

Formal Consultation Responses
Proposed Parking Controls in Chells and Manor Wards

Item No	Details	Comments
1		<p>We are aware that SBC has issued a notice concerning the installation of double yellow lines outside our property, , Stevenage and have some questions and comments concerning the proposal, as follows:</p> <p>1: The proposed double yellow lines would be painted across the entrance to our drive, which has a dropped kerb. What would be the impact for the use of our drive if this proposal were to proceed?</p> <p>2: Whilst we appreciate that Dryden Crescent can get very busy at drop-off and pick up times for the local schools, we have yet to be unable to drive down Dryden Crescent or access Byron Close</p> <p>3: Both No 1 and No 2 Byron Close have dropped kerbs and driveways in the areas where the yellow lines are proposed. As we understand it, it is already illegal to park across a driveway with a dropped kerb and within 10 metres of a junction, so what additional protection will the proposal provide? Although we do understand that drivers are more likely to take notice of yellow lines than something they read in the highway code ten years ago, all traffic restrictions are really only as good as their enforcement. Surely it is a matter of policing the rules which already exist rather than creating new ones? Perhaps allocating a parking control officer to enforce the rules during busy periods would be more effective than merely painting yellow lines?</p> <p>4: And finally, as the proposal directly impacts we would have expected to receive a letter from the council, as we do with planning applications which are likely to affect us directly, rather than picking up the information from a notice pinned to a lamppost across the road on Dryden Crescent. Why do you not do this?</p>
2		<p>I have today received the proposal for double yellow lines on Warwick road. As the resident at Warwick Road, I have often wondered why you haven't put additional spaces in the area I have highlighted in green. As a parent I am all for additional safety measures but feel like this proposal will just force people to park in other areas and not solve the problem. You are just making less places for cars to park even though the number of cars remains the same. I can often see cars parked on the pavement due to the lack of spaces and I feel you will be making this more of an issue. Can I also bring to your attention the terrible parking on Chells way where people park opposite turnings which is very dangerous and so would think tackling this would be a priority with a school also in the area.</p>
3		<p>I have read the proposal outline and wish to be involved in the consultation. Would you be able to clarify whether the restrictions will be double yellow lines or waiting time at certain times?</p>
4		<p>We welcome your proposal, as there has been a problem for a long time at the bottom end of the road causing difficulties to get through small gaps between cars, which emergency vehicles would have no chance with. Your measures will help alleviate this issue.</p> <p>My only concerns are, first that the unrestricted section adjacent to 35 and 49 on your map will still be a pinch point with cars parking on both sides of the road. This section of Siddons Road has always been the only section where cars use both sides of the road to park.</p> <p>Secondly, while I agree that the restrictions are necessary, the fact remains that these vehicles will have to park somewhere. There are already problems with lack of parking space, and it is quite common for my wife and I to have to knock on several doors to locate the drivers of cars obstructing our garages, asking them to move. This will only get worse.</p> <p>One solution I can offer is to utilise some of the grassed area opposite 49 Siddons Road for parking bays. This will not only provide space for the displaced cars, but also prevent parking at the potential pinch point.</p>

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		<p>Another suggestion would be to restrict the overnight parking of commercial vehicles. The amount varies, but at night there are rarely less than about eight to ten Transit sized vans parked along this fairly short road, and we have counted seventeen on several occasions. When I have contacted the council in the past, requesting parking easement, the response has been that the council is not legally required to provide parking facilities.</p> <p>I do not mean to sound disrespectful but, the council is there to ensure the efficient and peaceful running of the town. It is paid for by the residents to look after the needs and wishes of those residents. To say it will not alleviate any problem that it has the ability to do because of a lack of a legal imperative is, if I might say without meaning any offence, the tail wagging the dog. My previous requests have been a long time ago, and I am sure that attitudes and philosophies have changed since then.</p> <p>Thank you again for investigating this long-standing problem and taking steps to alleviate it.</p>
5		<p>I am contacting you concerning the proposed double yellow lines at the end of Scott Road and the end of Newton Road, Chells.</p> <p>As residents of Scott Road, we use both junctions regularly and have been worried for some time that an accident might happen as we enter and exit both roads due to residents parking right up to the junctions. Therefore, my husband and I are in full support of both proposals and feel this cannot happen soon enough. Both junctions are extremely dangerous at the moment and double yellow lines would certainly improve this.</p>
6		<p>I am contacting you regarding the proposed parking controls, specifically those affecting Scott Road and Newton Road.</p> <p>As a resident of Scott Road, I have no issue with the introduction of yellow lines, especially outside my property, and in fact I believe this should have been done when the parking bays were introduced several years ago.</p> <p>My concern is that introducing parking restrictions in Newton Road will force those residents to park in the bays in Scott Road, as many already do, making it impossible for us residents of Scott Road to park. I also believe that the parking will simply worsen further along Scott Road and people will park on the bend opposite the entrance to the garage block behind the flats.</p> <p>I also understand that some of my neighbours are now looking into having driveways installed outside their properties, ruining the pleasant and green aspect of the street, because of the potential loss of parking.</p> <p>I also notice that the area outside Newton Road Store is not included in your plans, and yet this is probably the worst area for parking in the neighbourhood</p>
7		<p>Over the weekend we received a letter following alleged reports about hazardous or obstructive parking taking place at locations in Warwick Road, Stevenage. On the reverse of this letter was a map detailing where yellow lines were to be placed at the junctions to the cul-de-sacs along Warwick Road.</p> <p>Your letter proceeds to inform us that concerns have been raised by residents, councillors, bus operators and others and following site investigations the current unrestrictive parking is likely to cause an obstruction to refuse collection vehicles, the local bus route and emergency vehicles.</p> <p>Personally, I have not heard of any of my neighbours raising any concerns over the current parking in the cul-de-sac and out of interest could you remind me please what bus route uses Warwick Road as for many years now I have always walked to Chells Way to catch a bus when needed, if I had known a bus route existed on Warwick Road, I would have waited outside my house for one and saved my old legs from the walk.</p> <p>However, to be serious about this.</p> <p>Whilst I cannot comment on issues and concerns regarding the other cul-de-sacs, I feel I should comment on the one above.</p>

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		<ul style="list-style-type: none"> •There is a dropped kerb already on the corner outside No15 so why the need to put yellow lines there is somewhat surprising as cars do not park over the dropped kerb. •The vehicles that park on the opposite corner by No41 do not cause access and exit issues for the vehicles at Nos 15 nor the converted garage on the corner, however I do understand the need to keep that corner relatively free for access to emergency vehicles and refuse collection but to date I have not noticed either the refuse collectors, the emergency services or taxis having any major access issues. •Before you proceed with the yellow lines on the corner by No41 however can you consider the following. <p>There is a grassed area on the corner outside No 41 with a large tree.</p> <p>Would it not be possible to extend the current parking spaces in the cul-de-sac that stretch from Nos35-39 and allow for at least two more parking spaces by removing some of the grassed area. This would alleviate some of the parking issues in this specific cul-de-sac. This is not an area that children play on and therefore is just 'wasted' space that could be used to alleviate what you consider to be obstructive parking. In reality it is just people who when they finish work just want to park near their home and use whatever space is available.</p>
8		<p>I have a concern about the double yellow lines along Chells away. I think the idea is good, but you are just moving the problem to Columbus Close. The double yellows should come right up into Columbus Close as we already have problems with people parking on the entrance of the road. (As pictures show,) and we have had a few near misses with cars coming on to the estate and other cars leaving. With double yellows in Chells Way the patients of the doctors will park anywhere they can in Columbus Close. We also have no stop or give way lines in the road. You also mentioned a bus company moaned (what bus company do you mean) no bus comes this far up Chells Way. I think it might help the bin men more than anyone else. Also, if you do not put kerb lines on the double yellows, blue badge holders will still cause a problem on Chells Way. As they can stay for 3hrs on a blue Badge., I will have to start parking elsewhere. Unless you are going to supply parking permits for residents of Columbus Close and send a parking warden down you will not stop the problem just move it. Please can you contact me regarding my complaint so I could talk it out with you. I am not good with computers.</p>
9		<p>Thank you for your letter regarding formal parking consultation in relation to double yellow lines for Chells way no 94 to no 72. I agree with this move as it is very dangerous for people pulling out of side roads.</p> <p>However, on this matter please may I ask if the disabled bays on Chells way be painted blue and then these are then also be treated the same as the double yellow lines you wanting to be painted i.e., parking tickets issued for miss use.</p> <p>I fill that this is a big issue the same as someone using the main highway to park over night or day causing issue for all road users.</p> <p>I wish may case to be discussed on grounds that Stevenage Council will be policing these new yellow lines and issuing parking tickets to people who will park on these new proposed lines and then if they can't park no longer on the roadway, people will abuse disabled bays as these are not enforced by the council or police service or under the highway code, so please can these be painted blue as with Current highway code as I constantly get abused by other non-blue badge holders and I think it's only fair that</p>

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		<p>disabled people and bays are treated the same in Stevenage as in other towns.</p> <p>I would welcome a response to this matter please.</p> <p>Also, on another note please could we have speed cameras on this main stretch of this road as it's a speed trap daily and I'm sure you would make enough money to pay for these works.</p>
10		<p>Customer has called regarding the parking restrictions and yellow line around Eliot road. customer would like to know what is happening and what are the restrictions going to be. He would like to know what to do about the parking as it is a struggle for parking around this area as well</p>
11		<p>called regarding the road plans and the parking restrictions around Priestley road. Customer has some concerns regarding this and would also like to know what is going to happen in terms of where people can park and where visitors are able to park.</p>
12		<p>I live in Brunel Road which is just up from the health centre, and I agree the parking is an issue because the health centre car park is always full so people do not only park along that road but are also parked in Brunel Road and this is becoming a problem. At the beginning of Brunel cars are parking on the left side as you look up the road and this is causing congestion and issues with those of us who have paid for driveways. There have been a number of accidents where cars have been scraped and a person was hit because he could not see up the road.</p>
13		<p>We are in receipt of your letter regarding parking "At Last"! after several years of trying to get something done about the problems of traffic here. The main point which looks obvious is that your letter states the fact that drivers' sightlines are obscured by parked vehicles on Brittain Way both sides and there is only one entrance/exit point into Aylward Drive. When the open field next to Aylward Drive was here for a number of years there was an ideal point to put in another exit road onto Six Hills Way where a five barred gate was, but as the land was sold to the builder of Stephenson's Mews/ Saxon Court the opportunity was lost. The two areas where the double yellow lines are proposed near George Leighton Court is not the main problem area at all and will not solve the current situation either a few years ago I contacted Stevenage Council and the HCC and neither of them wanted to know so what has changed.</p>
14		<p>Having read the proposed changes referring to Drawing Number TPE03/22-3/11. I would like to offer my full support to these proposals. However, referring to Drawing Number TPE03/22-3/09 I find difficulty in understanding the logic in some areas, when you quite correctly identified the requirement of access to Emergency vehicles especially the Fire Service in this road. I have over several years experienced a tight squeeze for vehicular traffic at the bend opposite Number 69 and O/S the flats Number 104 /126. Large vehicles including work lorries with attached generators and other types of cars/vans have been parked mainly overnight right near to the bend. This is exacerbated when a Van/Car is parked outside Number 67, which they do on a regular basis. I drive a small car and frequently cannot see around the bend because of this hazardous and mindless parking and can assure you that no Fire Engine would negotiate this bend if required to do so. I ask that serious consideration to be given to placing Double Yellow Lines on this bend before a serious compromise is experienced. I also note your proposal to have Double Yellow Lines from boarders of Number 90 through to Number 86. It is logical to have Double Yellow Lines on the bend running from the end of the driveway of Number 88 to the driveway of Number 86 but not to have the lines directly outside the front of Number</p>

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		<p>88, it serves no purpose within the remit you have suggested ie: Safe travel for Emergency Vehicles etc. However, the Double Yellow Line proposed (Opposite Number 88) Should be extended to the boarder of Number 9. Vehicles are parking opposite Number 88/90. Notwithstanding they park two wheels on the path at times, when vehicles are parked outside 88/90 the access on the road is considerably narrowed and driving through parked cars becomes difficult having vehicles parked opposite my house gives me restricted room when leaving/returning to my driveway. Again, I fear no large Emergency Vehicle would successfully negotiate this reduced access. All other proposals I agree with.</p>
15		<p>We would like to add our full support for this formal parking consultation. Our comment would be that the proposed double yellow lines need to be extended further around the corners, so as to include parents dropping off and picking up children from Nobel School which is also a hazard. We also appreciate that parking is a complicated issue in order to please everyone.</p>
16		<p>I am in support of the parking restrictions. However, I would request that driving restrictions be put in place to include the area at the junctions of Dryden Crescent & Mobbsbury Way, These areas are dangerous particularly at times for dropping off & picking up young people from the nearby school, Young people just open car doors parked on Dryden Crescent without thought to other traffic ,Parents park their cars with no regard for other traffic & rarely use indicators of their intentions to pull in or pull out , Also, young people in school uniform are often using their mobile phones and/or attention is elsewhere when crossing at these junctions. For a number of years, I have tried to avoid driving at the times for the school intake & departure as this is both hazardous for drivers & for these young people.</p>
17		<p>I hope you are well. I am writing in regard to a letter I recently received in the mail about a formal parking consultation in Eliot Road. This is NOT a formal objection to the proposal. The letter proposes new intended parking controls to extend the double yellow line around the block however the provided drawing of the existing double yellow lines is inaccurate in the junction of Eliot Road and Bernhardt Crescent. The actual double lines opposite of 40 Bernhardt Crescent is shorter than in the provided drawing and does not reach past the house. Please see the attached image of what I am referring to. If the proposed plans do proceed, I would appreciate it if the existing double yellow lines matched those in the drawing. Specifically, these lines could be extended in alignment with the enlargement suggested in the original letter about the double yellow lines.</p>
18		<p>I would like to provide my support to the proposed road marking changes outlines in the formal parking consultation. There have been a number of occasions where near accidents have occurred, along with access difficulties entering the street (Keats Close) due to poor parking and the proposed road marking changes will go some way to resolving the issues presently seen.</p>
19		<p>Schedule 2: Prohibition of verge and footway parking – effecting those sections of road herein listed and as set out in the Order and accompanying plan – Parts of Priestley Road, except its cul-de-sacs. We only have 1 parking space available in our flat. Most residents have more than 1 car per flat/household. With your proposal of prohibiting parking on verge and footway, we won't have any parking space for our second cars or visitors. Please take this into consideration. However, I agree with the proposed double yellow lines.</p>

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20		<p>I recently received notification of the proposal of double yellow lines in our street. I fully understand the reasoning of the placement of the yellow lines.</p> <p>I would suggest that the problem is more at the bottom of the street than the top. My concern would be that you are potentially losing spaces for around 8 - 10 vehicles. With costs of council garages constantly rising and dropped kerbs being expensive, if you can get permission. Presently you are only sorting a problem rather offering a solution to the overall problem.</p> <p>Is it fair for minibus school taxi drivers to park their vehicles in the street? Maybe you can opt for a parking permit scheme that you've done in other streets in the town.</p>
21		<p>As a resident of George Leighton court may I welcome your proposals. Firstly, Ken Brown motors use of Brittain way as an overflow carpark. In some weeks there can be as many as five or six of their vehicles parked along Brittain way...Secondly, car user's use of George Leighton court as 'pit stop' whilst waiting for pupils in school term. I feel your restrictions will only encourage more drivers to illegally park in residential spaces ...</p>
22		<p>I received this week regarding a 'Formal parking consultation' with the same issues in other roads that is being addressed but not in my road as I have already reported, I don't see how correcting issues only in certain areas which is evidently a design flaw of the whole estate by the council that people would park wherever there are not parking restrictions even if it would obstruct refuse collection vehicles or even worse emergency vehicles during a response. Almost every double yellow line you proposed has exactly the same issue that my crescent does which I have already reported, so I don't see why it was not put on the same job?</p>
23		<p>I have a concern with your order to make Brittain way a "no waiting at any time zone" as this will impact parking immensely. People struggle for parking as it is, also workers at KIA use this space to park to go to work. Please think about that problem you will make if you go forward. The residents who have kids who have grown up and bought cars that don't fit on driveways also use this road to park safely overnight. There are no problems that require this road to change, as it is only during the school pick up and drop off. A solution for this is funding schools to do a cycle to school scheme. I used to go to this school (Marriott's) and there is plenty of room in the bike shed. Please reconsider this as i feel it's unnecessary to make any changes and is a waste of council money which could be used better elsewhere. I hope you understand and get this email well.</p>
24		<p>I am writing you in reply to your letter regarding the formal parking consultation for Newton Road, Stevenage.</p> <p>Parking in front of number 4 is not causing more obstruction than parking further down the road. We usually have obstruction problems when driving towards Scott Road to turn our car as the narrow part of the road here is longer. Because of this we don't think the parking restriction will improve the issue with Newton Road, as we will still have to drive along Newton Road. The entire Road is narrow hence needs careful driving. I have also noticed when crossing the road on foot that some cars tend to speed up when approaching the junction to turn into Chells Way, if no cars are parked near the junction, cars do speed up more.</p> <p>-We think this restriction is particularly unfair towards us as we will lose a parking space, we will have to compete with the neighbours to find a parking space further down the road. When someone will move in there will be more competition for parking space.</p>

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		<p>Following the above-mentioned statements, we propose to actuate one of the following solutions.</p> <ol style="list-style-type: none"> 1. Create extra parking space in the area covering numbers 4, 6 and 8 by moving the sidewalk closer to the houses. 2. Create a driveway to number 4 (possibly with entry shared with number 6). In general, all people living between number 4 and 8 would benefit from a driveway. This would also reduce traffic and obstruction further down the road as we would not need to turn the car. This would be our preferred option and we would like to have it considered also in light with the ongoing conversion of all vehicles from fuel based to electric as we would get an electric car only if we had a direct access to an electric charger placed by the house. 3. If none of the two proposals above can be actuated, we would like to ask at least to reduce the restriction area. <p>We are open to any further discussion and we hope the reasons for our objection will be understood and valued to support our situation rather than worsen it. We have listed below our objections to the proposal.</p>
25		<p>Hi, I understand the need for increased yellow lines. But why so many? Where is the additional parking coming from? Why are the residents not contacted directly</p>
26		<p>Thank you for the notification and plans for inserting double yellow lines along Chells way and most importantly in Siddons Road. I back fully these plans as being a truck driver around this area the problems I face getting into these turnings has become neigh on impossible and the risk factor off damaging my vehicle and parked cars is getting beyond a joke, already emergency vehicles have struggled to get through at certain points along Siddons/ Chells because off parked cars, the problem I fear people will bring up will be about parking so I would suggest where there is green space parking should be made available as you've already done at top end off Siddons Road. You have my and wife's full backing for double yellow lines s this is causing so many problems for me when working and for us when using Siddons road in general.</p>
27		<p>Please can you advise how many residents have raised concerns about the parking, and what the concerns are specifically. I can't find anything on your website for Scott Road. Can you also advise which councillors and bus operators have passed on concerns? As far as I'm aware no bus services come down here?</p>
28		<p>I would like to point out a few parking/traffic issues within the Poet's estate which I feel need to be addressed. Firstly, the single lane entrance to Dryden Crescent creates dangerous situations both for the traffic leaving the estate and for those turning into the estate from Mossbury Way. I have encountered myself a number of dangerous and potentially hazardous situations when a car from both directions is trying to access the same section of the road. In addition, cars turning from Mossbury Way into Dryden have to do so at such a slow speed that cars behind do not expect it - some cars swerve around the turning car onto the opposite side of the road. I believe that before very long there will be a serious accident. This section of road needs to be widened. Secondly, there are numerous vehicles parked on the small driveways along Dryden Crescent which are blocking the paths due to lengths of the cars/vans. People with prams and wheelchair users are unable to pass and can only do so by stepping into the road. Whilst your other safety improvements are being put into place, I strongly believe that the above should be addressed.</p>

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29		<p>The letter I received was for Eliot road for the extension of the yellow lines. Which tbh didn't seem to match what is on the road atm .</p> <p>Regarding road funds to my knowledge the road tax was set up as funds to be spent on the roads. I understand the concern regarding junctions etc but the line outside of our residents' seems to a be a bit extreme.</p>
3		<p>I am writing with reference to double yellow lines being put in along areas of Eliot Road. I strongly feel that this is unjust. I live on ..., at present, two houses are empty there are approx. 24 cars being used and we struggle as it is to park. We have x vehicles in our household and x vans are garaged due to tools being kept safe overnight so just x vehicle, We have a vehicle 'dumped' in the parking area by Elm Green which has been reported numerous times over 5 years, but nothing has been done. Attached is your plan. Can you not put spaces alongside 17 Eliot Road (marked in purple) by taking away the grass area? Enabling a few more spaces.</p>

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31		<p>I write in response to your letter dated 29/06/23 citing proposed yellow lines on and around Eliot Road.</p> <p>Although generally we are in favour of the proposed works, it must be STRONGLY supported with adequate parking or parking restrictions in order not to just push illegal or undesirable parking elsewhere.</p> <p>I list a number of comments and ideas of things you can easily implement to aid this.</p> <p>1) add a 'row' or parking spaces in front of those already there at our end of Eliot Road. This would remove a very small proportion of the green, deal with the minor plant issues and provide around 10-12 additional spaces.</p> <p>2) Remove unused car</p> <p>3) Deal with parkers who don't live in the area. I recommend a permit process where only residents can park, and cars registered.</p> <p>4) We offered to purchase some unusable land to construct 2-3 parking spaces. If you can allow us to have the land, we can undertake this work at our own cost and help alleviate the parking issues somewhat.</p> <p>5) Cut into the grass area in front of the woods along Eliot Road which could provide 20 or more parking spaces. This would also help clean up the area and remove the 'Academy school's sign - there is no longer anything there as you sold the land for more property development, without enough parking, thereby adding to the problem!</p> <p>6) Insist the habitants of no. xx use the land they already have for parking, and stop using the road unnecessary.</p> <p>7) Extend the abused area to the rear of no. xx and use for parking.</p> <p>8) Ensure no more properties are built around the area - SBC were conned with no. xx as the plan was always to let, that's why it was priced at 40% above the market rate when it was up for sale.</p> <p>9) Add lines to Tabor Close, we don't want your work just forcing cars to the back of our property.</p> <p>We have heard one recommendation from neighbours to ask you to cut into the land adjacent to our property as we describe in (4) - we object to that, but as mentioned already we are happy to work with SBC to take on the cost of this ourselves for our own use.</p>

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32		<p>I object to the proposal to put more double yellow lines in Dryden Crescent on the following basis: -</p> <ol style="list-style-type: none"> 1. This is a residential street. Yet more yellow lines will increase the feeling that this is a main road, making it feel more oppressive and reducing the sense of calm. It is already like a main road, twice a day, with the parental drop off and pick-ups from Noble; yet more street markings will add to the stress of the street. 2. Yellow lines are unnecessary. I have lived in the crescent for years, and only very recently have I noticed any parking in the areas you are going to put lines. These have been exclusively because recently, residents have undertaken building work on their homes and builders have parked their vans close to the properties for ease of access. There has not been a single time however that I noted that these vans caused an obstruction. Ironically, the only time I have ever known Dryden to be completely blocked was by a delivery lorry, earlier this year, dropping off materials to a property on the corner of Dryden and Mobbsbury; not a spot for your proposed lines so it would have had no effect in this case. <p>Therefore, you will be putting lines in an area that will serve little future purpose as the builders will be gone. One could argue that any future owners of those properties could also have work done but that doesn't sound like a sensible approach to spending taxpayers' money now on something that might (or might not) be an issue at some random point in the future.</p> <ol style="list-style-type: none"> 3. Yellow lines will be pointless. Almost exclusively, residents park on the other side of Dryden Crescent so the lines will be meaningless in their proposed locations. Lines will not have any effect on reducing Dryden as a circuit for Nobel's parents as they also park on the side the residents park (I do not object to Dryden being used as a circuit incidentally; until we make driving kids to school more difficult by adopting "healthy streets" for example, the parents have to drop the children somewhere). 4. Vehicles have not caused a "hazard and/or an obstruction". As stated above, I have never known vehicles to cause a hazard or obstruction in the locations for the yellow lines. 5. Vehicles have not parked dangerously. I appreciate that the language of the STATEMENT OF REASONS FOR PROPOSING are probably laid down in law so you have to word them in a certain way but Dryden is not a main road so it is difficult to understand how a vehicle, if it were to park in the location of the lines, would cause a danger for anyone pulling out of Keats or Byron, other than a temporary sight-line problem but as vehicles don't park on that side of the road anyway, it is a moot point. Neither is the Poets Estate a bus route, so this is not relevant. <p>Freedom of Information Request: - The Statement above says "parking at locations...is reported to cause a hazard and/or an obstruction. These reports were brought forward to us by residents, local councillors, bus operators, Council's refuse collection team and others".</p> <p>I would be grateful for copies of all reports/complaints made regarding Poets Estate parking by residents, local councillors, bus operators, Council's refuse collection team and others, that has resulted in this consultation.</p> <p>Lastly, I am in support of yellow lines outside Chells Doctors Surgery as I have seen that cars parked there (presumably attending the Surgery and unable to park in their small car park because it is full) do cause problems for buses.</p>

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33		<p>I am writing to object to the yellow lines being drawn as far as proposed on Newton Road.</p> <p>The yellow lines are to be placed all the way down to the lamppost outside 4 Newton Road. This effectively takes out 2 spaces. Where I can see that it's important to have some sort of yellow lines as the mouth of the road, I don't think it needs to come down as far as suggested. At present there are multiple houses unoccupied adjacent to us. If each of these houses are occupied with two driving adults, that's 6 more cars. I don't know where these cars will park.</p> <p>My landlords have twice in the past tried to request a dropped kerb which has been denied due to there being a green out front. However, since then, the green has been dug up to put in a concrete ramp for the neighbour (and rightly so). The tree outside number x has also been removed (which needed to be done as it was dangerous). I think the council needs to reconsider their approach to applications for dropped kerbs if parking is becoming such an issue.</p> <p>Another alternative is to provide parking spaces like Scott Road. There is plenty of room to provide this in front of 4/6/8 Newton Road on the green, leaving much of the green still remaining untouched and allow for a great improvement in traffic flow at the end of Newton Road.</p> <p>Furthermore, I would like it noted that since the opening of the sports centre in Telford avenue, nothing has been done to mitigate the sheer volume of traffic that uses Newton road of an evening. While it is congested at the mouth of Newton road, the corner by the Newton Road shop becomes gridlocked and you cannot see oncoming traffic. It is no wonder that Newton road has become dangerous to navigate. Because hundreds of cars use it as a thoroughfare, yet householders are forced to park in the road because there are no other options.</p> <p>The council simply need to provide us with alternatives, not just make our lives more difficult to park outside our homes and push the problem down the road. I rely on my car to get me to work as I'm sure most other people do. I think the council need to rethink allowing more dropped curbs/ provide actual spaces if they want to remove availability on the kerbside.</p>
34		<p>I do agree with the plan you sent me regarding the yellow lines to stop the parking outside the doctors surgery going to Fairlands Way where I live the situation of parking is bad now as all the doctors patients park outside now so when you have done the yellow lines my situation outside my house is only going to get worst . So please could you sort the parking out down Brunel Road Maybe we could have some parking restrictions as well</p>
35		<p>It was a welcome to see that the parking issues are being addressed in this area. There are times we're the view from the Aylward drive are completely blocked my volume of cars parked and the tall lorries too. Many of which are from the staff parking all day on this road from the Kia garage.</p> <p>I have attached photos of my reply to your suggested changes</p>
36		<p>We the named people above object to said plans to put double yellow lines at entrance of Aylward Drive onto Brittain Way. This will cause more congestion at entrance to George Lighton Court as people park there as they wait for people to come out of Marriotts school it's an accident waiting to happen.</p>

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		<p>The said people who park in George Lighton Court obstruct anyone who live there and are very abusive when requested to move to let residents in or out there has been occasion when they wouldn't even let an ambulance leave.</p> <p>Residents are continually asking school to tell the parents not to block entry but just ignore the request One of the problems is because the Kia garage at corner of Shephall way continually park cars along Brittain Way and so take up valuable parking these vehicles are some there for days.</p> <p>If this is going to go ahead, we need a resident only notice put up which I was told that there used to be one years ago but got damaged and never replaced.</p>
37		<p>As a resident of Priestley Road, I have recently received your letter regarding the formal parking consultation. I am in full favour of the proposed idea of applying double yellow lights particularly when entering the estate. As a road user I have had several near misses with other road users who come round the bend into the estate with some speed and take no care in looking to ensure they do not cross the path of other road users exiting the estate.</p> <p>However, I require some clarification regarding the map with a thin blue light entitled 'proposed verge and footway parking prohibition'. I have looked further into Stevenage borough council website and to the highway code definitions of verge and footway but would like to raise the question to you of does this affect parking on the road itself?</p> <p>Other members and I of my household heavily rely on parking on the road as although being a resident on a estate does warrant for me to be able to park in the visitors bay there is only eight spaces available (on top of our way allocated parking space at the rear of the properties) in which most of time are full as they are shared with sixty other households who always live here and there visitors.</p>
38		<p>I wholeheartedly agree that new parking controls are needed, sadly because people are not using common sense or showing consideration when parking their vehicle.</p> <p>I would like to also bring to your attention that a very similar issue exists further down Eliot Road by the junction - on left side upon exiting - of Tabor Close. Vehicles including transit-style vans are being parked directly opposite vehicles parked on the other side of the road (where cars have been parked safely for many years) significantly restricting access to Anderson Road. The access they leave is not wide enough for an emergency vehicle and 'trips' the sensors of a family car trying to pass. Again, it would appear that instead of people applying sense and consideration in this area, further yellow lines are needed.</p> <p>I would also say that the current yellow lines that run between 74 and 72 Anderson Road are slightly excessive and could be shortened to allow for the safe parking of one small vehicle in-between their two driveways.</p>
39		<p>1) Make Warwick Road one way turning into it off Chells Way and exiting into Pankhurst Crescent where the mini roundabout at the junction of Chells way would assist traffic flow. As you are aware Pankhurst Crescent is one way for the majority of its length so to continue it would make sense. This would certainly be good for the school traffic which on occasions I have seen cars waiting to turn left be overtaken by ones wanting to turn right which any vehicle turning left into the road would not be able to see the cars on the wrong side of it and this causes more traffic chaos with school patrols stopping traffic in both directions.</p> <p>2) The land outside 18 and 20 Warwick Road is often used for parking despite restrictions and frankly is a waste of space as it's an eyesore where delivery vehicles and others have no option but to drive over it. In the past where there was a similar shaped area of grass at the end of the other cul-de-sacs these have been reduced in size to aid parking but in this case could be made into parking spaces as could the area alongside 2 Warwick Road the shrub bed half which is poorly maintained, and the rest became grass. The tree on this piece of land is not maintained.</p> <p>I do hope you will consider these options as sadly many decisions made are done so by</p>

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		people who do not live in Stevenage so are not affected by the issues.
40		<p>I am objecting to your proposal to put more double yellow lines around where I am in Scott Road</p> <p>There is already barely enough parking for everybody.</p> <p>If you put the yellow lines as you are proposing this will mean the loss of 4 spaces.</p> <p>Alongside the planned additional lines further around Scott Road/Darwin Road, and Newton Road this is likely to cause absolute chaos and leave residents with nowhere to park.</p> <p>I am proposing an alternative which will mean the loss of just 1 space here in Scott Road. You could paint boxes in the road that clearly indicate parking spaces opposite the existing bays, or just 1 big box, but enough for 3 cars (starting from where the current double yellow lines start that lead onto Newton Road).</p> <p>On the opposite side of the road, where the existing bays end further down, you could either leave this as it is, or paint another area which indicates parking spaces, currently this is just enough for 4 spaces. This would leave enough space for emergency vehicles to get through plus gives the residents with less of an issue. Otherwise, we are going to end up parking up on Chells Way, which is going to cause different issues and I imagine a lot of neighbourly disputes.</p> <p>I tried getting a garage a while ago, but it was pointless as my car only just fit in it, but I couldn't actually get out of it.</p> <p>I attached a diagram and await a response</p>
41		<p>Thank you for your email.</p> <p>I have made some comments to your email below, I feel some of the repossessed are rather convenient for SBC.</p>
42		<p>Thanks. It seems that the plans are out for consultation. But any reason rejection regarding the parking by the residents of the street are just going to be overlooked with excuses. We have had a new estate but with limited parking and this over spills into Eliot Road. Loosing 11 spaces some of which seem unnecessary to loss</p>
43		<p>Customer called for double yellow lines, she agrees with the letter received but asked for a sign to be place near her property stating it is for the residences there.</p>
44		<p>Further to your communication of 29th June last whilst i agree that the yellow lines proposed will help this really doesn't take away the problems posed by traffic both moving and stationary for pedestrians and cyclists in the area.</p> <p>I'm not sure whether you have assessed the danger caused by the following: -</p> <p>1 Wherever you try and cross the road in Chells way between Pankhurst Crescent/ Siddons Road and past Camps Hill school towards the glebe, or cycle or drive through the calming system because of the lay-bys that are used for parking on most occasions there are larger business vehicles parked and these block the view of what is actually coming towards the waiting traffic. It is not helped that the road curves to the left.</p> <p>2 Crossing to the bus stop outside 64 Chells Way is also dangerous because apart from the points mentioned above traffic does seem to be in a hurry in this small stretch. In addition, on the opposite side of the road 85-93 Chells Way there are several properties who have dropped kerb access however the vehicles often are too long for the driveway area and overhang the pavement or worse still where one property appears to be doing motor repairs vehicles park on the area between the road and the property. Having to negotiate around these and into the road is not a safe route to school option especially if the view is obstructed.</p>

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		I hope that you will look at these points when assessing any improvements.
45		<p>We oppose the double yellow lines on Scott Rd as there simply isn't enough parking in the road as it currently is.</p> <p>Residents in Newton road are using the dedicated parking bays already in Scott Rd so simply cannot see where everyone will park. (Approx. 4 spaces Scott Rd)</p> <p>Ourselves and existing neighbours would consider driveways/dropped kerbs which could also alleviate the issue if the council are willing to assist in anyway?</p>
46		<p>I am writing with reference to the above parking consultation for Siddons Road. Whilst I understand the concerns around the parking of cars on the corners of intersections, this is done out of requirement, not choice. There is simply not enough parking in this area for the number of houses that exist here, and on numerous occasions residents have to park significant distances from their houses. Adding yellow lines will remove even more options for parking and create further issues in the area I live in - the cul-de-sac where numbers 11 - 47 Siddons Road are located. Residents here already double park at the end of the cul-de-sac, making it very difficult to get out if you have managed to get a parking space in this area.</p> <p>If you are intending to implement these yellow lines please could you also consider the 2 suggestions below:</p> <ol style="list-style-type: none"> 1. Painting of white lines on the rest of the road to outline parking spaces, to improve the quality of parking and maximise the number of cars that can be parked safely along the road. Currently parking is inefficient as there are no lines defining a car park space 2. Creating a parking area in the pedestrianised part of the cul-de-sac housing Numbers 11 - 47 Siddons Road. This area is wasted and never used and is also poorly maintained. If it was possible to either level this area to create some parking spaces or create a ramp up to the area as it is, to prevent the need for levelling, and allow some parking there, it would take the pressure off the parking situation on the road. This could be either parking allocated to those houses, or non-allocated parking, but would make much better use of the space which is currently unused. <p>In summary, the area already has insufficient parking for the number of houses, and better use could be made of the space available that would better solve the issues. Simply adding double yellow lines will cause residents to have to park further afield and move the problem literally down the road. There must be an understanding that people must be able to park within the same few streets of their houses.</p>
47		<p>I live at Siddons Road and I can understand the difficulty caused by the parking in the Chells area, but by taking away at least eight parking places once these yellow lines are in place would cause more problems as it can be nearly impossible to park at times in the evening and if you include the parking restrictions proposed in Chells Way it will increase folks looking for parking in our road.</p> <p>You state that there is a problem of the refuse carts access. which I would be easily rectified by starting the collections at a later time. This is a residential street and many of the vehicles have moved by 08:00, at 07:00 to 08:00 most are just leaving for work and school so after 08:00 all vehicles would have greater access.</p> <p>Four green areas could be converted into parking areas as has been carried out in two areas already and would maintain open visual spaces to the area and maintain an element of safety, it would also be preventing verge parking which has and is damaging the grass.</p> <p>I cannot think of any examples that I am aware of that has stopped access for emergency vehicles except twice one was an accident by a driver speeding up Chells Way and collided</p>

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		<p>with parked cars and a police raid when they blocked all of the bottom of Siddons Road</p> <p>You cannot stop anyone from parking in our road unless you ban all vehicles or introduce a parking permit system.</p> <p>We do have a problem of delivery vans who do park as close as they can to complete their delivery's this is on paths and grass areas.</p> <p>A 20 MPH speed limit could also help.</p>
48		<p>I am writing to you regarding the planning regulation for the double yellow line for Scott Road.</p> <p>This is not the best option as will create more chaos on the street. The parking space are not sufficient for the cars around the area. We have already some neighbours with driveways who keep getting and the free spaces in the car park.</p> <p>We completely object with this proposal and hope you can create a better option for this.</p>
49		<p>I am writing to voice my formal objection to the proposed plans to add further double yellow lines on Eliot Road, near houses numbers 19 to 43, without providing any additional parking. Parking is already a serious issue for the properties around Elm Green as there are only 12 off road parking spaces for the 14 houses around the green, and people would often double park, however parking tickets have been received for this, even though people have been double parking with another vehicle in their household. In addition, xx Eliot Road is a house of multiple occupancy and only has off road parking for three cars, and I believe planning permission has been given for another building in the garden of xx Eliot Road, although it is not clear of the purpose of this additional building. I believe the issue of parking was put forward at the planning stage of this initial property, when it was proposed as a family dwelling, but there are now more than the usual number of cars since it is multiple occupancy.</p> <p>I understand Hertfordshire's adopted transport policies in trying to shift from car use to public transport and agree something needs to be done to address the climate emergency however because houses 19 to 43 are on a green we have less than 1 parking space per household, as detailed in the paragraph above. Public transport in Stevenage does not run late into the evening but even if it did, we are not on a bus route so would need to walk some way down a road which is barely lit after midnight. There are widows on this square and we, along with others, already feel very unsafe and anxious having to return home in the dark and having to walk increasing longer distances to our front doors will increase our fear and safety.</p> <p>I also believe that placing the additional double yellow lines without providing additional parking will not stop the problem, but just move the problem further up Eliot Road. There were no cars parking in the areas of the new proposed double yellow lines back in 2019 before the first double yellow lines were introduced to the corner of Eliot Road and Anderson Road, however when these were created the parking issue just moved up the road a little.</p> <p>For the above reasons I urge you to please reconsider whether additional parking can be investigated further for this area. For example, the area of grass beside 19 Eliot Road could be turned into an extra 3 or 4 spaces and/or removing the grass verge opposite Elm Green and creating a parking bay such as has been done at the other end of Eliot Road.</p> <p>Thank you for your consideration to this matter.</p>

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50		<p>Thanks for your reply and noted your comments. I'm not asking you to tell me which residents made the complaints, just what the complaints are and how many. That won't breach confidentiality.</p>
51		<p>I have viewed your proposed parking restrictions in Priestley Rd. I do not agree with the restriction of parking of proposed yellow lines outside between numbers 92 and 86 Priestley Road. This is not required as on the odd occasion when someone parks there; normally at weekends it does not cause an obstruction driving in the road. The road is the same width all the way round. And area where it is straight cars regularly park and does not cause any obstruction. More attention should be paid to renewing the existing road markings in Faraday Road and are the entrance of Priestley Road and Harvey Road.</p>
52		<p>Hi regarding the parking in Elliot road Chells. We will with your proposal lose approx. 11 spaces at the bottom of Eliot. Lines in will also push other streets to park in ours. The new estate which has been built has pushed extra cars into our street. I understand that there are never funds to create extra parking!!!! This will also push us to park further down the road which will mean parking alongside the woods really restricting access. I do however understand there is possibility one pinch point which could do with addressing. Also an abandoned vehicle for years which I believe belonged to number xx</p>
53		<p>There are a number of parking spaces available on the straight parts of Priestley Road also there are some parking bays open to visitors. The council should be looking at renewing existing markings white lines that have faded.</p>
54		<p>Thank you for having time out to answer my phone calls. It has been much appreciated but not going to help us find the spaces that we will need to park our cars. I understand in what you're saying about the car's park in both sides of Elliott road. But if it had been taken into consideration when the house next door to me was being built, I had already said and gone to court over this. But it was a pointless exercise. As it had already been passed for the building to go up. I had stipulated that this would not be a single dwelling residence. That the person who was building it. Was going to rent out each and every room to which he has an extra 6 cars. From that one, you please tell me where I am going to park my car as I would not like it parked too far from where I live. If you would allow me to park in my front garden. I would have enough space for 4 cars as the issue is down, the council be more than willing. To give up my front garden for the car space for my house. If you would be more than willing to pay for the drop, curb to be built and access to my front garden. Once again, looking forward to your response on this matter. I am not the best at emailing, but hopefully you'll get the gist of what I am trying to say From an unhappy resident.</p>
55		<p>I've been working away for a while now, so I've just seen the notice up about potential parking restrictions around Warwick Road, Stevenage. Apologies for being late. Just enquiring about why this needs to be done? Parking around here is very tight as it is and having these new double yellow lines will lose the area around 10+ spaces. There hasn't been an issue the last 10 years I've lived here so why all of a sudden do we need this?</p>

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		<p>Are there plans to make additional parking available for the area?</p> <p>Has anyone had a look around the area or has this been done just looking at a map?</p> <p>Obviously, I and many others will object these plans as they make no sense.</p>
56		<p>Please can you confirm that there has only been one report of an incident in Dryden that has resulted in the decision to put yellow lines in our residential street. The wording says "reports", plural, which means more than one but as my request was under the Freedom of Information rules, I assume you are required to tell me of all incidents; your disclosure of one report is the whole and total number of incidents in Dryden?</p> <p>I imagine you can see where I am going with this. Yellow lines as per your proposal, is a sledgehammer to crack a nut. I am very pleased that the cyclist was not injured but one occasion (you didn't tell me when this happened) does not suggest a sufficient hazard that would warrant such a reaction.</p> <p>Please do not make our estate any more like a main road than it already is.</p> <p>Please know that I'm not having a go at you but at the system that does not seem to appreciate how such markings and signage make residents feel.</p>
57		<p>I don't think you have considered the comments I have made in your haste to reply and discard.</p> <p>I am concerned about pedestrian and cyclist safety in Chells Way, and these lay-bys do not take into account anyone trying to cross from one side to the other having a good view of traffic in the vicinity to make a safe decision.</p> <p>It seems that all the authorities wish to do is paint a few yellow lines and that'll look like something has been sorted and ticked off the list.</p>
58		<p>Please can you advise how many requests you would need to consider making Warwick Road one way and therefore safer</p>