Road

Introduction

Watson Road is a residential road located in the south-west of the Old Town ward. The road orientates back on itself with a spur located on the north side. The largest part of the road is approximately 300m in length with an additional 65m for the spur and the carriageway being 5.4m wide. The primary section of the road has residential housing, a large majority of which has off-street parking. The parking allocation is augmented by car parking bays located at strategic points along the road.

Off the southernmost junction with Kilby Lane, there is a play park located on an area of green space frequented by nearby residents. There are currently no waiting time restrictions along Watson Road or any junctions off the road. Various vehicles were found parked on-street at points along the road and it was deemed that this was acceptable, not assessed as a safety risk or a particularly high volume of unsafe on-street parking.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Parking around bends restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- Stevenage rail station located within a 5-10 minute walk from the street;
- Business park located within a 5-10 minute walk from the street;
- High Street located within more than a 10min walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

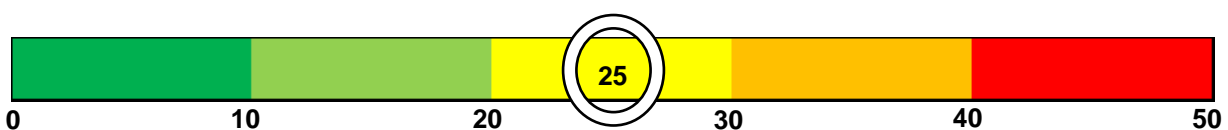
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- On-street parking demand between 55-69% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	1	On-street parking occupancy between 55-69% within the designated road

Overall Score



Recommendation

Based on the proximity of the street to nearby trip generators, safety concerns with on-street parking in various locations within the street, and the relatively high amount of commuter parking, it is recommended that the incorporation of Watson Road into a new Residents Parking Scheme should be considered. This would require an initial consultation with local residents to determine the appetite for such a scheme.

7.71 Weston Road

Introduction

Weston Road comprises a number of sections that are joined together to form a 870m long and between 5.1m-7.6m wide road that runs from the northern limits of the Old Town ward to a cul-de-sac near the junction of Letchmore Road and Walkern Road. From the north, the road runs south past a school before splitting at the junction with Almonds Lane, at which point it changes direction to the south-west. It then proceeds in this direction until the end. There are also two small spurs that travel south-east and north-west.

There are different parking environments within the sections. The northern sections of the road have properties with more off-street parking provision than the south-west. Therefore, there is a higher demand for parking in this section. Weston Road is almost central to the A602 and A1155, the two arterial routes in the Old Town ward. The road is close to key local roads such as Martins Way and Grace Way that provide good connections.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Long sections of on-street parking with no parking places restrict visibility;
- Risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	2	On-Street parking causes visibility issues for pedestrians and drivers

Restricted Access

- Parking on one side of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles likely to have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	2	On-Street parking causes access difficulties for larger vehicles such as emergency services & refuse vehicles

Trip Generators

- High Street located within more than a 10min walk from the street;
- School located within a 2 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	3	Key trip generator is located within a 5min walk of the designated road; Utility trip generator is located within a 2min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking causes vehicles to park close to driveways;
- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- Vehicles parking and damaging grass verge, and overhanging the footway;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on both sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

There is an existing — no waiting at any time — restriction in place at the junction of Weston Road and Almonds Lane. It is recommended that this is extended on the northern side of the road by a further 7m to provide additional junction protection.

Due to the inconsiderate parking occurring in the central part of the southern-western section of road, it is recommended that a new — no waiting at any time — restriction is installed on the northern-western side for a length of 57m from the boundary of property nos. 71 & 73. For the same reason, it is recommended that a new — no waiting at any time — restriction is installed from the junction with the southern-eastern spur of Weston Road for a length of 80m.

It is recommended that consideration is given to implementation of a verge parking prohibition order to prevent verge parking causing damage to the grass.

Along the section of Weston Road that extends from Rectory Lane (to the north) to Almonds Lane (to the south), it is recommended that a — no waiting at specific time — restriction is implemented to cover the lay-by just south of the school car park. This should cover both school drop-off and pick-up times. The purpose of this recommendation is to allow vehicles waiting to access the school car park the opportunity to wait temporarily in the lay-by until a space is available in the car park. This will prevent vehicles parking the layby, which results in traffic waiting in the carriageway. This creates a safety risk and causes additional congestion during school drop-off and pick-up times.

Figure 12 provides an example of this issue, which was identified during two separate site visits on different days.



Figure 12 – Example of parking issue along Weston Road during school pick-up time



7.72 Whitesmead Road

Introduction

Whitesmead Road is a residential road located east of the centre of the Old Town ward. It is approximately 425m in length and between 5.3m-9.3m in width and orientates from west to east. The A1072 is the closest arterial road and is located to the north of Whitesmead Road. To the east, the road commences at the junction with Hellards Road and there are currently no waiting time restrictions at this junction. Travelling east, the

road is densely populated with residential housing on both sides of the carriageway and parking bays present on both sides.

Along Whitesmead Road, there are five residential roads which branch off to the north and south. Parking is largely possible along the full extent of Whitesmead Road and there are 17 parking bays located at the end of the road with provision for one disabled space. Overall, there are no waiting time restrictions along Whitesmead Road or any junctions located along its length.



Parking Issues

Dangerous Parking

- Parking on or near junctions restricting visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Parking on one sides of the carriageway results in narrow running lane for traffic;
- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within more than a 10min walk from the street;
- School located within a 5-10 minute walk from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	1	Key trip generator is located within more than a 10min walk of the designated road; Utility trip generator is located within a 5-10min walk of the designated road.

Inconsiderate Parking

- Parking on and close to junctions causing difficulties for drivers to access and egress into adjacent streets;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

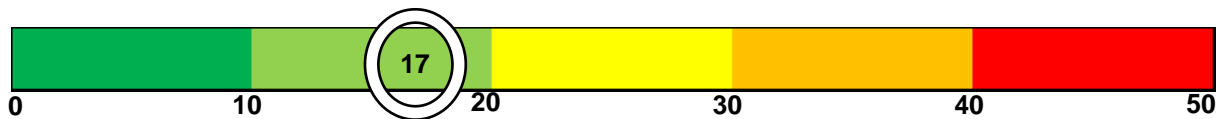
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on one side of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendation

It is recommended that consideration is given to implementation of a verge parking prohibition order along Whitesmead Road to prevent verge parking causing damage to the grass. An alternative to this would be to install verge protection such as bollards or posts. However, this will create an ongoing maintenance liability, so the preference should be to proceed with the prohibition order.



7.73 Woolners Way

Introduction

Woolners Road is a residential road approximately 323m long and 6.7m in width, located in the Old Town ward and containing a petrol station. The road commences at a split point to the south with Chequers Bridge Road and Trinity Road, which is just off the A602. Along the whole road, there is a mix of off-road parking facilities and on-street parking provision. To create natural breaks in traffic flow and priority passing opportunities, there are large sections of — no waiting at any time — restrictions in place that switch sides of the carriageway along the road.

From the south, travelling north, there are several junctions that spur off the east side of the carriageway that currently also have — no waiting at any time — restrictions in place. There is a cul-de-sac spur to the north near Green Street that also has residential housing along it. Only the junction point and a small strip to the northern side of the carriageway have any current waiting time restrictions in place. The road is very well positioned for local amenities and trip generators and the closest arterial road is the A602, located in the east as previously stated.



Parking Issues

Dangerous Parking

- Long sections of on-street parking with no parking places restrict visibility;
- Slight risk of vehicular collisions due to on-street parking reducing road width.

Criteria	Priority	RAG Status	Guidelines
Dangerous Parking	5	1	On-Street parking causes minor visibility issues for pedestrians and drivers

Restricted Access

- Larger vehicles such as emergency service, refuse, and delivery vehicles may have difficulties travelling along the street.

Criteria	Priority	RAG Status	Guidelines
Restricted Access	4	1	On-street parking may cause access difficulties for larger vehicles

Trip Generators

- High Street located within a 5–10-minute walk from the street;
- Stevenage train station within walking distance from the street.

Criteria	Priority	RAG Status	Guidelines
Trip Generators	3	2	Key trip generator is located within a 5-10min walk of the designated road; Utility trip generator is located within a 2-5min walk of the designated road.

Inconsiderate Parking

- High demand for on-street parking provides little space for vehicles to give-way;
- On-street parking opposite driveways and junctions causing difficulties for drivers to access and egress into adjacent streets.

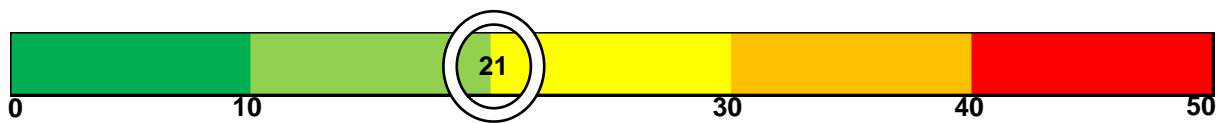
Criteria	Priority	RAG Status	Guidelines
Inconsiderate Parking	2	2	On-street parking creates obstruction for road users on the public highway

Street Capacity

- Parking on one sides of the carriageway results in narrow running lane for traffic;
- On-street parking demand between 70-84% limiting space availability in certain areas.

Criteria	Priority	RAG Status	Guidelines
Street capacity	1	2	On-street parking occupancy between 70-84% within the designated road

Overall Score



Recommendations

Due to the nearby trip generators, and higher amount of parking occurring during the day compared to night, it is recommended that the introduction of a Residents Parking Scheme in Woolners Way is considered. This would cover the main road and also the spur road. It is recommended that initially a consultation exercise is undertaken with residents to understand the level of support for a scheme.

It is also recommended to extend the existing — no waiting at any time — restriction on the eastern side between the eastern spur and Green Street to prevent two or three vehicles parking in this section. The proposed restriction will increase visibility in advance of the bend, which will reduce the likelihood of vehicles colliding at the point of the bend.



7.74 Old Town Street Scores from Parking Assessment

Table 6 provides the list of streets within the Old Town ward and how they scored using the criteria outlined in section 6. The streets are listed in the total score order, with the highest scored streets at the top.

Street	Dangerous Parking (5)	Restricted Access (4)	Trip Generators (3)	Inconsiderate Parking (2)	Street Capacity (1)	Total Score
High Street (Bowling Green to A602)	2	3	3	3	3	40
Haycroft Road	2	3	2	2	2	34
Letchmore Road	2	2	3	2	3	34
Basils Road	2	2	3	2	2	33
Grove Road	2	2	3	2	2	33
Weston Road	2	2	3	2	2	33
Alleyns Road	2	2	2	2	3	31
Greydells Road	2	2	1	3	3	30
Stanmore Road	2	2	2	2	2	30
Bowling Green	1	2	3	2	3	29
Ingleheim Court	2	2	2	2	1	29
Pound Avenue	2	1	3	2	2	29
Barclay Crescent	1	3	1	3	2	28
Trafford Close	2	1	3	2	1	28
Bridge Road West	1	2	3	2	1	27

Street	Dangerous Parking (5)	Restricted Access (4)	Trip Generators (3)	Inconsiderate Parking (2)	Street Capacity (1)	Total Score
Green Street	2	1	2	2	3	27
Essex Road	2	2	1	2	1	26
Drapers Way	1	1	3	2	3	25
High Street (Trinity Road Gates Way)	1	1	3	2	3	25
Kilby Road	1	2	2	2	2	25
Watson Road	2	1	2	2	1	25
Hellards Road	2	1	1	2	2	23
Ryecroft	1	2	1	3	1	23
Albert Street	1	1	3	1	2	22
Church Lane	1	1	3	1	2	22
Hawkes Lane	1	2	1	2	2	22
Langthorne Avenue	1	2	1	2	2	22
Longcroft Road	1	2	1	2	2	22
Jones Close	1	1	2	2	2	21
Pike End	1	1	2	2	2	21
Primrose Hill Road	1	1	3	1	1	21
Sish Lane	1	1	2	2	2	21
Walkern Road	1	1	2	2	2	21
Woolners Way	1	1	2	2	2	21
Chambers Gate	1	1	2	2	1	20
Headingley Close	1	1	2	2	1	20
Southend Close	1	1	3	1	0	20
Hammond Close	1	1	2	1	2	19
Orchard Road	1	1	2	1	2	19
Victoria Close	1	1	2	1	2	19
Almonds Lane	1	1	2	1	1	18
Brick Kiln Road	1	1	2	1	1	18
Bridge Road	1	1	2	1	1	18
Ellis Avenue	1	1	1	2	2	18
Ivel Road	1	1	2	1	1	18
Larkinson	1	1	2	1	1	18
Providence Grove	1	1	1	2	2	18
Fairview Road	1	1	2	1	0	17
Franklins Road	1	1	1	2	1	17
Orchard Crescent	1	1	2	1	0	17
Whitesmead Road	1	1	1	2	1	17
Aldock Road	1	1	1	1	2	16
Boxberry Close	1	1	1	1	2	16
Gates Way	1	0	2	1	3	16
Hilton Close	1	1	1	1	1	15

Street	Dangerous Parking (5)	Restricted Access (4)	Trip Generators (3)	Inconsiderate Parking (2)	Street Capacity (1)	Total Score
Lawrence Avenue	1	1	1	1	1	15
Pryor Court	1	1	1	1	1	15
Fresson Road	1	1	1	1	0	14
Mayles Close	1	1	1	1	0	14
Primett Road	0	0	3	0	3	12
Rowan Crescent	1	0	1	1	1	11
Four Acres	0	1	1	1	0	9
Dewpond Close	0	1	1	1	0	9
Julians Road	0	0	2	0	3	9
Leggett Grove	0	1	1	1	0	9
The Grange	0	0	3	0	0	9
Ditchmore Lane	0	0	2	0	2	8
Greenfield Road	0	1	1	0	0	7
Inn's Close	0	0	2	0	0	6
Chequers Bridge Road	0	0	2	0	0	6
Gaylor Way	0	0	1	0	0	3
Trent Close	0	0	1	0	0	3
Titmus Close	0	0	0	0	0	0

Table 6 – Parking assessment scores for Old Town ward streets

7.75 Summary of Dangerous Parking

In reviewing the results of table 6, it is encouraging that no streets scored the highest **RAG** rating (3) for dangerous parking. If any street had scored a 3, there would be an urgent need to implement a parking intervention to reduce the impact. 16 streets scored a 2 for dangerous parking. This suggests that these streets require an intervention to improve the safety for all road users. In the majority of cases this can be achieved through junction protection. In other roads the need is to reduce the amount of on-street parking to improve visibility, which may involve removing parking on one side of the carriageway or providing gaps in parking to allow traffic to safely pass.

44 streets scored a 1 for dangerous parking. In these streets, a slight concern was raised, but the extent of the issue wasn't deemed likely to impact visibility to a level that may require intervention, unless further issues were identified. 15 streets scored 0. In these streets either existing parking restrictions prevented any dangerous parking, or the surveys demonstrated no concerns at all.

Figure 13 illustrates the breakdown of scores for dangerous parking across all streets in the Old Town.

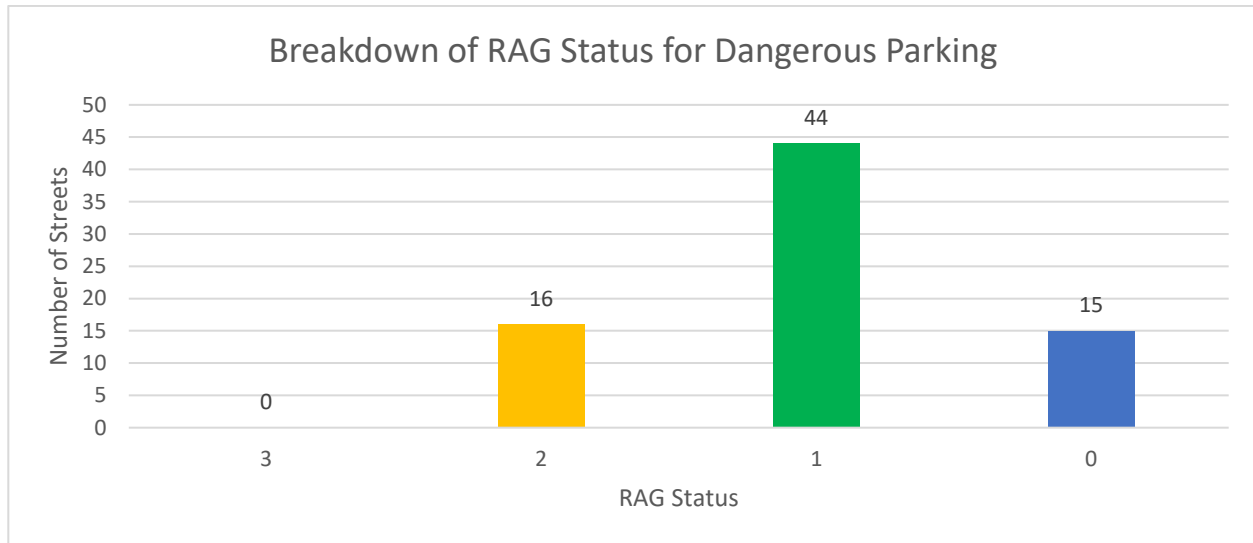


Figure 13 – Breakdown of RAG status for dangerous parking

7.76 Summary of Restricted Access

Restricted access was classified as the second highest priority out of the five assessment criteria included within this study. Whilst not as severe as dangerous parking, there could be major consequences if a street scored a 3 as part of the RAG rating. Three streets scored a 3 for restricted access. All three of these streets have proposed interventions that should mitigate these concerns that were raised during the site assessments. 16 streets scored a 2, which highlights concerns with access that may cause issues for larger vehicles. All of these streets also have proposed interventions recommended that should mitigate against the concerns raised.

45 streets scored a 1 for restricted access. This means that on-street parking may cause some minor issues for vehicular or pedestrian access, at specific points along a street, but on the whole, there are no issues that require intervention. Some of these streets have proposed interventions, but this is due to additional issues that have been raised alongside the minor concerns with restricted access. 11 streets scored a 0. In these streets either existing parking restrictions prevented issues with access, or the surveys demonstrated no concerns at all.

Figure 14 illustrates the breakdown of scores for restricted access across all streets in the Old Town.

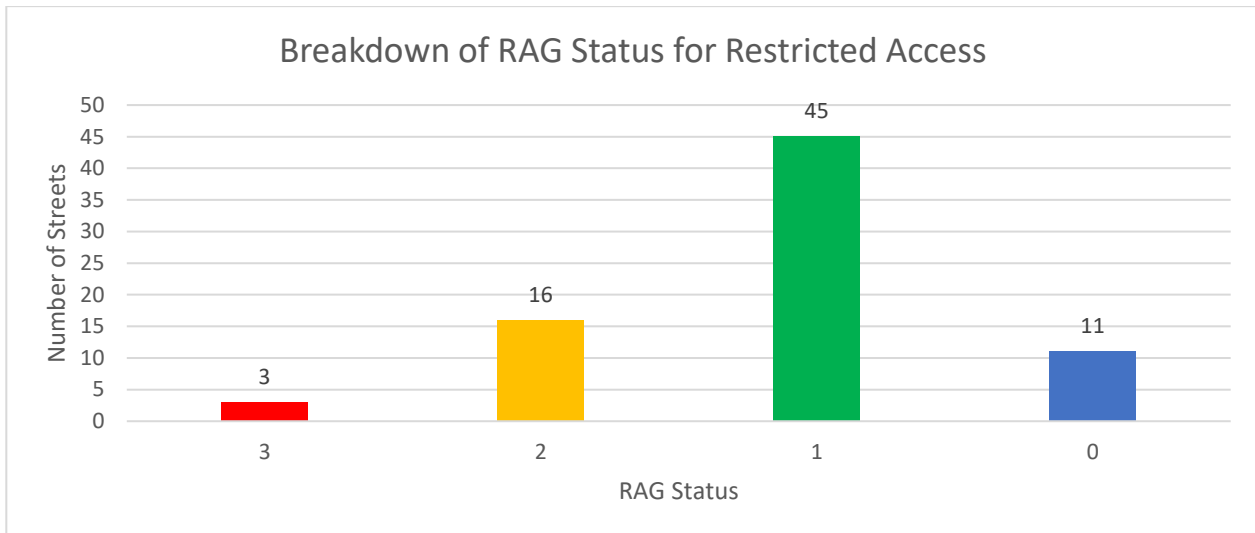


Figure 14 – Breakdown of RAG status for restricted access

7.77 Summary of Trip Generators

Trip generators was classified as the third highest priority out of the five assessment criteria included within this study. The score allocated to streets for trip generators was focused on the average walking time from the street to the trip generators. The closer to key trip generators, the greater the likelihood for the street to see a higher percentage of non-residential parking. Trip generators was the criterion that saw the most scores of 3, with 20 streets receiving this score. These streets are either within a 5-minute walk of a key trip generator or a 2-minute walk of a utility trip generator i.e. schools. The majority of these streets either have a proposed intervention to reduce the impact of non-residential parking or have existing interventions in place to prevent this occurring.

31 streets scored a 2 for trip generators. This means there is a high likelihood some vehicles parking within the street will be non-residential during the day. 26 streets scored a 1, which means there are trip generators within walking distance, but the additional distance is likely to discourage many from parking in the street. Only one street (Titmus Close) was classified as being a sufficient distance from trip generators that means it's highly unlikely non-residents would park in the street to walk to the destination.

Figure 15 illustrates the breakdown of scores for trip generators across all streets in the Old Town.

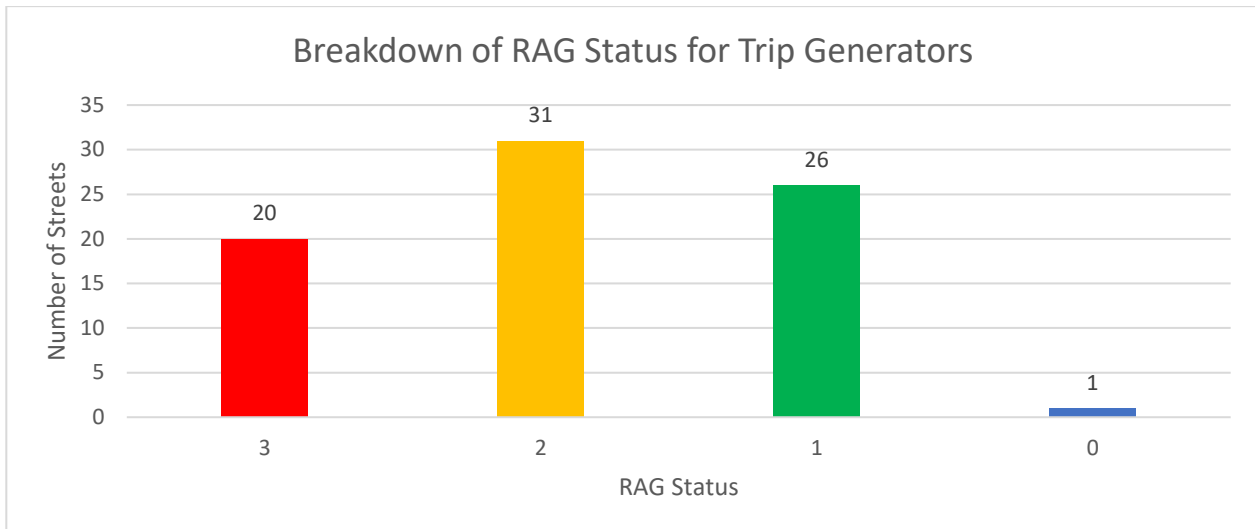


Figure 15 – Breakdown of RAG status for trip generators

7.78 Summary of Inconsiderate Parking

Inconsiderate parking was classified as the fourth highest priority out of the five assessment criteria included within this study. This criterion was more focused at specific points within a street such as parking close to driveways, pavement parking, and parking close to junctions, all of which may cause issues for drivers and pedestrians. Five streets scored a maximum of 3, which means the on-street parking causes significant obstruction at least at one specific point along a street. All these streets have proposed interventions to alleviate the issues that are currently experienced.

35 streets scored a 2 for inconsiderate parking. Out of all the assessment criteria, this is the highest for the score of 2. A score of 2 for inconsiderate parking means there is a clear obstruction within the street at least at one point, although it's unlikely to cause major disruption to drivers and pedestrians. Some streets that scored a 2 for this criterion have proposed interventions recommended, whereas others do not. The streets where interventions are recommended, have the recommendations due to additional issues that were identified alongside the issues with inconsiderate parking.

27 streets scored a 1 for inconsiderate parking. A score of 1 was issued in streets where a minor issue with inconsiderate parking was identified, but the issue isn't considered to be at a level that requires parking intervention i.e. vehicles can access and egress from driveways but there is limited space either side of the access. 11 streets scored 0. In these streets either existing parking restrictions prevented inconsiderate parking, or the surveys demonstrated no concerns at all.

Figure 16 illustrates the breakdown of scores for trip generators across all streets.

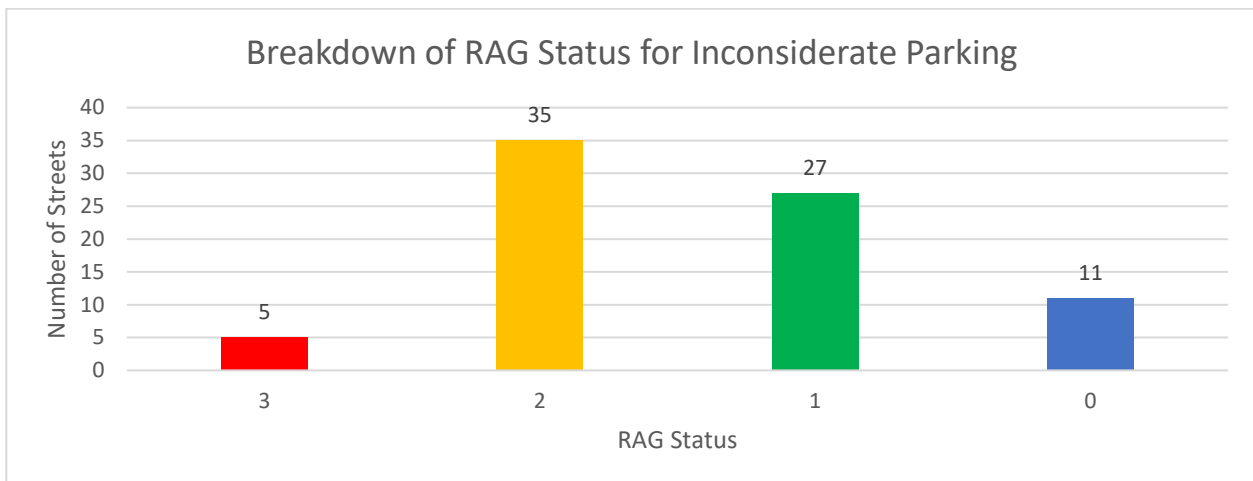


Figure 16 – Breakdown of RAG status for inconsiderate parking

7.79 Summary of Street Capacity

Street capacity was classified as the lowest priority out of the five assessment criteria included within this study. The purpose of this criterion was to understand the amount of available parking within a street and the demand for parking. For example, if two streets provide 100 parking spaces and one street has an average of 85 vehicles parking in the street, whereas the other only has 50, on-street parking interventions would more likely be required in the street with the higher demand. 12 streets scored a 3 for street capacity, which means the amount of on-street parking in these streets is 85% or above. At this point, it can be challenging for drivers to locate a parking space without causing a slight hindrance to some road users (vehicles and pedestrians).

27 streets scored a 2 for street capacity. This means the parking occupancy is between 70%-84%. With this demand of parking, it may not be possible to park close to the intended destination, but parking on-street shouldn't cause any issues to other road users. 23 streets scored a 1, which means parking occupancy is between 55%-69%. Parking close to the intended destination should be relatively straight forward and no parking issues should occur. 16 streets scored 0, which means parking occupancy is below 55%.

Figure 17 illustrates the breakdown of scores for street capacity across all streets in the Old Town.

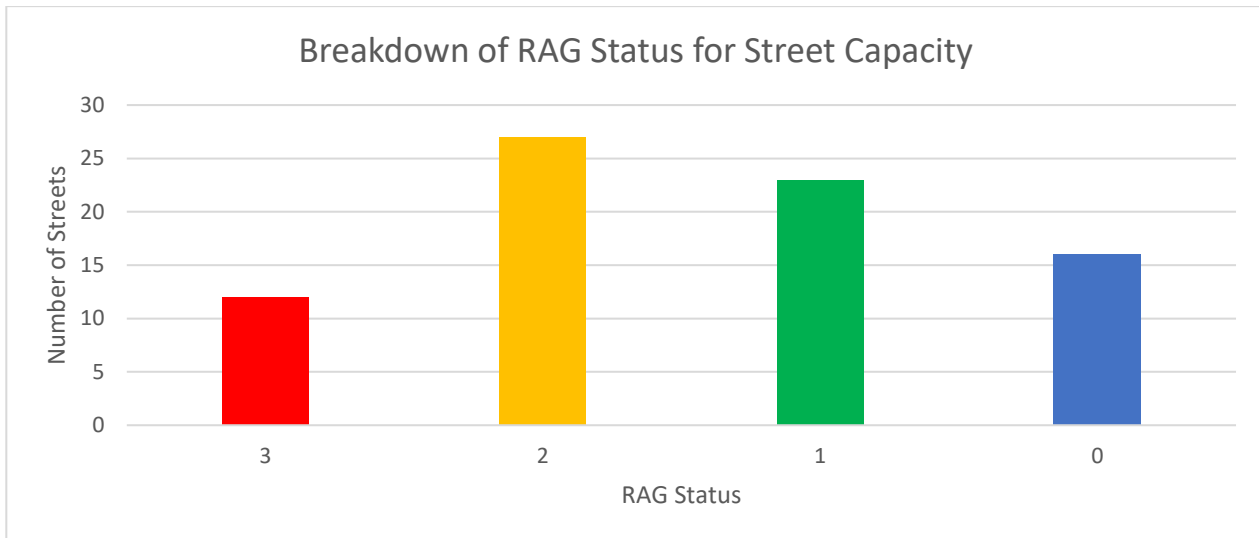


Figure 17 – Breakdown of RAG status for street capacity

8.0 POTENTIAL INTERVENTIONS

8.1 Introduction

Having undertaken the investigation into parking issues experienced on-street, it was possible to consider interventions that would either mitigate the issues identified, or at least partly resolve the issues identified. The nature, location and severity of the parking issues identified, mean there isn't a one boot fits all approach to resolving the issues across the borough. Therefore, a number of potential interventions have been investigated to ensure each road can be resolved using the most appropriate intervention.

After the initial sifting of potential interventions, four viable interventions have been identified, which should allow each road where there is on-street parking concerns to be successfully mitigated if every site was progressed and delivered. Although this isn't likely due to the number of roads and the cost involved, it's still important to have mitigating actions for each road as differing interventions will have different costs associated. This means that some of the lower priority sites may still be progressed if small amounts of funding are available.

It will also allow roads within close proximity to one another that can be resolved using the same interventions to be grouped together, which may provide cost savings. For example, if there are a number of roads that require the implementation of No Waiting At Any Time restrictions, this can be incorporated into one Traffic Regulation Order.

There are a number of sites across the ward where an effective intervention would be to provide additional parking supply such as converting existing verges into parking bays (as shown in the example below). However, it was noted within the project brief that Stevenage Borough Council is unable to fund the construction of new parking spaces. In addition to funding, the implementation of additional parking would negate other adopted policies that look to improve and protect the greenspace and reallocate the road space to pedestrians and cyclists. This enhances the environment and improves sustainability.

Therefore, the allocation of additional parking space wouldn't be supplied, rather Stevenage Borough Council will look to enhance efforts into improving sustainable infrastructure and localised improvements.



Each of the four interventions that have been identified as part of this study, which may resolve parking issues experienced currently, are summarised below.

8.2 Parking Prevention Restrictions

Parking restrictions are an effective solution to controlling traffic in populated urban areas such as residential streets. It provides control on where vehicles can and cannot park, which is extremely useful when parking demand outweighs available supply. Parking restrictions ensure the areas along a road where on-street parking isn't suitable such as bends, and narrow roads are kept free.

There are a number of parking restrictions that can be considered. No waiting at any time (double yellow lines) would prevent on-street parking at all times. This would be the recommendation based on a road safety perspective. As many streets have limited

capacity for on-street parking, the use of this restriction should be limited to critical areas such as at and near junctions.

Alternatively, no waiting at specific times (single yellow lines) could be implemented to cover a period of the day. This could be an inclusive time such as 9am till 5pm or at intervals such as 10am-12pm and 2pm-4pm. This would prevent all day parking.

There are examples within Stevenage Old Town ward where no waiting at specific time is in operation to avoid day-time parking. Whilst this will prevent day-time parking, it will not be effective outside the hours of operation i.e. in the evening. Therefore, the use of no waiting at specific times should generally be used in locations where parking during the day would cause issues but those issues would unlikely occur in the evening. An example of this would be a bus route, where on-street parking can cause access difficulties. If there is no evening bus service, parking can occur.

Figure 18 illustrates an example of a street in the Old Town ward where parking restrictions would be a viable intervention to improve safety and access for vehicles.



Figure 18- Example of Alleyns Road where on-street parking restrictions would be a suitable intervention

If a street has long lengths of unrestricted parking, it may be necessary to consider less intrusive interventions to restricting total lengths due to the likely objection from local residents. Long lengths of parking can be a significant safety risk, especially if visibility is restricted and vehicles may not expect oncoming traffic. In this instance, the intervention should consider implementing small sections of parking restrictions that allow vehicles to pull in and give way to oncoming traffic. This allows vehicles to remain on-street but ensures visibility isn't restricted. This restriction can be no waiting at any time or no waiting at specific times.

Figure 19 provides an example of a street in the Old Town ward where small sections of parking restriction would be a viable intervention to restrict long lengths of parking, to increase safety.



Figure 19 – Examples of parking restriction to control parking in Ivel Road

8.3 Limited Waiting Parking Restrictions

As outlined in the study, there are a number of trip generators in the Old Town ward, or close to the ward, which would attract on-street parking. Examples of these trip generators include the High Street, schools, and colleges, Stevenage rail station and the hospital. It's important to provide opportunities for parking for trip generators, as without parking it can cause considerable problems. Where possible, off-street parking should be the preference to avoid on-street parking demand impacting the road network. Sometimes this isn't possible, or short-term parking is required.

In the situation where on-street parking is required for a trip generator, it's crucial that there are limitations in the length of stay available. Without any restrictions, there is a risk that vehicles will park all-day such as employees for the trip generator. Unrestricted parking close to trip generators will likely lead to congestion, inconsiderate parking, an inconvenience to residents, and a low turnover of spaces. Therefore, a viable intervention for consideration across the Old Town ward is to implement limited waiting parking bays.

The length of time associated with the bays should be decided on a location-by-location basis. For example, limited waiting bays near shops and restaurants may benefit from a 2-hour limited wait, whereas a rail station may benefit from 30-minute limited waits for drop-offs and pick-ups.

A limited waiting restriction requires a parking bay and sign, which provides the times of operation. This should include the hours and days of operation, the length of time vehicles cannot return, as well as the permitted length of wait. Without this information, the bay will not be enforceable. Limited waiting bays are generally provided in areas where parking isn't permitted elsewhere, such as areas of no waiting at any time. It can be possible to combine limited waiting restrictions with other restrictions such as Resident Permit Schemes to create dual use bays. In this case, the limited waiting time would apply to anyone who doesn't have a permit.

Figure 20 provides an example of a limited waiting restriction in place along Ditchmore Lane. This is in place as the street is in close proximity to a shopping centre.



Figure 20 – Example of limited waiting control to prevent all-day parking along Ditchmore Lane

8.4 Resident Parking Scheme

A Resident Parking Scheme (RPS) is a street or area where parking controls are introduced with an exemption for permit holders, who are traditionally residents or local businesses. This is often implemented in areas that have high volumes of vehicles parking that are not residents of that area or street such as commuters. The reason for this increase of non-resident parking is usually focused on nearby trip generators such as public transport stations, town centres, and popular amenities. Parking in residential streets without restriction allows all-day parking for non-residents that will cause issues, such as those that have been summarised above.

There is only a limited amount of space for parking in residential streets. The amount of parking possible is largely due to the width and length of the road. Roads with wider carriageways enable parking on both sides of the carriageway, which increases capacity

by 50%. Narrow roads do not allow this due to the potential traffic flow and/or safety issues that may arise, especially with larger vehicles including emergency vehicles and refuse vehicles. Whilst the public highway doesn't provide any right to park, it's acknowledged that many properties do not have off-street parking, and vehicles need to park somewhere.

An RPS provides priority to residents and local businesses during times of operation and prevents vehicles without a parking permit parking all day. There are a number of methods to achieving a successful RPS. Some schemes prevent parking all-day without a permit i.e. 9am-5pm Monday to Saturday. Other schemes only restrict parking for short periods i.e. 10am-11am Monday to Saturday. This allows parking at all times apart from this period. Commuter parking that is likely to occur for all-day periods will be discouraged from parking due to the possibility of enforcement.

Schemes require a policy to illustrate the criteria for permit parking schemes. For instance, how many permits each house is entitled to, the cost of the permits, and how many visitor permits are allowed. It also provides the opportunity for the local authority to refer to qualification principles. An example would be the number of properties with off-street parking. If a street has too many households with off-street parking available, there is a risk that a scheme will be supported, but no permits purchased, to restrict others from parking. This can have a negative impact on the scheme.

Figure 21 provides an example of a street in the Old Town ward that is part of a Permit Parking Area (PPA). A PPA doesn't provide parking bays, which allows additional parking to occur as parking bays reduce the amount of available carriageway.



Figure 21 – Example of Resident Parking Scheme

8.5 Verge Prohibition Orders & Verge Protection

There are a number of locations across the Old Town ward where grass verges have been damaged through vehicles parking on the verge. This can be prevented by either implementing a verge prohibition order or installing verge protection measures. The preference should always be to introduce verge prohibition orders prior to considering verge protection, as there is less impact and ongoing maintenance costs.

If verge protection measures are required, providing the space between each bollard or post is not too great, it is not possible for a vehicle to park between, meaning the driver has to seek alternative parking arrangements. There is a risk that the bollards or posts can be damaged that will then allow parking to continue. However, this is an act of criminal damage and if evidence can be collected, offenders can be prosecuted.

Although the cost of bollards and posts are low, there is no need to install excessive amounts as it can make an area look untidy and results in a far greater maintenance liability. Bollards placed approximately 2.0m apart are usually sufficient. Both bollards and posts have benefits and drawbacks. For instance, bollards are cheaper but less attractive than posts. Posts can also cause more damage to vehicles and drivers if struck.

Where possible, more environmentally friendly or more aesthetically pleasing interventions should be prioritised. Roads with wide grass verges, or more strategic roads that carry higher volumes of traffic with a number of junctions will be more suitable for bollards / posts rather than alternatives.

An alternative use for verge protection would be to prevent vehicles from overrunning the grass verge. In some streets the width of the carriageway may be reduced due to on-street parking, which may result in larger vehicles needing to run over the grass verge to pass along the street. If the width of the carriageway isn't sufficient with on-street parking to allow larger vehicles to pass through without overrunning onto the verge, parking restrictions should be implemented to restrict parking. If vehicles overrunning the grass verge is more likely to be related to poor, or inconsiderate driving, the verge protection measures should be seen as the more likely resolution for the street.

It should be noted that Stevenage Borough Council's responsibility in relations to adopted highway roads focus mainly on the introduction and enforcement of parking restrictions. This impacts the availability of funding for verge protection, with limited budgets usually being allocated for areas of land owned by the Council.

Figure 22 provides an example of a site where a verge prohibition order should be implemented to prevent verge parking, whereas figure 23 provides an example of where bollards or posts would be a suitable to prevent vehicles overrunning the grass verge.



Figure 22 – Example of verge damage that can be resolved through a prohibition order



Figure 23 – Example of verge damage that can be resolved through verge protection

9.0 Applying Interventions to Streets

After considering all the potential interventions, it is possible to identify the most suitable intervention for each street that requires parking intervention. Across the entire Old Town ward, there are 36 sites that have been identified for intervention after undertaking various assessments, surveys, and reviewing the correspondence held on file by Stevenage Borough Council. Some of these are considered essential, whereas others have been recommended to safeguard any future issues that may occur.

Table 7 provides a breakdown of the identified interventions by Old Town ward street.

Intervention	Old Town Ward Street
Parking Prevention Restrictions	Alleyns Road
	Almonds Lane
	Barclay Crescent
	Bridge Road West
	Church Lane
	Essex Road
	Fresson Road
	Green Street
	Greydells Road
	Hammond Close
	Hawkes Lane
	Haycroft Road
	Headingley Close
	Hellards Road
	High Street (Bowling Green A602)
	Ingleheim Court
	Orchard Crescent
	Orchard Road
	Pound Avenue
	Stanmore Road
Trafford Close	
Walkern Road	
Weston Road	
Limited Waiting Parking	Gates Way
	High Street (Trinity Road Gates Way)
	Inns Close
Resident Parking Scheme	Bowling Green
	Brick Kiln Road
	Bridge Road
	Bridge Road West
	Essex Road
	Fairview Road
	Green Street
	Haycroft Road
	High Street (Bowling Green A602)
	Hilton Close
	Ivel Road
	Jones Close
	Kilby Road
	Larkinson
	Mayles Close
	Orchard Crescent
	Orchard Road
Watson Road	

Verge Prohibition / Protection	Woolners Way
	Greydells Road
	High Street (Bowling Green A602)
	Longcroft Road
	Ryecroft
	Weston Road
	Whitesmead Road

Table 7 - Proposed parking intervention by street

Table 7 illustrates that there are 14 sites across the Old Town ward where the recommendation is to introduce either no waiting at any time waiting restrictions or no waiting at specific time waiting restrictions. This is based on the site and the surrounding area. For instance, outside or near schools, the restriction may only cover school drop-off and pick-up times. No waiting at any time is generally recommended for junction protection or where traffic flow and/or safety has been identified as a concern.

Four sites have been proposed for limited waiting time bays. Three of the four sites are roads that are next to each other and have been proposed to be consistent with other neighbouring roads that have waiting time restrictions in place. Inn's Close is to resolve a specific concern that has been raised through correspondence with the Council.

17 roads have been identified as being potentially suitable for a Residents Parking Scheme. This is subject to further feasibility work being undertaken. It also requires residents to be consulted to understand the level of support for a scheme. It's worth noting that nine roads have been identified as being suitable for a RPS. The remaining eight roads have been included due to the location and the potential for displacement to occur, which means it's necessary to consult residents at the same time.

Table 8 illustrates the results of the parking surveys undertaken within these roads that provide justification for introducing an RPS. For a street to be viable for an RPS it should demonstrate a high percentage of on-street parking stress, and a high percentage of non-residential parking. These are identified by vehicles parking on-street for long periods of the day but not at night, which suggests they do not live in the area.

The suitability for an RPS in the streets shown below in table 8 have been illustrated by a **RAG** status. Streets that mee the requirements are shown in **red**. Streets that fall just below the threshold are shown in **amber**. Streets that fall well below one of the thresholds are shown in **green**.

To achieve a red status for the unrestricted parking stress, a percentage of 70% is required. When considering streets individually, an on-street parking occupancy rate below 70% isn't likely to cause too many issues for residents. To achieve an amber status, a percentage between 50%-69% is required. In this occupancy range, it can be considered that with the potential for non-residents to be parking in the street, there may be some inconvenience to residents. Any occupancy rate below 50% is classified as a green status.

To achieve a red status for non-resident parking, a percentage of 40% is required. If a street has at least 40% of the available on-street parking taken up by non-residents, it can be considered to be excessive, and prevention measures should be explored. To achieve an amber status, a percentage between 25%-39% is required. In this occupancy range, the number of non-residents parking on-street may cause inconvenience to residents. If the rate of non-resident parking is below 25%, a green status is provided.

It should be noted that the **RAG** status used in table 8 illustrates the suitability of an RPS in individual streets only. Regardless of the status of each street, the recommendation is to consult all streets regardless of the **RAG** status due to concerns around displacement that could occur if streets that do not meet both thresholds are not included in the consultation process. It may be necessary to consider a slightly different type of consultation in these streets i.e. highlighting that while a problem may not currently exist, there is a risk of an issue occurring if a new RPS scheme is introduced nearby.

Street	Total Length of Kerb Space (M)	Length of Unrestricted Parking (M)	No. Parking Spaces	No. Cars Parking Unrestricted	Unrestricted Parking Stress %	Total No. Vehicles Parked	Turnover Spaces %	% Non Resident Parking
Bowling Green	126	65	13	11	85	15	123	54
Brick Kiln Road	750	350	70	22	31	39	56	31
Bridge Road	570	170	34	12	35	21	62	57
Bridge Road West	390	95	19	16	84	26	137	88
Essex Road	630	320	64	44	69	104	163	31
Fairview Road	2600	1400	280	33	12	65	23	32
Green Street	107	70	14	13	93	21	150	38
High Street	132	95	19	18	95	25	132	84
Hilton Close	270	95	19	9	47	17	89	25
Ivel Road	320	170	34	23	68	36	106	19
Jones Close	112	40	8	5	63	8	100	22
Kilby Road	125	75	15	13	87	23	153	26
Larkinson	184	80	16	9	56	15	94	20
Mayles Close	37	25	5	2	40	5	100	20
Orchard Crescent	240	150	30	7	23	13	43	23
Orchard Road	235	140	28	23	82	33	118	48
Watson Road	340	220	44	29	66	49	111	39
Woolners Way	450	250	50	39	78	66	132	44

Table 8 – Results of parking surveys undertaken for potential new RPS

The results of table 8 demonstrate that when considering streets individually, only five streets meet both the thresholds for an RPS, Bowling Green; Bridge Road West; the High Street; Orchard Road; and Woolners Way. A further three streets (Bridge Road; Green Street; and Kilby Road) meet one of the thresholds but not both. However, the majority of streets provide sufficient evidence to suggest that there may be some issues with non-resident parking currently, which is likely to be severely exacerbated if the streets were not included in an RPS, whereas other nearby streets were included.

Only two streets in table 8 demonstrate results that may raise concerns with the introduction of an RPS due to the data, Mayles Close; and Orchard Crescent. Mayles Close is located off Fairview Road, and although there are a number of non-residents parking along Fairview Road, the size of the street means this isn't likely to be an issue for many residents. Therefore, residents of Fairview Road may not support a scheme. This would impact Mayles Close as if Fairview Road wasn't included in the scheme, there would be no reason to include Mayles Close due to the location and size of the streets.

Orchard Crescent is a continuation of Orchard Road, which scored high in both thresholds. This means that residents of Orchard Road are more likely to support the introduction of an RPS. Based on the location of Orchard Crescent, displacement would be highly likely to occur if the street wasn't included in the scheme.

Figure 24 illustrates the locations of the proposed streets for the RPS based on how the street meets the two thresholds. The colour represents the highest RAG status for either threshold. For example, a street is shown in red if one of the thresholds from table 8 is met.



Figure 24 – Locations for the proposed RPS in the Old Town ward based on RAG status

Six streets require either verge prohibition or verge protection due to damage that was recorded during the site assessments. Three of these sites can be resolved with the introduction of a prohibition order as vehicles were recorded parking on verges, which is causing the damage. Three sites have damage that is most likely due to vehicles travelling over the verge due to width restrictions on the carriageway. This can be resolved with simple posts or bollards, which will be the cheapest to install and maintain. Some may benefit from converting a section of the verge to an overrun area due to the limitations in carriageway width and on-street parking. This is more costly so likely to be more challenging to gain approval to deliver.

Some locations where verge protection has been proposed, may have more effective interventions available, through converting existing grass verge to parking lay-bys. In these instances, the damage to verges is occurring due to insufficient widths on the carriageway for traffic to pass on-street parking. Converting the grass verge to parking lay-bys would keep the carriageway free, which would improve visibility and traffic flow. However, it's noted that Stevenage Borough Council does not have the funding available for this intervention, and this doesn't support the council's policy at removing green space.

Figure 25 provides an example of the type of lay-by that could be delivered if the council proceeds with any additional parking supply. Figure 25 is a good example as the design often falls within a similar width to standard grass verges.



Figure 25 – Example of converted parking lay-by from grass verge

10.0 PRIORITISING SITES THAT REQUIRE TRO'S

For all interventions identified within this study, only verge protection measures can be undertaken without creating or amending a Traffic Regulation Order. This involves a statutory legal process that includes undertaking a consultation process on the proposals, drafting a legal order, and making the order. Therefore, both time scales and costs are usually longer and higher compared to interventions that do not require traffic orders.

Out of the 51 intervention sites, 48 require new or modified Traffic Regulation Orders. Based on this, it may be necessary to prioritise sites due to the availability of funding. This would then allow individual sites to be delivered with multi-year funding. For example deliver 10 sites during the 2022/23 financial year, 10 sites during the 2023/24 financial year, and 10 sites during the 2024/25 financial year.

The 48 sites that require TROs can be separated into the following categories:

- 23 parking restriction sites;
- 3 limited waiting sites;
- 19 potential permit parking sites;
- 3 verge prohibition sites.

Apart from the permit parking sites that have been discussed in section 9 above, the remaining three TRO categories have been prioritised based on the scores issued in

table 6 and the RAG status total score. This will support council when determining the sites to deliver. Figure 26 illustrates the 23 parking restriction sites across the Old Town.

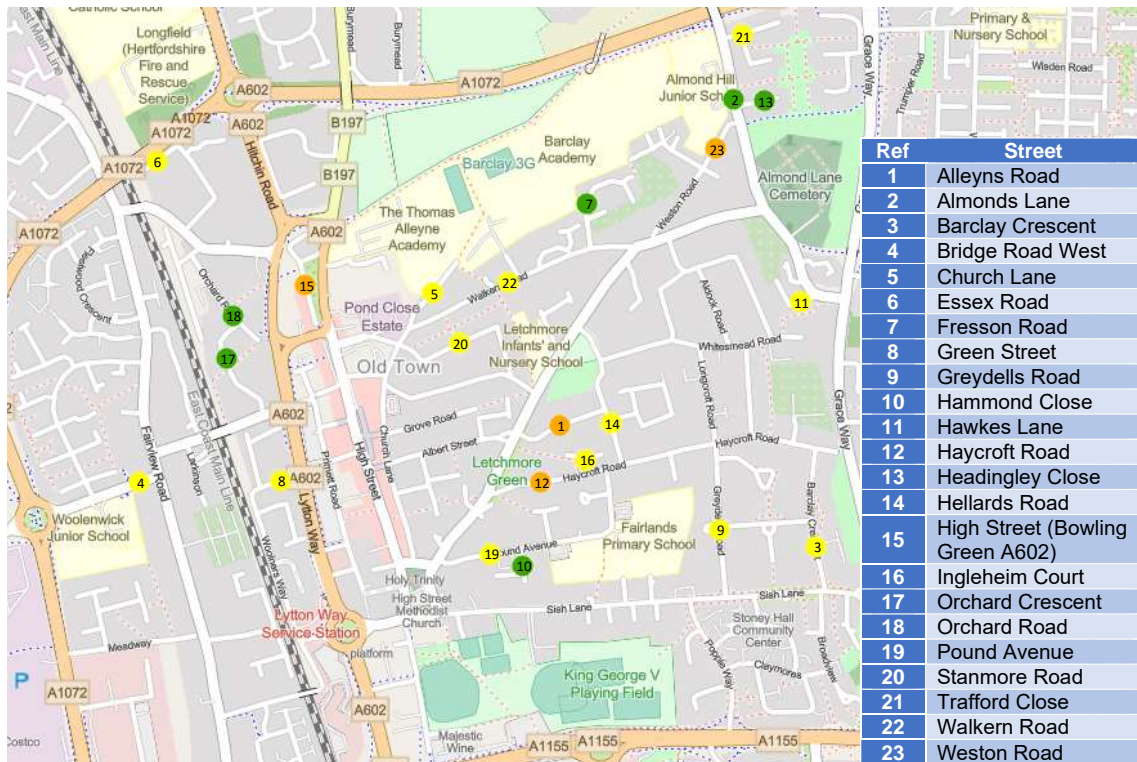


Figure 26 - Parking restriction sites based on RAG status total score

Figure 27 illustrates the 3 limited waiting sites across the Old Town.

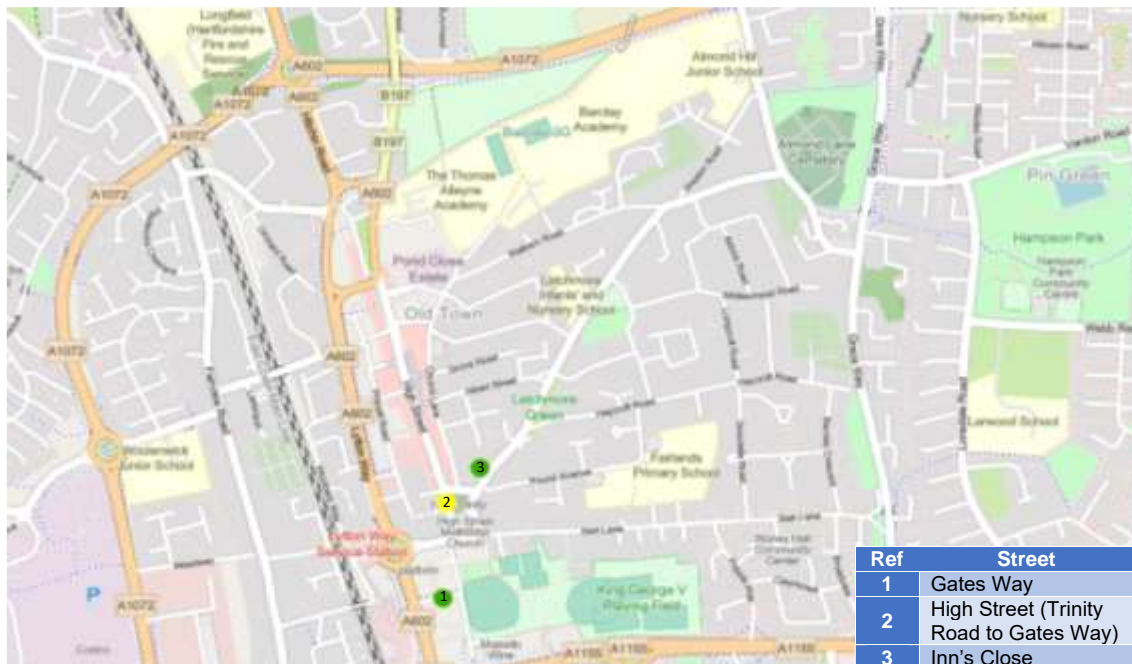


Figure 27 - Limited waiting sites based on RAG status total score

Figure 28 illustrates the 3 verge prohibition sites (and the three verge protection sites) across the Old Town.

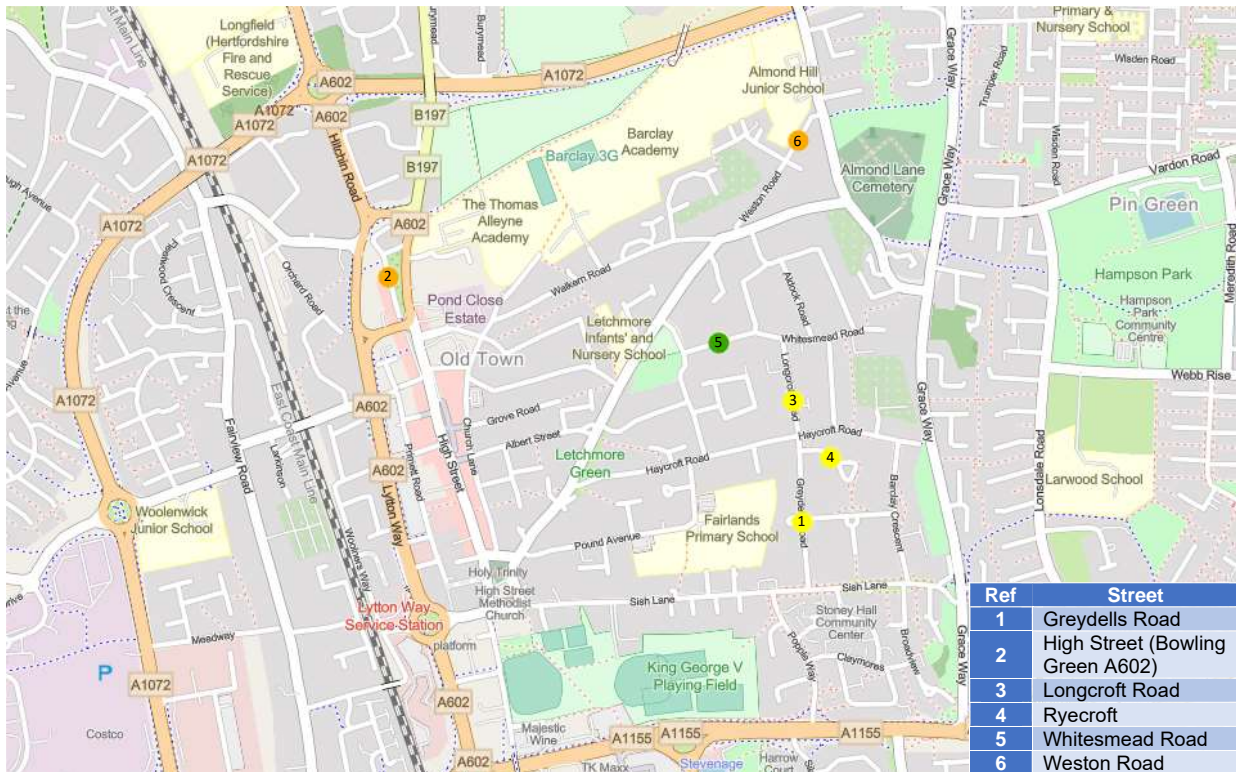


Figure 28 – Verge prohibition and verge protection sites based on RAG status total score

11.0 Conclusions

Following completion of the Old Town ward parking study, there are a number of conclusions that can be drawn from the review. The majority of streets in the Old Town experience parking issues on occasion. In the most impacted streets, this is a daily occurrence, and can cause a high level of disruption to residents and businesses. Many of the streets that experience parking issues, do not have the issues occurring every day, and the issues cause a relatively low impact.

The streets where issues occur on a regular basis, require parking intervention, which consist of either parking restrictions, the introduction of limited waiting, or verge prohibition. There are a number of streets that demonstrate a percentage of non-residential parking, which could be resolved through the introduction of a permit parking scheme. Prior to progressing a permit parking scheme in any of the impacted streets, it is recommended to carry out a specific non-statutory consultation, to understand the appetite for a scheme. Without sufficient support, the scheme will not be effective.

The streets where there is a noticeable amount of non-residential parking are broadly located in a similar region, which is west of the High Street. This may be due to displacement of commuter parking following the permit scheme that was introduced in December 2020, which covers streets to the east of the High Street. The existing permit scheme appears to function well during the hours of operation.

The locations for the potential new permit parking scheme are shown below. The colour represents the extents the street meets the threshold for a scheme, based on the percentage the street is occupied, and the percentage of non-residential parking.



Requests have been made previously to extend the scheme operation past 3pm on weekdays and to include Saturdays. The data collected during the site surveys demonstrated a small amount of non-residential parking occurring after 3pm on weekdays, but not to a sufficient level to justify an extension to the scheme. There is a more noticeable impact with non-residential parking on Saturdays. However, the surveys demonstrated that there is still available parking supply on-street. Based on this, extending the scheme to include Saturdays isn't considered a priority the council should pursue.

A summary of the existing permit parking streets survey data is shown below, including a comparison of the occupancy on weekdays, and on Saturdays.

Road	Capacity	Quantity Weekday	Quantity Saturday	Occupied Weekday	Occupied Saturday	Fluctuation Week/Sat
Albert Street	35	27	23	77%	66%	11%
Basils Road	91	69	52	76%	57%	19%
Church Lane (full length)	53	39	45	74%	85%	-11%
Drapers Way	5	5	5	100%	100%	0%
Grove Road	52	37	48	71%	92%	-21%
Primett Road	8	8	6	100%	75%	25%
Southend Close	52	28	40	67%	77%	-10%
Stanmore Road	92	75	74	82%	80%	2%
Victoria Close	10	7	8	70%	80%	-10%
Walkern Road (full length)	64	42	49	83%	77%	6%

There are 23 sites where the recommendation is to implement parking restrictions, either – no waiting at any time (double yellow lines); or – no waiting at specific times (single yellow lines). The proposed restrictions at the majority of these sites will seek to protect junctions, due to the safety risks identified with poor visibility as a result of vehicles parking close or on junctions. Some locations have proposed restrictions to control parking, such as the side of the carriageway, or due to the length of on-street parking restricting two-way traffic. Single yellow lines will prevent daytime parking, to assist control traffic flow.

Six sites across the Old Town appear to have issues with verge parking, or damage to verges due to vehicles passing over the verge. In the first instance, a prohibition order is recommended, which appear to work effectively elsewhere in Stevenage. Sites where vehicles are travelling over verges may require protection such as bollards or posts.

2020 Consultancy Solutions Limited

Basepoint Business Centre
Andersons Road
Southampton
Hampshire

2020 Consultancy Solutions Limited

Tenacity House
11 Osborne Place
Dundee
DD2 1BE

023 9243 2756

info@2020consultancy.co.uk

www.2020consultancy.co.uk

