Zone G and Various Roads Formal Consultation Report

St. Johns Road, Puller Road/Grosvenor Terrace and Hanover Green

Dacorum Borough Council

Document Reference: 1000002642
Date: 31st October 2017
EXECUTIVE SUMMARY

The formal consultation period ran for the statutory 21 days from 6th September 2017 to 27th September 2017.

The consultation included properties located on the following roads within Zone G:

- Green End Road
- Bargrove Avenue
- Alston Road
- Sebright Road
- Bulbourne Close

The consultation document was delivered to 161 properties in the proposed zone G Resident Permit Parking Scheme.

A total of 39 individual responses were received which equates to an overall response rate of 24% within Zone G. 19 Responses were submitted by residents from outside of the schemes proposals in relation to the implementation of the proposed zone G Resident Permit Parking Scheme.

The majority of respondents within Zone G 32 of 39 (82%) were in favour of the proposed Zone G Resident Permit Parking Scheme. It is recommended to implement the scheme as proposed.

100% of the responses submitted by residents outside of and in relation to Zone G were against the Zone G Resident Permit Parking Scheme.

Objections to the proposals included:

- A lack of unrestricted parking for parents of St Rose’s Catholic Infants School wishing to drop off/pick up their children and park outside to attend school events.
- Displacement of Commuters into surrounding areas moving the problems to roads such as Green End Gardens, Gravel Hill Terrace and Grosvenor Terrace

The following measures are proposed in response to the objections:

1. The scheme proposals provide safe parking for parents to drop off and pick up their children from the local primary school.
2. A review of the parking scheme is recommended following implementation, the review should also consider if the scheme has had a negative impact on the roads that were not initially included within the proposals.
Additional proposals for various locations were also consulted on, these were localised proposals for the purpose of safety, maintaining traffic flow and localised parking provision the various locations and proposed restrictions are:

- St. Johns Road – Limited Waiting Bay
- St. Johns Road – Single Yellow Line
- Puller Road/Grosvenor Terrace – Double Yellow Line
- Hanover Green – Double Yellow Line

Objections to the localised proposals included:

1. The proposed introduction of the limited waiting bay on St Johns road will have a negative impact on the parking provision for residents within the local area.
2. The proposed introduction of the double yellow line at the junction of Puller Road and Grosvenor Terrace will reduce the already limited availability of parking in the area.
3. The proposed introduction of the double yellow lines at the junction of Hanover Green and Puller Road will reduce parking provision and have a negative affect for local businesses.

The following measures are proposed in response to the consultation:

1. St. John’s Road – Limited waiting bay, DBC will need to review the comments received and decide if the bay should be implemented.
2. St. John’s Road – Single yellow line – The single yellow should be implemented as proposed.
3. The double yellow lines at the junction of Puller Road and Grosvenor Terrace should be implanted as proposed. This measure will help to improve the safety of the junction for pedestrians and vehicles when exiting onto Grosvenor Terrace.
4. The proposed double yellow line restriction at the junction of Hannover Green and Puller Road should be implanted as proposed to ensure refuse and other larger vehicles are able to access the road safely.
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1. INTRODUCTION

Dacorum Borough Council (DBC) is seeking to implement proposed Zone G Resident Permit Parking Scheme in Dacorum to include the following roads:

- Green End Road
- Bargrove Avenue
- Alston Road
- Sebright Road
- Bulbourne Close

The final proposed Zone G Plan can be found in Appendix D

Additional locations we e also consulted on localised issues, these include:

- St. Johns Road – Limited Waiting Bay
- St. Johns Road – Single Yellow Line
- Puller Road/Grosvenor Terrace – Double Yellow Line
- Hanover Green – Double Yellow Line

Plans for the above locations can be found in Appendix A

Since the introduction of Zone X in Boxmoor in 2015 and the subsequent extension to Zone X in 2016 the roads listed above have become more popular with commuters wishing to park near Hemel Hempstead station.

Vehicles are now regularly parking on footways, causing obstructions to pedestrians and parking in the residential streets making it difficult for residents to park near to their properties. Parking for parents at school drop off and pick up times is also problematic.

DBC consulted residents on proposals to implement Zone G and the various localised restrictions, the final scheme proposals were provided in the form of a plan and an accompanying covering letter were delivered to all properties within the proposed area. Representations were submitted either via email to dacorum-consultation@projectcentre.co.uk or in writing to Dacorum Borough Council in order for DBC to make a final decision on the implementation of the scheme extension.

The purpose of this consultation was to provide a final solution to the current parking issues in the roads identified by DBC

The views of residents are important and have been considered as part of this formal consultation process. The final proposals have been subject to the statutory legal process.
The formal consultation ran from 6th September 2017 to 27th September 2017 to determine if the proposals were supported by the local community.
2. FORMAL CONSULTATION RESULTS

The formal consultation took place between 6th September 2017 and 29th September 2017, letters were delivered to all properties within the consultation area, street notices were placed on each road and a formal notice was published in the Hemel Hempstead Gazette.

The Consultation sought to determine the level of support for the introduction of the proposed Zone G Resident Permit Parking Scheme. Representations were received from residents within Zone G and are summarised as follows.

The following section provides a breakdown of the responses received on a road by road basis, detailed consultation comments can be found in Appendix B of this report.

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Support</th>
<th>Object</th>
<th>Neutral</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bargrove Avenue</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Green End Road</td>
<td>6</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Sebright Road</td>
<td>7</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Bulbourne Close</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Alston Road</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rosehill Court</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>32</strong></td>
<td><strong>6</strong></td>
<td><strong>1</strong></td>
</tr>
</tbody>
</table>

Graph 1

![Graph 1](image-url)
2.1 Roads in full Support

Charts 1-4 display the representations put forwards by Alston Road, Bargrove Avenue, Rosehill Court and Bulbourne Close. All four roads gave 100% Support towards the introduction of the proposed Zone G Resident Permit Parking Scheme.

A total of 19 responses were received from the roads displayed above in Charts 1-4 which accounts for a combined response average of 27% per road. 5 in support from Alston Road, 10 in support from Bargrove Avenue, 1 in support from Rosehill Court and 3 in support from Bulbourne Close.
2.2 Sebright Road

9 representations were given by the residents of Sebright Road with 7/9 (78%) being in favour of the proposed controlled parking scheme Zone G.

![Chart 5: Sebright Road]

The 2 objections suggested that due to the proposed no waiting at any time Zone, tradesman would not be able to park outside along with suggestions that an insufficient amount of permit parking bays are available within the current plans. Also some representations in support suggested that whilst they approve of the scheme some alterations regarding the times of operation of the parking bays should be made. See Appendix B.
2.3 Green End Road

A mixed response was received from Green End Road with a majority (55%) being in favour of the introduction of the proposed Zone G Resident Permit Parking Scheme.

![Chart 6](image)

Two of the objections suggested disapproval to the cost implications of the scheme. Another objection suggested the scheme would negatively affect trading hours along Green End Road. The Chair Person of the Governing Board of St Roses Catholic Infants School on Green End Road represented the schools interests in objecting to the introduction of the proposed Zone G Resident Permit Parking Scheme. This along with parental representations can be found within Appendix B.
2.4 Overall Summary of Zone G

The chart and table below indicate the number of responses received from within Zone G and also provides a breakdown of responses indicating support or objection towards the proposals.

Chart 8

Zone G Summary

<table>
<thead>
<tr>
<th></th>
<th>Support</th>
<th>Object</th>
<th>Neutral</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone G</td>
<td>32</td>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

As indicated in Chart 8 and Table 5 there was an overall majority of 32 from 39 responses (82%) indicating support for the introduction of the proposed Zone G Resident Permit Parking Scheme.
2.5 Overall response rate

The table below provides a breakdown of the response rate of each road within Zone G along with the total average of all the roads combined.

<table>
<thead>
<tr>
<th>Road Name</th>
<th>No. Of Addresses</th>
<th>No. Of representations</th>
<th>Response rate per Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bargrove Avenue</td>
<td>43</td>
<td>10</td>
<td>23%</td>
</tr>
<tr>
<td>Green End Road</td>
<td>67</td>
<td>11</td>
<td>16%</td>
</tr>
<tr>
<td>Sebright Road</td>
<td>23</td>
<td>9</td>
<td>39%</td>
</tr>
<tr>
<td>Bulbourne Close</td>
<td>9</td>
<td>3</td>
<td>33%</td>
</tr>
<tr>
<td>Alston Road</td>
<td>12</td>
<td>5</td>
<td>42%</td>
</tr>
<tr>
<td>Rosehill Court</td>
<td>7</td>
<td>1</td>
<td>14%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>161</strong></td>
<td><strong>39</strong></td>
<td><strong>24%</strong></td>
</tr>
</tbody>
</table>

Within Zone G there were 39 representations accounting for 24% of the households within Zone G. The Road with the strongest representation at 42% was Alston Road whilst Puller Road had the least amount of representation at 7%.
2.6 **External Objections in relation to Zone G**

Chart 9 and Table 7 provide a breakdown of all external objections which were submitted. These objections came from Green End Gardens, Grosvenor Terrace, Puller Road, Gravel Hill Terrace and parents of children attending St Rose’s Catholic Infants School on Green End Road.

### Chart 9

External Objections to Zone G

<table>
<thead>
<tr>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green End Gardens</td>
</tr>
<tr>
<td>St Rose’s School Objection</td>
</tr>
<tr>
<td>Grosvenor Terrace</td>
</tr>
<tr>
<td>Puller Road</td>
</tr>
<tr>
<td>Gravel Hill Terrace</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Green End Gardens</th>
<th>St Rose’s School Objection</th>
<th>Grosvenor Terrace</th>
<th>Puller Road</th>
<th>Gravel Hill Terrace</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Objections</td>
<td>8</td>
<td>8</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Residents of Green End Gardens, Puller Road, Grosvenor Terrace, Gravel Hill Terrace and parents of children attending St Rose’s Catholic Infants School on Green End Road all gave representations opposing the Parking Zone. The quantity of representations and split of external Objections are shown in Table 7 and Chart 9 respectfully.

**Green End Gardens**

The 8 objections from Green End Gardens suggested the resident’s worries regarding the Permit Parking Scheme displacing commuters, which currently park Zone G, into the surrounding area (including Green End Gardens). The majority of objections therefore suggested a general concern regarding not being included within Zone G and the controlled parking Zone.

**St Rose’s Catholic Infants School**

The parents of those attending St Rose’s Catholic Infants School showed complete objection towards the parking scheme with 8 representatives. The objections suggested that the scheme would prevent parents from dropping off their children as local residents will occupy the shared use bays putting their children’s safety at risk whilst having to walk into
school from a distance. There were also objections towards the 30 minute waiting restrictions of the shared use bays as it was suggested that they will prevent parents attending school activities whilst parked outside for lengthened durations.

**Grosvenor Terrace**

The single objection suggested that although they are in full agreement with the introduction of double yellow lines on the road corners they believe the proposals do not go far enough and will only displace the problem to adjoining roads including Grosvenor Terrace.

**Puller Road**

One objection came from a Puller road resident regarding the proposed Zone G Resident Permit Parking Scheme suggesting that it would be ‘compromising children’s safety’ by ‘pushing parents and young children onto streets further away’.

**Gravel Hill Terrace**

Likewise to the objections from Green End Gardens and Grosvenor Terrace the one objection from Gravel Hill Terrace was suggesting that the proposed Zone G Resident Permit Parking Scheme would only relocate commuters, currently parked in the proposed Zone G, to Gravel Hill Terrace and the roads surrounding Zone G.
3. **ADDITIONAL LOCALISED PROPOSALS**

Additional to the Zone G proposals, various locations in the Boxmoor area were also consulted based on localised issues, the locations are:

- St. Johns Road – Limited Waiting Bay
- St. Johns Road – Single Yellow Line
- Puller Road/Grosvenor Terrace – Double Yellow Line
- Hanover Green – Double Yellow Line

The following section provides a breakdown of the responses received for each of the localised areas.

3.1 **Puller Road**

![Chart 10](Image)

![Table 8](Image)

There were 2 objections put forward from Puller road relating to the proposed no waiting at any time zones. One of these focused on the proposed double yellow lines reducing the amount of parking for local residents, forcing them to park further away making the walk
home longer, having a negative effect on their safety. The other objection was from a local business on Puller Road suggesting that the proposal would negatively affect the business due to a reduced number of car parking spaces available on Puller Road. One representation was given in Support of the scheme suggesting it would ‘greatly enhance road safety’.

3.2 St Johns Road
As shown below in Chart 11 there was 100% support for the introduction of the single yellow line on St Johns Road.

Chart 11

St Johns Road Yellow Line

<table>
<thead>
<tr>
<th>Support</th>
<th>Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 9

<table>
<thead>
<tr>
<th>Project</th>
<th>Support</th>
<th>Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow Line</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

Those in support of the scheme suggested the yellow lines will ‘help improve traffic safety in this area’. Another resident of St John’s Road in support of the no waiting restriction suggested that the road and path are currently restricted from commuter parking causing danger to both road users and pedestrians.
Chart 12 and 10 represent the level of support for the introduction of the proposed limited waiting bay on St Johns Road. The majority 6/7 (86%) objected to the proposal with only 1 representation in support.

**Chart 12**

**St Johns Road Limited Waiting Bay**

- Support
- Object

<table>
<thead>
<tr>
<th>Project</th>
<th>Support</th>
<th>Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting Bay</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>

The 6 responses received to the proposed limited waiting bay suggested this would mean the loss of parking provision for residents near to their homes on St John’s Road. The 1 response that was in support of the waiting bay suggested the proposal would be a considerable improvement on the present unrestricted parking which has created practical difficulties in conducting church services.
4. CONCLUSIONS AND RECOMMENDATIONS

4.1 Zone G

Responses have indicated overall support for the introduction of the proposed Zone G Resident Permit Parking Scheme, with 82% of respondents within Zone G showing support for the introduction of the scheme. Alston Road, Bargrove Avenue, Bulbourne Close and Rosehill Court all showed 100% support for the scheme. Sebright Road showed overall support for the scheme with 78% in approval of its introduction. Green End Road showed a slight overall majority of 55% in favour of the introduction of the proposed Zone G Resident Permit Parking Scheme with 36% against the scheme and 9% neutral.

Alston Road-

The scheme will benefit all residents and will help to reduce the number of commuter vehicles parked on Alston Road throughout the day giving more space to manoeuvre for larger vehicles and providing more accessible visitor parking in the area.

Bargrove Avenue-

The scheme will deter commuter parking in Bargrove Avenue. The proposed permit holder only restrictions will improve safety within the road by removing those vehicles not permitted to park in the area. Residents will be able to safely pull out of their driveways.

Bulbourne Close -

The proposed permit holder’s only restriction on Bulbourne Close will deter the indiscriminate parking currently experienced during school drop off and pick up times.

Green End Road-

Green End Road gave a varied response regarding the parking schemes implementation with both residential and external representations submitted. The residents of Green End Road were found to be 55% in support of the scheme. 36% of representations received were in objection to the scheme, with confusion as to why the scheme is being implemented and concerns regarding the cost implications of the scheme.

Rosehill Court-

No objections were made to the Zone G proposals from Rosehill Court.

Sebright Road-

Residents generally were in favour of the proposals with 78% of responses indicating their support for the parking scheme. The proposals will deter the current levels of commuter parking on the road and make it easier for pedestrians to
4.2 External Objections regarding Zone G

Representations were also received from outside of the consultation zone, 19 opposed the introduction of the proposed Zone G Resident Permit Parking Scheme. The representations came from Green End Gardens, Puller Road, Grosvenor Terrace, Gravel Hill Terrace and the parents of those attending St Rose’s Catholic Infant school.

St Rose’s Catholic Infant School-

The parents of those attending St Rose’s Catholic Infants School showed they objected towards the parking scheme with 8 opposing along with the Chair Person of the Governing Board of St Roses Catholic Infants School on Green End Road who represented the schools interests in objecting to the introduction of the proposed Zone G Resident Permit Parking Scheme.

Green End Gardens-

The residents of Green End Gardens showed total objection to the introduction of the proposed Zone G Resident Permit Parking Scheme. Residents expressed their concerns that the parking restrictions within Zone G will displace commuters onto their own road and not solve the issue. Based on both this and the last consultations conducted there is evident support for the introduction of some sort of parking restrictions within Green End Gardens.

Previous consultation included Green End Gardens within proposed Zone W but as there was not widespread support for the proposals the council decided not to continue with the scheme. DBC may wish to explore this further through a review of parking demand following the implementation of the Zone G scheme.

Puller Road-

One objection was submitted from Puller Road suggesting that the parking restrictions on Green End Road would only move the problem elsewhere and that it would ‘penalise the school and catholic community’.

The proposed shared use restrictions will provide safe parking provision for parents to drop off and pick up their children from the local school.

Grosvenor Terrace-

Only 1 representation was submitted from Grosvenor Terrace indicating 100% objection towards the scheme. Considering the amount of residencies along Grosvenor Terrace it is an inaccurate representation of the whole road. The response suggests similarly to the Green End Gardens residents that the proposed Zone G Resident Permit Parking Scheme will provide a suitable parking solution for all those contained within Zone G but will have a negative effect on the surrounding roads.
Two previous rounds of consultation proposed parking restrictions on Grosvenor Terrace, both sets of proposals were not supported by the majority of residents due to the location and reduction in parking provision. Due to the lack of support for the proposals it was decided not to include Grosvenor Terrace within Zone G.

**Gravel Hill Terrace**

Similarly to Grosvenor Terrace, 1 objection was also received from Gravel Hill Terrace suggesting that addressing the issue of congestion on Green End Road will only spread the issue onto Gravel Hill Terrace.

### 4.3 Additional Comments

During the course of the formal consultation period, information relating to the pending redevelopment of the St. Mary’s Dominican Convent site on Green end road was submitted for consideration. Plans for the site *(Appendix C)* show the entrance to the site will be widened as part of the development programme. This will cause the loss of part of the proposed parking provision on the western side of Green End Road. The final scheme proposals have been amended to accommodate this change.

The final scheme proposals provide a double yellow line which will run across the entire width of the proposed new entrance which can be implemented prior to the entrances changes taking place.
4.4 Additional Localised Proposals

St Johns Road – Single Yellow Line

St Johns Road showed 100% support towards the introduction of the yellow line on St Johns Road. The scheme will benefit both road users and pedestrians who are currently subject to dangerous commuter parking throughout the day.

St Johns Road – Limited Waiting Bay

The proposed limited waiting bay 6/7 (86%) of the representations were against the proposal. A primary reason for this were suggestions that the scheme will reduce the amount of unrestricted parking, due to the proposed waiting bays, forcing resident who are unable to gain a permit to park elsewhere.

It is considered this proposal will be of benefit to the wider community.

Puller Road/Grosvenor Terrace

Puller Road residents showed a mixed response towards the proposals. 67% of the responses were in objection to the proposed double yellow lines at the junction of Grosvenor Terrace.

Puller Road/Hanover Green

Proposals for double yellow lines to be implemented at the entrance of Hanover Green indicated 33% in support of this proposal. The objections suggested that the scheme would reduce the amount of unrestricted parking, negatively effecting residents and local businesses on Puller Road.

The purpose of this proposal is to ensure refuse vehicles are able to access Hanover Green safely whilst carrying out their
Appendix A – Consultation Material
September 2017

Dear Householder/Proprietor,


Following consultation on the proposed introduction of Zone G to include Green End Road, Bargrove Avenue, Alston Road, Sebright Road and Bulbourne Close, Dacorum Borough Council has considered the responses received and decided to proceed towards implementing the changes.

This letter is to advise you that the formal Traffic Regulation Orders (TROs) required to make the scheme operational has been published. The publication of the TROs marks the beginning of a statutory consultation period that will last for 21 days from 6th September 2017.

During this period anybody may comment or submit representations to the proposals. Comments or representations must be made in writing, stating the grounds on which they are made and sent to the address at the top of this letter or via email to dacorum-consultation@projectcentre.co.uk to be received by e-mail by 23:59 on 27th September 2017 or by last postal delivery to the above address on 29th September 2017. No significant changes can be made to the proposals from this time; we want to know if you support the introduction of the proposals or whether you object to them so please respond to this consultation.

The plan included with this letter provides a summary of the proposals. Zone G will operate Monday to Friday 8am – 5pm and will allow the residents of the above listed roads to park in the permit holder parking places anywhere within the Zone.

Summary information on how the scheme will work is set out in this letter. Plans are on display in the main reception area at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

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

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd
What are the proposals?

During the hours of operation (Monday to Friday 8am – 5pm) anybody wishing to park on-street in the designated zone must display a valid permit or may park for up to 30 minutes in the limited waiting bays on Green End Road and Alston Road. The zone is shown on the plan provided.

What about deliveries, traders carrying out work and carers?

Deliveries may be carried out by vehicles provided this process is observed to be taking place within 5 minutes. Anything longer (including traders carrying out work and carers visits) will require the visitor to park in areas away from the limited waiting bay during operational times.

How will the proposals be enforced?

The Council's Civil Enforcement Officers will patrol the area during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to put the scheme in place a date will be set for the scheme to go live and it will be advertised in the public notices section of the Hemel Hempstead Gazette. Residents within the scheme will be sent a letter detailing how to apply for permits and vouchers and lines and signs will be installed in readiness for the set date.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.
Dear Householder/Proprietor,

Formal Consultation: Introduction of Limited Waiting Parking, St. Johns Road, Boxmoor Hemel Hempstead.

Following consultation on the proposed introduction of Zone G to include Green End Road, Bargrove Avenue, Alston Road, Sebright Road and Bulbourne Close, Dacorum Borough Council has considered the responses received and decided to proceed towards implementing the changes.

This letter is to advise you that the formal Traffic Regulation Orders (TROs) required to make the scheme operational has been published. The publication of the TROs marks the beginning of a statutory consultation period that will last for 21 days from 6th September 2017.

During this period anybody may comment or submit representations to the proposals. Comments or representations must be made in writing, stating the grounds on which they are made and sent to the address at the top of this letter or via email to dacorum-consultation@projectcentre.co.uk to be received by e-mail by 23:59 on 27th September 2017 or by last postal delivery to the above address on 29th September 2017. No significant changes can be made to the proposals from this time; we want to know if you support the introduction of the proposals or whether you object to them so please respond to this consultation.

The plan included with this letter provides a summary of the proposals. The limited waiting bay will operate Monday to Saturday 8:30am – 6:30pm, max stay 90 minutes, no return in 2 hours to allow visits to the nearby church.

Summary information on how the scheme will work is set out in this letter. Plans are on display in the main reception area at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

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

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd
What are the proposals?

During the hours of operation (Monday to Saturday 8:30am – 6:30pm) anybody wishing to park can do so for up to 90 minutes in the limited waiting bay on St John’s Road.

How will the proposals be enforced?

The Council’s Civil Enforcement Officers will patrol the area during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to put the scheme in place a date will be set for the scheme to go live and it will be advertised in the public notices section of the Hemel Hempstead Gazette. Residences within the scheme will be sent a letter detailing how to apply for permits and vouchers and lines and signs will be installed in readiness for the set date.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.
Dear Householder/Proprietor,

Formal Consultation: Introduction of Single Yellow Line, St. Johns Road, Boxmoor Hemel Hempstead.

Following consultation on the proposed introduction of Zone G to include Green End Road, Bargrove Avenue, Alston Road, Sebright Road and Bulbourne Close, Dacorum Borough Council has considered the responses received and decided to proceed towards implementing the changes.

This letter is to advise you that the formal Traffic Regulation Orders (TROs) required to make the scheme operational has been published. The publication of the TROs marks the beginning of a statutory consultation period that will last for 21 days from 6th September 2017.

During this period anybody may comment or submit representations to the proposals. Comments or representations must be made in writing, stating the grounds on which they are made and sent to the address at the top of this letter or via email to dacorum-consultation@projectcentre.co.uk to be received by e-mail by 23:59 on 27th September 2017 or by last postal delivery to the above address on 29th September 2017. No significant changes can be made to the proposals from this time; we want to know if you support the introduction of the proposals or whether you object to them so please respond to this consultation.

The plan included with this letter provides a summary of the proposals. The single yellow line will operate Monday to Saturday 8:30am – 6:30pm in order to improve the safety of St John’s Road at busy times.

Summary information on how the scheme will work is set out in this letter. Plans are on display in the main reception area at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

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

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd
What are the proposals?

During the hours of operation (Monday to Saturday 8:30am – 6:30pm) anybody wishing to park can do so for up to 90 minutes in the limited waiting bay on St John's Road.

How will the proposals be enforced?

The Council’s Civil Enforcement Officers will patrol the area during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to put the scheme in place a date will be set for the scheme to go live and it will be advertised in the public notices section of the Hemel Hempstead Gazette. Residences within the scheme will be sent a letter detailing how to apply for permits and vouchers and lines and signs will be installed in readiness for the set date.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.
LEGEND

- Existing no waiting at any time
- Existing no waiting
  Mon - Sat 8.30am - 6.30pm
- Proposed no waiting
  Mon - Sat 8.30am - 6.30pm
September 2017

Dear Householder/Proprietor,

**Formal Consultation: Introduction of Double Yellow Line, Puller Road/Grosvenor Terrace, Boxmoor, Hemel Hempstead.**

Following consultation on the proposed introduction of Zone G to include Green End Road, Bargrove Avenue, Alston Road, Sebright Road and Bulbourne Close, Dacorum Borough Council has considered the responses received and decided to proceed towards implementing the changes.

This letter is to advise you that the formal Traffic Regulation Orders (TROs) required to make the scheme operational has been published. The publication of the TROs marks the beginning of a statutory consultation period that will last for 21 days from 6th September 2017.

During this period anybody may comment or submit representations to the proposals. Comments or representations must be made in writing, stating the grounds on which they are made and sent to the address at the top of this letter or via email to dacorum-consultation@projectcentre.co.uk to be received by e-mail by 23:59 on 27th September 2017 or by last postal delivery to the above address on 29th September 2017. No significant changes can be made to the proposals from this time; we want to know if you support the introduction of the proposals or whether you object to them so please respond to this consultation.

The plan included with this letter provides a summary of the proposals. The double yellow line will operate at **All times** in order to improve safety at the junction with Puller Road and Grosvenor Terrace.

Summary information on how the scheme will work is set out in this letter. Plans are on display in the main reception area at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

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

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd
What are the proposals?

To deter parking at the junction of Puller Road and Grosvenor Terrace for the purposes of safety.

How will the proposals be enforced?

The Council's Civil Enforcement Officers will patrol the area during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to put the scheme in place a date will be set for the scheme to go live and it will be advertised in the public notices section of the Hemel Hempstead Gazette. Residences within the scheme will be sent a letter detailing how to apply for permits and vouchers and lines and signs will be installed in readiness for the set date.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.
September 2017

Dear Householder/Proprietor,

**Formal Consultation: Introduction of Double Yellow Line, Hanover Green, Boxmoor, Hemel Hempstead.**

Following consultation on the proposed introduction of **Zone G** to include Green End Road, Bargrove Avenue, Alston Road, Sebright Road and Bulbourne Close, Dacorum Borough Council has considered the responses received and decided to proceed towards implementing the changes.

This letter is to advise you that the formal Traffic Regulation Orders (TROs) required to make the scheme operational has been published. The publication of the TROs marks the beginning of a statutory consultation period that will last for 21 days from 6th **September 2017**.

During this period anybody may comment or submit representations to the proposals. Comments or representations must be made in writing, stating the grounds on which they are made and sent to the address at the top of this letter or via email to **dacorum-consultation@projectcentre.co.uk** to be received by e-mail by 23:59 on **27th September 2017** or by last postal delivery to the above address on **29th September 2017**. No significant changes can be made to the proposals from this time; we want to know if you support the introduction of the proposals or whether you object to them so please respond to this consultation.

The plan included with this letter provides a summary of the proposals. The double yellow line will operate at **All times** in order to improve access to Hanover Green and improve safety at the junction with Puller Road.

Summary information on how the scheme will work is set out in this letter. Plans are on display in the main reception area at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

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

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd
What are the proposals?

To deter parking at the junction of Puller Road and Hanover Green for the purposes of safety and access.

How will the proposals be enforced?

The Council’s Civil Enforcement Officers will patrol the area during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to put the scheme in place a date will be set for the scheme to go live and it will be advertised in the public notices section of the Hemel Hempstead Gazette. Residences within the scheme will be sent a letter detailing how to apply for permits and vouchers and lines and signs will be installed in readiness for the set date.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.
Appendix B - Consultation Comments
## Zone G

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

<table>
<thead>
<tr>
<th>Alston Road-</th>
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<tbody>
<tr>
<td><strong>Dear Sirs</strong></td>
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<tr>
<td><strong>Formal Consultation: Introduction of Zone G, Boxmoor</strong></td>
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<tr>
<td>We write in support of these proposals, and look forward to their introduction.</td>
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<tr>
<td>Alston Road-</td>
<td>I live at XX Alston Road. I do not have any objection to what is proposed.</td>
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<tr>
<td>Alston Road-</td>
<td>As a resident in the zone, I wish to add my full support to the proposals for controlled parking.</td>
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<tr>
<td>Alston Road-</td>
<td>We fully support the plan to introduce a controlled parking zone (zone G) in Boxmoor. We hope that the proposals as outlined in the Formal Consultation document will be in force as soon as possible. It should help to reduce the number of cars parked on the pavement from morning till evening. They sometimes make it difficult to drive out of one's own driveway and occasionally obstruct delivery vehicles.</td>
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</table>
### Alston Road
- I fully support the introduction of Zone G in Boxmoor and hope it will be introduced without any further delays.

### Bargrove Avenue

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<th>COMMENT</th>
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**Bargrove Avenue** - I am a Bargrove Avenue resident. And I am happy that Bargrove Avenue will be Permit only Mon-Fri 8am-5pm as per legend on the project diagram. This will stop Station and School Parking which is the main goal of CPZ.

Also I feel this is all that is required and supported by a sign at the entrance to Bargrove along with the 'No Through Road' sign.

However, my address is XX Bargrove Avenue and my property is on the inside corner as you go up Bargrove Avenue.

The diagram is not clear with overlapping colours - I have been to the 'Forum' to check this out but they had no copies of this consultation and I have tried calling but no replies!

We/I residents that live on the bend/corner feel that 'permit parking - Mon-Fri 8am-5pm' is sufficient. We park with consideration and do not obstruct the bend. And respect access to each others drives etc.,

As I am the corner property I do not have a drive directly onto the road, it is in my back garden. Therefore, for safety, security and privacy reasons I keep it locked if I am using my car during the day. So if the diagram is correct, by having a pink line all the way around my property I will not be able to park anywhere outside my house and will have to impose on a neighbours parking space.

**In a nutshell, please do not put/paint 'pink - no waiting lines on the bend in Bargrove Avenue.'**
| Bargrove Avenue- We fully support the proposed parking restrictions for our street (Bargrove Avenue) and surrounding roads. We look forward to the restrictions coming into place so that the road and surrounding roads become safer for our children when they are walking to and from school. |
|---|---|
| Bargrove Avenue- I agree with the proposed plans for Bargrove Avenue. |

**Consultation on Introduction of Controlled Parking Zone G, Boxmoor**

We write to express our wholehearted support for the proposed Boxmoor Controlled Parking Zone G, which includes our road.

Whilst we appreciate that no major changes may be made at this stage, we hope that you may be able to consider the following detail.

The exit from Bargrove Avenue onto Green End Road is on the inside of a curve. Consequently, when exiting Bargrove Avenue, visibility is seriously hampered by vehicles parked on the western side of Green End Road. This leads to increased risk for all because it is necessary for vehicles exiting Bargrove Avenue to creep out towards the centre of Green End Road, in order to check for oncoming cars, motorcycles, bicycles or even smaller panel vans.

Southwards there is also a high wall about which little may be done, but north of the junction, safety would be improved by extending the existing “No parking at any time” restriction on that corner by a further 10 meters northwards along Green End Road, roughly the equivalent of two car bays.
**Bargrove Avenue** - Thank you for the letter through our postbox last week in relation to the consultation in Bargrove Avenue

I’m fully supporting the proposals due to the increase and dangerous parking of those dropping children off in the morning and commuters using Green End Road as their own personal parking area with no regard to local needs.

Looking forward to the implementation date.

---

**Bargrove Avenue** - I would like to formally support the proposal of zone G parking permits on Bargrove Avenue.

Having recently moved to the road I was surprised by the amount of cars either commuters or school drop off at St Roses that used the road making it difficult to see as you turned into or out of the road and the inconsiderate parking on pavements. The residents on a quiet cul de sac I feel suffer on a daily basis due to the disruption and the increase to the risk to safety.

Fully support this and look forward to implementation in Spring 18.

---

**Bargrove Avenue** - I fully support the introduction of Zone G in Boxmoor.

---

**Bargrove Avenue** - I would like to confirm that I am completely in favour of the proposed parking restrictions within the above scheme. The sooner this is implemented the better.

---

**Bargrove Avenue** - We are fully in support of the proposed parking scheme for Zone G Boxmoor, and look forward to its implementation.
Bargrove Avenue - Thank you for your communication, received Wednesday 6 September.

I have read and fully understand the points outlined.

I write to confirm that I fully support the introduction of the proposals outlined.

Please implement these as soon as is possible.

The School Term has resumed and my great fear is that a child will be involved and injured because of the difficulties experienced daily with the parking issues in this area, lack of visibility and congestion.
### Rosehill Court

**COMMENTS**

- Support
- Object

**Rosehill Court**- I would like to state that my wife and I fully support the zone G proposals and think it will greatly improve the area and make it easier for the bus to get down the road which is sometimes nearly impossible.

### Bulbourne Close

**COMMENT**

- Support
- Object

**Bulbourne Close**- Thank you for the opportunity to make representations on this proposal.

We live in Bulbourne Close and strongly support the proposal. The parking situation around here has been getting worse - even preventing us turning right out of our own road on one occasion.

The key will be effective monitoring and enforcement, particularly at school drop-off and pick-up times, when cars are parked anywhere, even on existing double yellow lines.

We do hope this proposal goes ahead soon.

**Bulbourne Close**- I would like to register my support for the proposed introduction of the Zone G parking restriction.
Bulbourne Close-

Further to my email of 11th September in which I requested a review of the proposed road markings in our close because of the way cars park on either side and across the back of our drive making it impossible for us to reverse off.

See below photographs taken yesterday and today showing the situation as mentioned in my email.

As you can see in the photograph showing where the three cars are surrounding our drive, if we attempt to reverse off our drive we cannot get the car far enough back because of the silver car opposite, and with the road being so narrow we cannot negotiate a turn.

If we do start to turn then the front nearside of our car would hit the front of the car parked between our drive and the lampost stopping us from getting off. I trust you will review this as if you were us so as to enable you to see our concern,
### Sebright Road

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<th>COMMENT</th>
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| • Support  
• Object |

**Sebright Road** - We are residents of Sebright Road Boxmoor and are basically in favour of a residents only parking scheme, however once again you and the council do not listen to the residents of the road who know first hand of the particular parking problems.

The present scheme falls short in the following ways:

1. There are two to three cars in most of the households and the introduction of marked parking bays and single yellow lines down one side of the road removes all flexibility for the residents, it would be far better as has been suggested before for the road to designated as residents parking only as shown for Bargrove Avenue and Bulbourne Close there is no need for all of the road markings.

2. The parking restriction is shown as Monday to Friday 8am to 5pm this does not prevent commuters parking after 5pm on a Friday and going off for the weekend which happens on a regular basis.

We trust that you and the council will take note and put right the above faults with the scheme.

Please listen to the residents.
| Sebright Road: | As a resident of Sebright Road I am in support of the introduction of the Zone G Residents Parking Scheme in Boxmoor. My only comment would be regarding the times that parking is proposed to be restricted in this zone. I believe that the times of operation proposed, Monday to Friday 8am to 5pm, are more than is needed to solve the problem of commuter parking - the main reason we wish for the scheme to be implemented. This all-day restriction will also adversely affect visitors and tradesmen which are not the cause of the current parking problems. Furthermore, the visitor permits needed to accommodate guests if all-day restrictions are in place will become a significant cost to residents. I believe that a more effective solution would be to implement the scheme as it currently operates in Kingsland/Horsecroft Road where there are two separate (short) restricted parking time periods. This prevents all day commuter parking but would allow for visitors to come outside of the restricted parking times and reduce the need for additional visitor permits. |
| Sebright Road: | As a resident of Sebright Road I support the introduction of the Zone G Residents Parking Scheme in Boxmoor. I would however like to challenge the times of operation of Zone G as I believe Monday to Friday 8am to 5pm is too restrictive for addressing the prime reason for the introduction of the parking zone – to control train commuter parking. I believe this will negatively affect visitors and tradesmen which are not the cause of the current parking problems and the necessary temporary permits will become a significant cost to residents. The very effective scheme as operated in Horsecroft and Kingsland roads, with 1 hour bans mid morning and mid afternoon would be my preferred choice. |
| Sebright Road: | We support the introduction of the proposals. |
Sebright Road: Thank you for your recent correspondence regarding the introduction of zone G parking restrictions in Boxmoor, Hemel Hempstead.

We are a family with two young children living on Sebright Road and we often struggle to park near to our house due to limited road parking available. Our house is one of the houses along Sebright Road that does not benefit from any off street parking so we have no option other than to park on the road. We only have one car.

We would like to respond to this consultation in full support of the proposed plans.

However, we do have a couple of concerns outlined below;

- we note that the lower end of Sebright Road (adjoining St. John's road) has a proposed area of no waiting mon-fri 8am-5pm on the left hand side. These additional parking spaces are regularly used by residents/visitors of Sebright Road and to lose these may impact on availability of spaces, especially as many homes along the road have more than one car.

- some of the residents on Sebright Road have multiple cars (up to four). Is there a way of ensuring that homes with only one car and no off road parking options have priority for permits/or restricting the number of permits per household.? Or whether homes without off road parking are offered more permits than those homes with driveways/garages (some of which can accommodate a number of vehicles)?

We look forward to hearing the outcome of the proposal and are happy to be contacted at any time for additional views or comments.

Sebright Road: We would like to confirm that the three occupants of XX, Sebright Road fully support the introduction of resident parking Zone G, and hope that it will help to alleviate the use of the road as station parking.

In addition, we hope that the increased restrictions in St John's Road will make it safer to pull out when turning left or right. We will be disappointed if following these consultations the scheme does not proceed.
I would like to formally object to the controlled parking extension to the Boxmoor area which includes Sebright Road.
Sebright Road: I am writing to query the implementation of the Zone G proposals for Sebright Road: specifically what appears to be the 'Proposed no waiting at anytime' for the even-numbered side of the road. To illustrate the problems this would cause:

- Yesterday our gas-service engineer was necessarily parked outside our house (no XX) for two hours, requiring continual access to his van.
- Next week a household decorator will need to be parked similarly for some days, requiring continual access to his van.
- We have visitors from time to time, including our sons and their families, spending some days with us, not least at Christmas.

How is such to be provided for? The explanation given in the Formal Consultation letter (September 2017):

Deliveries may be carried out by vehicles provided this process is observed to be taking place within 5 minutes. Anything longer (including traders carrying out work and carers visits) will require the visitor to park in areas away from the limited waiting bay during operational times.

- ('at any time’ in this case) is disingenuous:

- There will be no extended parking available in any of the adjacent streets.
- While we understand parking permits will be available, there will in fact be no further space available in the proposed permit bays on the odd-numbered side of the road, since they will be insufficient in any case for the numbers of householders’ cars, more than one per household, on that side of the road.

I might add, that in our 80s, we will no doubt be needing extended carers’ visits in due course.

I am asking for this particular proposal to be reconsidered if we are not to be severely disadvantaged.
Green End Road

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<tr>
<th>COMMENT</th>
<th>• Support • Object</th>
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<tr>
<td><strong>Green End Road</strong> Please note that I do support the proposals for the introduction of a controlled parking zone (Zone G), as described. To-date we have been somewhat plagued by inconsiderate motorists who use this area as a last chance saloon to snatch parking places before having to pay for parking at the railway station. However this blanket approval is conditional on the assumption that permits will be free to residents/home owners. I look forward to receiving such details in due course.</td>
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<tr>
<td><strong>Green End Road</strong> I live at no XX Green End Road, which is at the junction of Bargrove Avenue. Although I support the proposed changes, I would like a minor amendment to the plan if at all possible. Visibility when pulling out of our house driveway (which faces onto Green End Road) is often obscured on the right-hand side due to parked cars, compounded by the curve of the road. This can be exacerbated if the parked vehicle is a van or car with tinted windows. In some situations, I have to slowly pull out blind. It is not obvious from outside my drive. It can be particularly risky at school times when there is a lot of traffic, both road and pedestrian. I appreciate that the plan could reduce the visibility problem. However, either extending the existing double yellow lines in front of my driveway or having no waiting Mon-Fri 8am-5pm extending from these double yellow lines for a short length of that southern section of road would mean less risk when pulling out on to the road.</td>
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<td><strong>Green End Road</strong> I have received the final papers concerning and outlining proposed parking restrictions in Green End Road. We are writing to support the introduction of the proposals. The sooner the better before a serious accident takes place.</td>
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<tr>
<td><strong>Green End Road</strong> I have received your letter dated September 2017 regarding the proposed introduction of Zone G,</td>
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as above.

I have lived at number XX Green End Road, Boxmoor for thirteen years. During this time, I have noticed an increase in volume of traffic, noise and parking issues, so I support the proposed introduction of Zone G. However, I would like to comment on the design for the ‘proposed shared use bay Mon - Fri 8am - 5pm, the turquoise colour code on lower Green End Road. The proposal shows the shared bay spaces on the left hand side (heading North/uphill) of lower Green End Road from the roundabout end, reaching the School’s yellow road markings. I think by having the shared bays on the side proposed would potentially cause a back log of traffic onto the roundabout, as the vehicles’ coming off the roundabout onto Green End Road would give way to on coming vehicles on the other side of Green End Road, thus potentially blocking the roundabout flow.

As the proposed scheme stands, downhill traffic has right of way and will increase the speed of that down hill traffic towards the roundabout. At the moment having the vehicles parked on the opposite side to the proposal helps tremendously with speed control, as downhill traffic has to give way to vehicles travelling up Green End Road from the roundabout; This means a lower average speed of traffic outside a congested school zone. Effectively putting the parking bays as shown in the scheme will encourage traffic to use Green End Road as a ‘rat run’ at busy times. Also, accessing driveways would be harder for residents if the proposed shared bays were positioned opposite their driveways. I often use the adjacent road space for turning and positioning when accessing my driveway, especially reversing.

Can the ‘proposed shared use bay’ be situated on the other side of the road (right hand side coming onto Green End Road from the roundabout)? Although this side of the road has driveways, there is still enough space between the driveways for the ‘proposed shared bays to go’ as has always been the case. Having the shared bays this side would help with potential roundabout congestion, school safety and difficult driveway access, as vehicles coming off the roundabout onto Green End Road will have priority over those vehicles coming down from the top of Green End Road. Also, if the ‘proposed shared use bays’ were switched to the other side of the road, it would make the space outside XX and XX Green End Road (3 car spaces) usable as shared use bays.
<table>
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<tr>
<th><strong>Green End Road</strong>- Re: Proposed introduction of Zone G parking zone in Boxmoor, Hemel Hempstead</th>
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<tbody>
<tr>
<td>Further to your letter of September 2017 we are both very much in favour of your revised proposals. We hope that after such a long wait they can be implemented as soon as possible.</td>
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<tr>
<th><strong>Green End Road</strong>- I wish to express my support for the proposed introduction of Zone G.</th>
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<tr>
<td>Whilst I support the proposal and encourage its introduction at the earliest possible opportunity, I would like to express my surprise at the inexplicable decision to effectively make Bargrove Avenue a private road. This is a publicly maintained road, and I see no public interest benefit in preventing short-term parking. I am also concerned that the lack of a communication to explain the rationale for the specific elements within the proposal could lead to uninformed criticism of the plans. The whole multi-year consultation process has been handled terribly.</td>
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<tr>
<th><strong>Green End Road</strong>- I live at</th>
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<tr>
<td>I object to the Zone G proposals on the basis that this is a waste of public funds. For the scheme proposed to work it will need to 'policed' we do not have enough police or wardens to do this. Paying for more wardens is a waste of money As there is not a problem at the moment. The cost to implement and up keep all the extra signs and lines is also a waste of money Station parking is not a problem as these people park sensibly. School parking is the issue As school Parkers use verges and double yellow corners This is rarely policed today So I must assume it will be no better in this scheme. It will simply move the station parking elsewhere and encourage the school parkers to use the bays rather than walk to school. We should be encouraging more people to walk with children.</td>
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<th><strong>Green End Road</strong>- I totally object to the planned introduction of Zone G to Green End Road.</th>
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<tr>
<td>Nobody had the professional courtesy to answer the questions raised by my previous response. The introduction of white lines on the road in areas of dropped kerbs may be a more cost effective solution to...</td>
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anyone who has complained about the parking.

The question I have is simply why?

Why is this being introduced? what sparked the need? There has been no explanation, and no justification for the spending of taxpayers money on this wasteful scheme.

What is the total cost of the scheme including design, planning and annual enforcement costs?

I hope that I will receive some kind of response to my points above other than an automated reply!

Green End Road- Having seen the proposed permit parking for GreenEnd Road Boxmoor, I run a public house at the top of this road. The hours of 8am-5pm are totally inappropriate this will affect my trading hours. I totally agree with permit parking in this road but don’t see the necessity of the time scales you have put forward. Other road in Boxmoor have permit parking times which are far more realistic !! and work really well for local residents.

I have a small car park which I allow the school mums to use in the mornings for drop off, and afternoon for collection of children, this facility is an arrangement I have with the school. If the parking times come into force I will have to notify the school that this arrangement will have to cease which will cause a lot of distress to the parents and school.

All that is needed is a revision of the times, 3 pm is far more acceptable , this will stop the station commuters from parking where residents live.

Green End Road- As Chair Person of the Governing Board of St Roses Catholic Infants School I am writing to you with regard to the proposed waiting restriction schemes in Boxmoor which are currently under consultation.

St Roses Catholic Infants School is located on Green End Road, HP1 1QW and as a Catholic Faith voluntary aided school serves a wide catchment area covering the parishes of St Mark’s (Gadebridge), St Mary & St Joseph (Boxmoor), Our Lady Mother of the Saviour (Chipperfield), Church of the Resurrection (Grovehill) and Our Lady Queen of All Creation (Adeyfield). We have a nursery and dual forms in Reception, Year 1 and Year 2.

The Governing Board of the school is extremely concerned about the proposed waiting restriction schemes in Boxmoor and
above all, about the safety and well-being of our children and parents. The majority of our parents/guardian drive their children to school for the following reasons:

- As a faith school the catchment is wider than most other local schools.
- We are a feeder school for St Cuthbert Mayne Catholic Junior School (located off Gadebridge Road, HP1 3EA). The large majority of our families often have children attending both schools. This means they are managing school runs to two locations each day.
- Many families also have children attending John F Kennedy Secondary School (located on Hollybush Lane, Hemel Hempstead HP1 2PH) this means they are often managing school runs to three locations each day.
- There is no school transport available
- The age of our children.

We are acutely aware of the difficulties of the current situation especially since the introduction of Controlled Parking Zones in the roads near to the train station. Green End Road is regularly extremely difficult to negotiate due to commuter, resident and school traffic being parked along both sides of the road and frequently blocking drives and pavements. This is clearly putting children’s safety at risk as parents try to negotiate obstacles and cross the road in safety frequently with smaller children and buggies.

We consider the proposed waiting time restrictions will have the following effects:

- There will be insufficient 30 minute maximum wait bays along Green End Road available for parents to use at drop-off and pick-up times because of the number of our parents forced to drive, and the fact that residents with permits will also be legitimately permitted to utilise these bays if they have no or insufficient off-street parking.
- Other car-parking options available to our parents (The Grapes public house car-park, and the car-park on Cowper Road) are very limited and already fully utilised by parents and commuters.
- Parents/guardians will be unable to attend Masses, assemblies, sports days and open afternoons as well as other PTA organised fund-raising events held at our school due to the lack of parking and 30 minute wait times. These events are the life and soul of our school. Our Catholic ethos underpins all that we do and we strongly think that this should be taken into account. If parents were unable to attend these events, it would be detrimental to the Catholic life of our school and our faith community.
- The proposed waiting restrictions and no waiting time zones along Green End Road, Alston Road, Bargrove Avenue and Seabright Road of permit holder only bays 8am – 5pm Mon-Fri will seriously deplete the parking options for the majority of guardians for St Rose’s Infant School and Boxmoor Preschool and Boxmoor Primary School Children who currently use these roads who need to drop-off and pick-up at these times. This will have a huge impact on the whole community.
- Parents will be forced to utilise other roads, further away from the school, for example Ashtree Way, Gravel Hill Terrace and Northridge Way, impeding the flow of traffic along these major throughways and bus routes, and putting children at risk.
- Commuters who currently park in the roads under consultation will be forced, if the station car-park is not an option to them due to financial or capacity issues, to also park further away resulting in increased congestion in roads just outside the consultation area affecting traffic flow and directly impacting other local residents.
The factors above will, in our opinion, lead to the following:

- Admissions to our school will be negatively impacted due to the difficulties imposed in getting children to and from school safely and on-time.

- The education of pupils will be affected when children arrive late to school on a regular basis due to the restrictions.

- The culture of the school will be adversely affected as parental attendance and support of events will be reduced. I remind you that as a faith school family attendance at Mass and assemblies is encouraged and currently very well supported by our families. This in turn contributes to the faith life and family support of our children.

- Funding raised by the PTA will be reduced as support of these events will be reduced. Without the funding of the PTA the children will have insufficient computing equipment and resources. Budget restraints meant that fundraising is now vital to provide pupils with basic educational needs.

We believe that you should consider all of the factors above and make changes to the proposed plan. For example, consider changing the parking time restrictions along Green End Road, Atson Road, Bargrove Avenue and Seabright Road to a restriction through the day, for example Mon-Fri 12pm-2pm. This will enable parents to park for pick-up and drop-off and attend school events, whilst preventing all day parking by commuters.

I look forward to finding out the results of your consultation period and expect these concerns will be addressed.
Neutral-

My family recently moved into no. XX Green End Road, part of the area under consultation for changes to road parking.

As you can see from the attached photos, at busy times of the day it is almost impossible to access our driveway.

We have made an application to drop our kerb (the reference number is: XXXXXX) because we would like to be able to widen the driveway and ensure that we don't have to park on the road.

We would therefore like to ensure that the proposed introduction of zone G would not affect our plans to do so.
## External Representations

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<th>COMMENT</th>
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<td>Green End Gardens -</td>
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With regard to the above proposed parking restrictions we wish to formally object. We have consistently voiced our concerns from the initial phase when Richard Plant was our point of contact. We have engaged with local council representatives, both as individual residents and as a collective representing the 13 dwellings in Green End Gardens. Our objections, which have remained consistent and not addressed satisfactorily throughout, are based on the displaced parking Green End Gardens is likely to suffer as a result of parking restrictions in all adjacent roads south of, and including Gravel Hill Terrace.

The impact on our cul-de-sac of displaced railway commuter parking is likely to result in a number of issues, namely:

- insufficient access and egress for residents to and from our properties
- insufficient access for service vehicles, refuse wagons, emergency vehicles

We are already experiencing issues whereby parking opportunities are limited, when additional cars add congestion at the top of Green End Gardens. When faced by the prospect of dozens of vehicles which will no longer be able to park in Green End Road, it seems plainly obvious that Green End Garden will be impacted.

We are not dismissing the fact that railway commuter parking is an issue, indeed we have suggested some alternative ideas to a dismissive local council delegation one of whom stands to be impacted less, or not at all herself if our road carries much of the burden.

To simply continue to move the problem in the hope local residents will submit without objection is wrong! This will not only impact our daily lives, but place our properties at a disadvantage in the housing market.

We trust you will consider our formal objection to this proposed parking (Zone G) and look forward to understanding how our it will be considered with a view to potential change being affected.

- Support
- Object
Green End Gardens- I am writing to you and formally objecting to the current proposed plan for the controlled parking zone in Boxmoor.

I object on the grounds that the proposed parking restrictions will place an unnecessary burden on the parking on Green End Gardens. We are already not able to park in the spaces at the top of Green End Gardens, due to spaces being used by commuters.

Moreover, I also object as there appears to be a mystery as to why Green End Gardens is not being included. As all of the residents have requested we be included and the council have already accepted the extra cost is negligible, it does seem quite cryptic and puzzling that local councillors are willing to spend a large amount of their own time in making sure that Green End Gardens is not included in the controlled parking zone.

It does appear that the situation has now become a matter of ego, rather than common sense or public service. I would like to ask that an independent member of the council look at the plans and check if they would have made the same decision.

Green End Gardens- We are writing to formally object to the proposed Traffic Order 201 that establish a Green End Controlled Parking Zone (Zone G). We understand that the controlled parking zones and waiting restrictions are necessary to maintain the free flow of traffic up and down Green End Road that is otherwise blocked by commuters and other non-residents. However our concern is that the parking restrictions in their current form will just displace these vehicles into the surrounding streets. Parking in many of these is already limited by the existing residents vehicles, access to houses or yellow lines. Consequently we think that much of the displaced traffic will relocate onto Ash Tree Way, Gravel Hill Terrace and Green End Gardens. We are concerned that commuter parking in our road could block access to service vehicles, emergency services and delivery vehicles as we have seen happen in Green End Road. As our road is a cul-de-sac there is even the potential for poorly parked vehicles stopping us accessing our properties. We would like the council to reconsider extending the parking restrictions to a larger area to reduce the impact of displaced vehicles.
Green End Gardens - I am writing to formally object to the proposed Green End Parking Zone G due to the material alteration and detrimental impact it will have to the streetscapes and roads surrounding the Zone including the one in which I live, Green End Gardens. This zone is being implemented to tackle the issue of commuter parking. However, previous evidence in Boxmoor has clearly shown that when a Controlled Parking Zone (CPZ) is introduced, the issue of commuter parking is not tackled; it is simply displaced to the nearest roads outside the restrictions, and that is highly likely to be the case in this instance. This displacement is acknowledged in Dacorum Borough Council’s own Executive Decision Record Sheet (To consult on proposals to introduce The Dacorum Borough Council (Controlled Parking Zones) Order 2017 and The Borough of Dacorum (Various Roads, Boxmoor) (Prohibition of Waiting) Order 2017). In fact Zone G is being introduced to tackle the displaced parking that resulted from the introduction of Parking Zone X. There are currently around 85+ commuter cars parking in the current Zone G area that would therefore be displaced to the surrounding roads. This will result in a serious and detrimental impact on those roads and the figure does not even include the commuter cars currently parking in the proposed Zone R which will also have to go somewhere. A potential solution would be to extend the Controlled Parking Zone G to include the roads in its immediate vicinity in order to deter commuters from parking (there will be a point at which it will be too far for them to walk to the station). In fact a wider Controlled Parking Zone was actually recommended in various reports completed by The Project Centre - the independent expert consultants that Dacorum Borough Council appointed to consult on the CPZ. Their recommendation was for the Parking Zone to be extended further out to deter commuter parking, to include roads such as Green End Gardens. All homeowners in Green End Gardens were unanimous in agreeing to be part of a CPZ so it is inexplicable that they are not included in Zone G.

In light of this it appears that the introduction of Zone G does not provide either a judicious or complete solution to the issue of commuter parking in Boxmoor roads. I would therefore ask that it should be reconsidered to include the surrounding roads, ie Green End Gardens which as it stands, will be adversely affection by the introduction of Zone G in its current guise.

I would be grateful if you would confirm safe receipt of this email.
Green End Gardens - We would like to formally object to the proposed parking Zone G in Boxmoor in its current form. As a resident of Green End Gardens we strongly feel our close should be included in the new parking zone as recommended by the original study that was carried out by Richard Plant.

The majority of residents in Green End Gardens are in agreement that we should be included as we know without a doubt that we will be affected with commuter cars parking in our road if we are not included.

I refer to our collective letter sent to Councillor Graeme Elliot in April this year. This outlines all our reasons for wanting to be included in the parking zone.

Please confirm receipt of this email, so we have confirmation that our objection has been lodged.

Green End Gardens - After reviewing the proposed Controlled Parking for Zone G, I would like to object as you have not included Green End Gardens in the Zone. As a resident of Green End Gardens, the reasons why I am objecting are:

1. By implementing this scheme the cars will be displaced from the proposed CPZ and park in Green End Gardens
2. Green End Gardens is a quiet residential close where children regular play in holidays and after school. With the additional cars that will park in Green End Gardens this will potentially endanger our children’s lives
3. Cars will park on the pavement blocking pedestrians and family’s with buggies
4. Previous evidence of displacement of cars on introduction of CPZ – there is clear evidence in Boxmoor to show that when a new CPZ is introduced, the issue of commuter parking doesn’t disappear, it is simply displaced slightly further away from the station. This displacement is also acknowledged in the Executive Decision Record Sheet (To consult on proposals to introduce The Dacorum Borough Council (Controlled Parking Zones) Order 2017 and The Borough of Dacorum (Various Roads, Boxmoor) (Prohibition of Waiting) Order 2017)) As such, it is my firm view that should zone G go ahead with the proposed roads namely, Alston Road, Bargrove Avenue, Bulbourne Close, Green End Road (St John’s Road end), and Sebright Road, then it is highly likely that cars will be displaced. Green End Gardens is a quiet cul-de-sac located in close proximity to these roads, so common sense and previous experience suggests that the commuter...
cars will naturally shift here as it is the closest non-permit area to where they are currently parking

5. Existing impact of commuter / non-resident parking in Green End Gardens – we have circa seven car parking bays at the end of our cul-de-sac. These spaces are used by residents and their visitors as it is not possible to pass a parked car in the cul-de-sac itself unless it is fully mounted on the pavement, thereby creating hazard for pedestrians and buggies etc. As such, those parking bays are essential to us as residents. However, we have identified that daily, there are at least three cars who park in Green End Gardens none of which are either owned by residents nor are visitors of residents. This illustrates point 4 above – i.e. we are certain that commuters will be displaced to our road should we be excluded from Zone G as it is already taking place.

6. Volume of existing commuter cars parked in roads being considered for inclusion in CPZ – over the period w/c 20th March 2017, the residents of Green End Gardens conducted a survey of the number of cars parked on weekdays in the five roads recommended for inclusion. We concluded that on average each weekday, there are circa 85+ additional cars parked in these roads in comparison to the weekends. Please note, that within these figures, we also excluded those cars which we believed to be owned by residents of these roads so the actual numbers could be higher. Also note that we conducted the survey outside of school and nursery pick up / drop off times to ensure that the numbers were not skewed by this. We appreciate that this survey is not scientific; however, even if just 10% of cars are displaced to our cul-de-sac following the setup of the proposed CPZ, we will be overwhelmed not only in our bays, but also along the pavements making it hazardous for pedestrians and also drivers turning into and out of the road. These cars have to go somewhere (as the Station car park is very full and expensive), so we contend that they will park in our road.

7. Access for Emergency and Service vehicles – given the high likelihood of displaced parking in our road in bays and on pavements, and the fact that our cul-de-sac is narrow; we are extremely concerned that it will make it impossible for Emergency vehicles to quickly access the houses, presenting a real danger to residents. We have had a number of incidents over the past few years where both fire service vehicles and ambulances have had to attend our residents and should we be excluded from the proposed CPZ, a situation where an emergency vehicle is prevented from attending in a timely way due to access is highly feasible. In addition to Emergency vehicles, Service vehicles such as the refuse collection vehicles would also struggle to gain access. Although this is point seven on the list, I believe that this is one of the most important aspects for consideration as safety of residents must be paramount.

8. Material alteration to our streetscape – the likely displacement of vehicles to our cul-de-sac will cause a material and highly detrimental alteration to our streetscape which is currently family friendly. It will
inevitably lead to cars parking on pavements thereby causing safety issues for pedestrians, especially our children, walking to and from school.

9. Recommendation of Green End Gardens inclusion by of The Project Centre – the independent expert consultants that Dacorum Borough Council appointed to consult on the CPZ recognised that there would be a negative impact on Green End Gardens should any CPZ be implemented in the surrounding roads. They actively recommended that Green End Gardens should be included. We note that the number of roads proposed as part of the scheme has reduced, however this will make little difference to the volume of commuter cars that are displaced, as one Cowper Road resident commented in the consultation: “My objection to the scheme is that there is no issue during the day with commuter parking on Cowper Road.” Those roads that are still included hold the bulk of the commuter cars, and are in extremely close proximity to Green End Gardens, so we assert that the argument that because the number of roads has been reduced we will be less affected is invalid. There may be a view that as these roads (e.g. Cowper Road, Puller Road, Grosvenor Terrace etc.) are now no longer included, that commuter cars will be more widely displaced, however, that will not be the case. These roads are already full of residents parking on both sides, so there are no spaces for commuters to displace themselves to these areas. The loss of residents parking (as the proposed CPZ would be one side of the road only), was precisely for this reason that prompted residents of these roads to vote to reject the scheme, as one of them stated in the consultation: “I think these proposals will substantially reduce the amount of available parking for local residents…” In addition, waiting restrictions are being proposed in additional roads in close proximity to Green End Gardens. This will also exacerbate the situation.

10. Unanimous views of homeowners – as homeowners in Green End Gardens, we are all unanimous in our desire to be included within the CPZ.

I would happily agree with the CPZ if Green End Gardens is included but as it stands without the inclusion I object. I would like you to reconsider the decision and include Green End Gardens into Zone G of the CPZ.

Green End Gardens- I would like to object to the proposed restrictions above. I am devastated and at a loss to understand why Green End Gardens is not included. It was understood that after the initial proposal we were to be within the zone.

As you are aware our road is a small cul-de-sac and is now the closest street to the station that will have unrestricted parking. We are already affected by folk parking in our street and walking to the station. This has resulted in our
guests not being able to park in the bays on the cul-de-sac. Car owners have also been known to park on the pavement, which results in adults and children having to walk in the road in order to pass. Many of these issues have been raised with our Councillors in a meeting held in April of this year at 1 Green End Gardens. Please find enclosed notes of the points made at that meeting.

Richard Plant, the Senior Parking Engineer, has recommended that Green End Gardens should be included in the parking zone. This has been disregarded. Furthermore all householders wanted Green End Gardens to be a part of Zone G. We are concerned as to the negative impact that the additional parking will have. This is outline in the enclosed letter. I would like to know the reasoning behind the suggested parking zone. All evidence considered, I believe that it is a detrimental move. I would be grateful if this decision could be reviewed.

Green End Gardens- I am writing to re-confirm my disapproval of the proposed Zone G implementation in Boxmoor and once again draw your attention to the attached letter compiled earlier this year by the residents of Green End Gardens. The letter was written to highlight the residents wish for Green End Gardens to be included in any planned controlled parking scheme. It followed discussions with the council’s consultants regarding the announcement of a new parking scheme for Boxmoor, and a subsequent meeting with Graeme Elliot and Janice Marshall.

You will see that the letter raised a number of important concerns. I do not believe that these have been considered properly or addressed satisfactorily.

At that time we were not entirely aware what the impact of new scheme would be and the council were also unclear. However, we now know that this scheme will result in the displacement of approx 100 commuter cars which currently park in the area to be Zone G or on the A41. All these cars will soon be parking every day outside the new Zone G. This number of cars will have a serious impact upon roads such as GEG.

It is hard to understand what this scheme is going to achieve. If it were a part of a long term strategy I might understand it as a transitional phase. However it isn’t. This will only upset the residents outside of Zone G, and the commuters who have to park further from the station. This will cause a great deal of bad feeling.
Please can you therefore revisit the points raised in the attached letter with a view to reconsidering the inclusion on GEG in the restricted Zone. Previously we were told by Graeme Elliot that we could not be included in the scheme as we were outside Zone G. I would argue that we are most definitely within Zone G. We are the fall-out area. One of the roads that will be affected the most!

Grosvenor Terrace - I am writing regarding the proposed parking restrictions on the corner of Puller Road and Grosvenor Terrace in Boxmoor, Hemel Hempstead. Although I am in full agreement with the provision of double yellow lines on the corners of these roads, I believe that the proposals do not go far enough. I have been writing to councillor Janice Marshall and MP Mike Penning for a number of months, with regard to the general parking situation in Boxmoor, but as yet, I have not received any positive responses. Following in what seems to have been a very confusing consultation process regarding permit parking zones, over a very long period of time, I believe that the residents of Grosvenor Terrace have been ill informed. I recently received correspondence which indicated that Alston Road, Bargrove Avenue, Bulbourne Close, Green End Road and Sebright Road (all adjoining roads to Grosvenor Terrace) Boxmoor, would all have permit parking introduced. These roads, during the week, are full of commuter cars, with the situation further exacerbated during school pick up and drop off times. Many of the cars park inconsiderately and in unsafe positions and yet no-one seems willing to address the root problem. In my opinion, as soon as the parking zones are enforced, the parking problem will be displaced to the next nearest permit free area i.e. Grosvenor Terrace! Therefore, the mere introduction of double yellow lines, on the corner of Grosvenor Terrace and Puller Road, will not alleviate or solve the parking problem. I also believe that had the residents of Grosvenor Terrace, been made aware that nearly all surrounding roads, would be adopting the permit parking scheme, then their response to any consultation may well have been different, in that displaced parking would undoubtedly end up on our road. My months of correspondence to our local councillor and MP have focussed on the safety issues related to the appalling parking in the area. I have given specific examples and photographs of unsafe and inconsiderate parking. I have also spoken to the police who passed me on to the local PCSO, who basically said that there was little he could do! At times, it is impossible to walk on the pavement on Green End and
Alston Road as drivers’ park and completely block the pavement. The corners of all roads in the area are unsafe for pedestrians trying to cross and for car drivers whose visibility is obstructed by badly parked cars. Lorries, buses and emergency vehicles at times, have struggled to drive along Green End Rd, Alston Rd and Grosvenor Terrace. Only this week, a lorry was stuck between cars parked on both sides of Alston Rd, causing a traffic jam either side. The situation is so bad, that a fatality is inevitable; this could be a person being hit by a car, or by a person or family requiring the emergency services, where the vehicle would be unable to reach them because of blocked roads.

Grosvenor Terrace residents need to be consulted again re permit parking with the knowledge that all surrounding roads will be adopting the scheme. We do not want displaced parking here, increasing the possibility of more congestion and unsafe roads. The root of the parking problem needs to be addressed. Increased and affordable parking must be provided for commuters using Hemel Hempstead station and the local St Roses School needs to operate some form of pick up and drop off scheme, possibly using part of their grounds. Double yellow lines should indeed be introduced on the corner of Puller Road and Grosvenor Terrace. They should also be introduced on the corners of Cowper Road and Grosvenor Terrace and on the corner of Alston Road and Grosvenor Terrace. Residents of Grosvenor Terrace, should be re consulted re the introduction of permit parking. Finally, I am concerned that I only obtained a copy of the letter regarding the scheme, by contacting my councillor Janice Marshall, who in turn requested that Steven Barnes e mail me the information. How many other residents are oblivious to this?

I await your considered response.

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<th>Puller Road</th>
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<td>I do agree that these proposed measures will greatly enhance road safety for residents of Hanover Green, their visitors and other traffic, as well as to the residents of Puller Road. I am disappointed, however, that no measures are being taken to stop the very dangerous situation whereby cars and lorries park right up to the corner of Puller Road and St John's Road, on both sides of Puller Road. This means one’s view of traffic coming down Puller Road is very often obliterated when making a right or left hand turn into Puller Road from St John's Road. Why haven’t we got double yellow lines at these corners as well?</td>
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Puller Road- I would like to formally object to the proposal to implement all day parking restrictions on Green End Road, Hemel Hempstead.

The current proposal would have an adverse affect on St Roses Infant school. As a local resident (Puller Rd) it would make more sense to deter commuter parking rather than penalise the school and catholic community. The current proposal only moves the commuters and parents onto other roads rather than dealing with the issue at hand. On Friday 15 September there were no trains from Hemel Hempstead station and Green End Rd was empty. Please see my attached photos of Green End Rd taken at 1030am on Friday 15 September.

I feel a better approach is 30 minute or 1 hour parking similar to that on Horsecroft Rd. This would remove the commuters cars making parking on the road more pleasurable for both the residents and the school community.

It is also important to not forget this is only an infant school which means families are often dropping or picking up other children from other schools. By pushing parents and young children onto streets further away you are compromising children's safety.
Puller Road- Thank you for your notification of the proposed double yellow on Hanover Green and Puller Road.

This is a wholly unsatisfactory response to the parking crisis in Boxmoor, it would only worsen the current struggle for parking for residents. You have totally failed to meet the demands of residents who in your initial consultation supported parking restrictions by over 87%.

By double yellowing this area we would lose around 6 spaces, the safety of residents would decrease as we would be required to park even further from our homes - when you are carrying children or shopping it is frustrating and unsafe. I am consistently returning home on my own late at night and having to carry my two children in the dark from two roads away to my home. We are continually denied outside access to our homes by commuters, patrons of the Post Office Arms and employees from local businesses. The car park on St Johns is underused - it should be repurposed for business use for the multitude of estate agents we now have to accommodate.

The garage for Greenhills Electricals at the bottom of the road is not used as a garage at all, it is a storage facility and therefore they benefit from their own personal parking space. One of the houses that has parking for at least 4 cars on its drive was granted a dropped kerb last year in addition so we lost another space on the road - what was the reasoning for this decision, anyone with common sense would have suggested this was luxurious to say the least and detrimental to other residents. Incidentally this dropped kerb is not marked on your plan.

Your second consultation only had a 50:50 response so I urge you to return to the drawing board and reconsider some parking options for Puller Road. By excluding our Road from zone G the situation will become far worse as we will be the only option for commuters, it's hardly fair.

I cannot believe that this process has been dragging on for two years and I am cc-ing our MP who highlighted his commitment to improving this situation for residents in his recent election promise. Your proposal is not an improvement, it is the opposite, it has also, I assume, been a flagrant waste of council tax payers money given the length of time the consultation has taken with no satisfactory outcome or, heaven forbid, some actual action. All of this against the backdrop of a 4% increase in that tax. It's simply not good enough.
Puller Road- My wife and I have run XX in Puller Road for over twenty years. These parking restrictions that you intend to impose, would decimate this business.

You have taken into consideration the business's on St Johns road, but it would seem that you have no consideration for one of the oldest business's in Boxmoor.

In previous correspondence, we asked you to consider our business and we also asked you to give us the same consideration as the business's in St Johns road.

This you have blatantly overlooked.

What's more, we do not have a car park.

Please give us an explanation why you have done this, as we feel you are persecuting our business, which is one hundred and sixty year old.

One other thing you should consider, We have a dropped kerb which is the length of XX, should you persue with these restrictions, you will have to mark a white line the length of XX, which will take away three parking spaces from the residents.
St Rose's School Objection- I write in reference to the proposed parking restrictions being considered for green end road in boxmoor and the surrounding roads.

I am a parent who has children that attend St Rose's Catholic infants school and former chair of the PTA. I believe that the parking restrictions currently being proposed are unfair on parents and will have detrimental effect on the life and education of our children.

Whilst I take point in the concerns raised by residents around the volume of parked vehicles and the sometimes thoughtless parking by a small minority, there appears to be a lack of expectance that in fact the issue lies with commuters using the road as free parking. Last Friday the trains were not running from hemel station, attached are pictures of the street which was empty. It made for a very relaxed, comfortable and safe parking experience in which to drop the children.

Unfortunately the restrictions that you propose will ensure that parents are unable to enjoy school events, unable to stay after drop off for Mass due to the 30 min restriction and unable to assist at vital PTA events where money essential for the education of our children is made. The restrictions will displace commuters pushing them to the perimeter, this then means parents are pushed further away, fighting for space against the parents of boxmoor school. Surely two x one or two hour periods in the day where there is no parking/ restricted parking will ensure that commuters cannot park there, but will allow parents more flexibility. This surely would be easier to enforce also? It would take up a mere two hours a day of traffic wardens rather than them attending periodically throughout the day?! Surely in the current economy efficiency is important?

I have attached the photos aforementioned. I hope that you consider parents responses and that of the school?
**St Rose’s School Objection**

As a parent of St Roses Catholic school I would like to know what is going to happened regards the parking restrictions around the school. I have read your proposal and understand you are thinking of introducing 30 min parking bays. Obviously this is not going to work as you have lots and lots and lots of parents dropping off at the same time. Also, if residents decide to park in these what are we supposed to do.

This is a really concerning proposal. Our children going to school is obviously a very high priority. Most of us are working Mums and therefore have to be a work for 9 and cannot park miles away this is just not an option.

Can you please let me know your thoughts as soon as possible
St Rose's School Objection

I am a mother of three young children. I work part time, I have each child in various different locations around Hemel Hempstead for the provision of childcare/nursery/school throughout the week.

My eldest is 5 and attends St Rose's Infant School, situated on Green End Lane.

St Rose's has been in this location for the last 50 years probably before some of these local houses were built but certainly before the majority of the residents moved into their houses. So they were well aware of its existence prior to purchase. In addition a lot of these residents are lucky enough to have their own driveways.

It is an unusual school in that it is only an infant school. The juniors, St Cuthbert Mane is a drive away (being located near Cavendish School) and not on the same site. Many of the parents of children at St Rose's have to travel between the two locations. It should also be distinguished between other local schools; this is because its catchment is vast and includes the whole town and beyond; unlike most local schools whose catchments are small sometimes being only 250 metres for example George Street. It would not be unreasonable to expect parents from these local schools to walk. This can not be the case for St Rose's.

I chose this school because I am a practising Catholic and wanted my son to attend a Catholic school. There are only two Catholic infant schools in the town and this is the nearest to me. It is still a 25 minute walk for me from my home address. Add in walking with a pram and a 3 and 5 year old and its more like 35 minutes! I do walk when I have the time. However this is only possible about twice a week. This is because my 3 year old starts nursery at 8.30am. It is not possible to walk between his nursery and St Rose's and for my eldest to get to school on time (St Rose's starts at 8.50am). I therefore have to drive. On other days I work and have to drop my eldest off and go on straight to work.

In the future, I will have children at St Rose's and St Cuthbert Mane Junior School and will have to drive between the two. There is only ten minutes between the school pick-ups and it won't be possible to walk. Further down the line I
will have a child at St Roses, St Cuthbert Mane and JFK school.

Owing to the vast catchment, travelling on to different locations and car seat legislation car pooling would not be a viable option.

When I drive to St Roses I usually park in Bargrove Avenue. The drop off or pick up takes about 20 minutes each time. It is a wide road and the residents all have their own drives. All of the roads in the vicinity are very full with parents trying to find space in a safe place to park and take their children to school. The roads are already full because of the commuters. This is a residentially dense area and there are not large local carparks that could be used as an alternative.

I will attach photos taken of the roads in the area on the 15th September 2017 on the day that there were no trains travelling to Euston and thus no commuters. You will see that the roads are pretty much clear. Demonstrating that the parking issue is limited to the commuters.

The parents of children at St Roses need to be provided with space and sufficient time to take their children to school. As explained above a high proportion of them will have no choice but to drive. We are only talking about 40 minutes a day Monday – Friday. The commuters cause problems for some 10 hours a day.

The current proposal is even greater than the restrictions in the lower roads closer to the station such as Kingsland Road which only has restrictions at certain times of the day.

The current proposal which would provide a limited number of waiting bays will make it impossible for us to take our children to school; they will not provide sufficient space for the number of children who attend the school (which must be circa 210). Not only will they prevent the dropping off and picking up of children but will also prevent parents attending any events at the school. These proposals serve to punish and discriminate against those who have chosen to send their child to a faith school as opposed to their nearest.

It is the law that we take our children to school, it not something that we are doing to deliberately cause problems.
We just want to arrive in a timely and safe fashion and leave just as easily and quickly. By failing to provide sufficient safe space parents will be forced to park illegally in unsafe areas thus making the problem far worse.

The council has a duty of care to provide our children with the ability to get to school safely. In the case of St Roses this is going to be by providing sufficient areas of safe parking. The council must take note of the above reasons as to why St Roses differs from the other schools in the town when considering what parking restrictions are to be introduced.
St Rose’s School Objection-

Please accept this as my formal objection to the parking proposals as set out in the order in the attached photos.

I am a mother of two children, one who attends Ste Roses Catholic School and my eldest who attends St Cuthbert Mayne School. I also commute to London 3 days a week, trying to be a working mother.

As you know the above schools are linked and we currently have two drop offs and two pick-ups every day, these are always rushed as we have 10-15 minutes between each drop off and pick up.

My objections are as follows:

1. You have a duty of care to provide safety to all children to and from school. This will not happen as there will be a constant DANGEROUS rush.

Everything to do with our children’s education will be affected for example: parent evenings, parents attending mass, sports day, assembly’s etc.

2. Our current infrastructure cannot cope the with the parking restrictions already in place, in turn causing inconsiderate parking in the roads listed in your proposals by the early morning commuters to London and other areas. We have to park in these roads to ensure our children get to their school on time. Late attendance will in turn affect our school stats and Ofsted reports which will then have an effect on the community as a whole.

3. Our only Train Station does not have sufficient parking to cope with those commuters who also need to take their children to school.

4. There is no park and ride in place from the town centre.

5. You are continuing to build in surrounding areas, which will cause more parking issues to the areas which cannot cope already.

6. What are your proposals to working mothers who are also commuters?
From a mother's point of view the children's safety is paramount and I completely understand and agree with the enforcements needed provided they are sensible and allow us as parents to be a part of our children’s' school lives growing up. 8-85 restrictions will not allow us to do this, 1 hour at school pick up times will suffice. The residents in the area continuously blame the parents for the inconsiderate parking. I attach two photos taken on Friday 15 September when the trains to London were completely out of action. Look how safe and easy it is to park. My only issue with this is that once these cars are parked at the station it will be completely full if not overflowing, how are parents who commute supposed to park?

From a commuters point of view I am happy to park at our train station and commute after dropping my children to school, however the Station does not provide sufficient, or adequate parking for commuters at these times of the day.
St Roses School Objection

I am writing to formally object to the proposed parking restrictions which have been drawn up for Green End Road in Boxmoor. I am parent of St. Rose’s Infant school which is on Green End Road.

By making this road a permit holder only between 8am and 5pm on weekdays the Council would be destroying the life of St. Rose’s school.

St. Rose’s School has been part of the Boxmoor community for over fifty years. My mother and myself attended the school, and now my children do too and I believe that residents along the road feel that commuters parking there for the train are the issue and not the parents of the school.

If the road were to have the same parking restrictions as Horsecroft Road with a one hour maximum stay between Mondays and Fridays between 10 and 11am and 1 and 2pm it would deter commuters for the train from parking there all day and still allow parents to take their children to school safely.

One must understand that most the parents of St. Rose’s school have no choice but to drive and park along Green End Road to drop and collect our children. We need to park along the road for a short period of time for the following reasons:

As St Rose’s is a Catholic faith school the catchment area for the school is wider than for a community school, hence most families are not within walking distance to the school.

Also it is an infant only school, most pupils have older siblings who attend St.Cuthbert Mayne school which is on Gadebridge Road. Many parents have to do two school runs, to and from St Rose’s and St. Cuthbert Mayne and as there is little time parents have no choice but to drive and park along Green End Road.

By making the road permit only and forcing parents to park a great distance from the school you are also putting children is greater danger. The age of pupils are between three and seven, they are extremely young.
Parents parking for school are not the issue with residents. Many train commuters use the road for free parking and the road is heavily congested by their cars, one only needs to observe Green End Road during the school holidays when St. Rose's is closed to see the commuters parking.

This is why it would be much more appropriate to have two maximum parking limit times of an hour during weekdays. It would deter any train commuters parking on the road all day and give parents time to take or collect their children to school.

Please do not penalise local Catholic families who wish their children to attend a faith school. I cannot stress enough how concerned I am for the pupils and for the school itself.

**St Rose’s School Objection**

I am writing to object to the proposed parking restrictions around the Green End Road area ZONE G in Hemel Hempstead.

As a parent of children at St Roses school, if these restrictions come into place I will not be able to take my children to school. Whilst I appreciate that a suitable solution needs to be found for both residents and the users of the school, introducing permits only on these roads will have a knock on impact for everyone. Roads further away will become congested and will impact on traffic in the surrounding areas while people try to find somewhere to park. This in turn will be dangerous for the children trying to get safely to school.

Have alternatives been considered, for example, enforcing restrictions inline with Kingsland Avenue? This will stop the commuters who park there, and will allow us to spend the 10-15 minutes a day dropping our children off twice a day.

The council have a duty of care to provide a safe and suitable way for parents to get their children to school and the proposed is not the answer. It would be a better investment of funds to create a multi storey car park that is reasonably priced to stop commuters using the side streets to park their cars, the school run is not the main issue.
here. School parents should not be penalised for the lack of facilities for commuters for the sake of 15 minutes twice a day.

I would be interested to understand where you would expect parents to park their cars as part of this proposal, as I am sure your research would have told you that as St Roses is a faith school the majority of children in attendance are not within walking distance.

St Rose's School Objection- I am writing to you in regards to the new proposed permit regulations that have been outlaid for the roads surrounding St Roses school Boxmoor. As a parent of two children under 6 currently attending St Roses, I have read the proposed regulations regarding restricted parking hours which cover most of the roads in which the parents currently park to drop off and collect the children from school.

I myself have used green lane, Bargrove avenue and Alston Road to park which allows me to safely walk my children to school. I understand that parking is a premium in these areas and that often commuters are using these roads as an alternative to paying to park in the train station, therefore leaving limited options for parents. The majority of home owners along these roads all have driveways and therefore are able to use private off road parking which frees the roads up for parents to drop off and collect. Therefore I cannot understand why you have chosen to limit parking between 8am-5pm mon-Fri to permit holders.

These roads are located within yards of two primary schools, that have been open for decades without any parking restrictions and therefore it is highly unfair to punish parents of small children by limiting parking options even further.

Why can restrictions not be put in place between 10-2pm ??? This would stop commuters, but allow parents to take their children to school, allowing further parking options, as commuters will not take up the spaces available.

As a parent I have received physical and verbal abuse from local residents regarding parking as it would seem they are not happy parents park outside their properties, however the schools were there when the majority purchased their properties and therefore it is inevitable that if you live by a school, cars will be parked around the school area to allow children to be taken in and collected. This is for a maximum of 15-20mins twice a day!
These schools are primary schools, therefore the children are too small to walk themselves or catch public transport. How are 300 + parents supposed to take their children to school if they cannot park their cars?? Walking is not always an option, as many live too far away and have several school drops to make.

It feels incredibly unfair that the council would consider making such a decision on parking without consulting the schools to discuss this, as it will have massive implications for many locals. A comprise can surely be made to allow for the children to be safely taken into school.

I know there are many other parents and locals who feel the same about these new restrictions and believe this poses a serious safety issue for our young community. Children need to be taken in to school not dropped off outside the gates, which may be some peoples only option if there is no parking available.

I would have thought the council would need to consider what's in the best interests of our young community and not just put in to action a blanket ban on parking for the good of the residents only. This is surely the comprise made when you live or buy property within a stones throw from a school.

I would like to register my opposition to the parking plans and advise that this matter will be taken further.

Please can you confirm if this can be opposed and if so how would we be able to do so?

**St Rose’s School Objection** - I write to you following the proposed parking restrictions in Boxmoor in the areas around St Roses Primary School.

Please could I kindly ask you to consider those parents of children who attend the aforementioned school when agreeing times for parking restrictions.

As St Roses is a Catholic school the usual proximity rules do not apply to many of the parents who’s children attend. Meaning many of us travel further than possible to walk with small children.
In addition, St Roses is infants only, meaning many parents have a gap of 10 minutes between pick-ups and drop-offs for siblings at the junior school, which as I am sure you will understand would be impossible if needing to park what would inevitably be a fair distance from the school.
<table>
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<tr>
<th>COMMENT</th>
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<tr>
<td><strong>St John’s Road, Yellow Line</strong>- I am delighted that this proposal is now being considered. The restriction of the road (and often the path), by commuters parking in this space, is causing a danger both to other road users and pedestrians. I am fully in support of the proposed yellow line which restricts parking as set out on the drawing ‘ST JOHN’S ROAD PROPOSED NO WAITING RESTRICTION’</td>
</tr>
<tr>
<td><strong>St John’s Road, Yellow Line</strong>- We, at No.XX St. John’s Road, emphatically approve the introduction of a single yellow line to help improve traffic safety in this area, and eagerly await implementation of the plan.</td>
</tr>
<tr>
<td><strong>St John’s Road, Waiting Bay</strong>- Thankyou for your circular dated Sept 2017 informng our Church (St Mary &amp; St Joseph RC Church,St Johns Rd Boxmoor) of the final proposal to create a restricted parking bay along our church frontage and the nearby village convenience store. This should be a considerable improvement on the present unrestricted parking which has created practical difficulties in conducting church services (weddings and funerals) and providing easy /quick access to a local shop/sub post office. We confirm our agreement to the implementation in Feb 2018.</td>
</tr>
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St John’s Road, Watling Bay - I am writing in regard to the proposal to change the current parking arrangements adjacent to the Three Blackbirds pub/Catholic Church in St John’s Rd, all in line with the proposed dates for appeal. My wife, 7 year old son and 5 year old daughter and myself reside at XX St Johns Road, directly opposite the Catholic Church and next to the Three Blackbirds public house. I apologise for my email being at the 11th hour, however, I have been travelling with work and was waiting to speak to Mr. Vijay Mahalingham - proprietor of Boxmoor Village Stores in connection with this appeal prior to issuing my reservations as I was very surprised to find out that apparently he was in favour of limited parking rather than resident parking.

I was extremely surprised that the original 2016 plan for residents parking (including limited parking) has been changed to a proposed limited parking only scheme. If the scheme was to go ahead the residents of XX, XX, XX, XX and XX and ourselves at XX will be afforded NO roadside parking close to their premises, except for three spaces adjacent to XX and XX, (and note, under the new proposal, these spaces have no restrictions at all). Also, if you include the current restrictions at the top end of Wharf Road and other new proposals for the immediate area the above residents would have no roadside parking available whatsoever within reasonable distance of their homes.

I was also intrigued to understand why the original 2016 scheme had changed. From my recent sight of the review the plans at The Forum I now understand this current proposal appears to have been drawn together from a request from the St Mary and Joseph RC church (08.06.16). They made a number of statements which I would challenge;

1. Despite how their email reads, their proposal has not been endorsed whatsoever by the above residents. Whilst it would ‘appear’ that this proposal has been agreed between the church and the Boxmoor Village Store, at no point have the actual residents been consulted. Having discussed this with Mr. Mahalingham, he only discussed the frustration of people parking outside his premises who just use the spaces for commuter parking and then walking to Hemel Mainline Station, he is totally in agreement with us residents (lets not lose sight of the fact he is also a resident) having the right to park outside our own homes - so totally in favour of resident parking for us residents and to be honest a stark contrast to what it is ‘considered’ he agreed to.

2. The mention of road rage and potential accidents is questionable and slightly over egged - I have lived here for 8
years and confirm the road calming measures have greatly reduced the speed of traffic directly beside us and the church (it’s a 20 mph zone) and do not cause a noticeable problem. The only ‘rage’ is caused when not giving way to oncoming traffic, and generally caused by wedding and funeral traffic and results in the occasional car horn blown and that trends to be the extent of it.

3. Something that has seemed to be totally ignored, perhaps intentionally, and not refereed to is St Mary and Joseph Parish centre (20 metres from the church) has 15 parking spaces available to parishioners plus 3 short stay spaces in the upper part of Wharf road and potentially 3 further spaces, also in Wharf road, for those with blue badges. Residents are not permitted to park here (notes have been put on windscreens when we have been unable to park due to church goers using the spaces outside the church rather than the empty church car park ?!

4. I do not understand what is meant by the line in the email ‘We are unaware of any criteria or precedent that might mitigate against our suggested changes’ - I can think of a few, mainly objections from residents, perhaps?

5. We note that DBC councillor Janice Marshall is ‘fully aware…’ It’s a shame the residents were not afforded the same luxury as we are the ones who will either benefit or suffer as a result of the councils decision.

Can I propose the following;

1. Go back to the original plan and allow residents parking (including short stay parking) from the church and extend to outside number 15 (this equates to 9 spaces)
2. Include the 3 spaces in Wharf road for residents parking.
3. The benefit of increasing the zone will assist both church and shop and the inclusion of Wharf Road in the scheme will provide greater flexibility for weddings and funerals.
4. Statistically, this proposal affects 7 residences, 4 with some form of off-road parking. This means there are a maximum 6 cars and 12 spaces available. In reality only 3 to 4 would be parking during the day for any significant length of time, leaving approximately 8 spaces for short stay parking.

As a closing statement to my appeal, I would like to confirm that our drive is not big enough to park a car on and is just sufficiently big enough for the 3 council bins we have, we have no option but to park opposite our house. My
wife is a teacher who works three days a week, she has to take both our children to two different schools and after school there are various after school clubs - having access to parking is close to our home is essential - not forgetting bringing in shopping and other household duties that is part of everyday life. I am full time employed and also have a car, whilst I use the train a couple of days a week, I also use my car for travelling to my firms office in Maidenhead and need to load and unload my car on a regular basis which requires me to have nearby parking.

It would appear that its only the church which has issue, which is a pity as when Father John, previous parish priest, was in residence at XX St Johns Road, we as good neighbours had a friendly agreement that we would gladly move our cars and ensure there was parking available when there was a wedding or a funeral, this agreement worked well until Father John moved parishes over a year ago. Weddings are booked a long time in advance, Funerals generally have a 2 or 3 week timescale between the death and the service so this arrangement could easily be worked around if us residents are given notification in advance.

I trust that we as Boxmoor residents will have a successful outcome to this matter which I dont feel has been given much thought or indeed consideration for the local residents as we are the ones who will feel the affects of the decision, the frustrating thing is the offenders on a daily basis are the people parking all day and walking to the station who dont live in the area - and there are quite a few. The resident parking with some limited time parking would benefit us residents, Boxmoor Village Store (including the post office) and the Church so people can stop off for quiet reflection during the day.

Looking forward to your response and the outcome of the councils decisions, however, can you please in the meantime acknowledge my email so I know it will be considered in the decision process. Should you feel the need to call me to discuss, my number is below.
St John's Road, Waitting Bay- I received some correspondence from yourselves regarding a new proposed limited waiting bay for St John's Road i.e. just outside the Catholic Church in St John's Road, Boxmoor.

I would like to register my strong objection to this proposal. Parking is already in short supply in this area, and it will cause considerable inconvenience for myself and my wife as we are a 2-car household and rely heavily on local on-street parking.

I would much prefer to see a mixed-use scheme whereby local residents with a badge could park at this location with no restrictions, whereas non-residents would be restricted to a maximum 90 minute period during the proposed hours of enforcement. Indeed I would like to see such a scheme extended to the existing parking slots at nearby Wharf Road, as there are times when the Church needs to keep the street clear for weddings etc. and it would be convenient to be able to leave my car in Wharf Road so as to help keep the area clear for the Catholic Church.
St John's Road, Waiting Bay- By chance my wife and I noticed the other day a poster promoting new waiting restrictions on a lamp column opposite Boxmoor Village Stores, St. Johns Road, Boxmoor. We have now looked at these proposed limited waiting restriction details online and we are both at a loss to understand as to why this is being promoted and why we have not been formally consulted. A consultation exercise was carried out in May 2016 regarding a proposed CPZ called zone G. That consultation consisted of a covering letter and a plan number 1000002642-2-sk02-03 which was dropped through our door and other affected neighbours. That plan clearly showed the area outside the shops, marked up for shared use parking, Monday to Friday with permit holders being exempt from the parking restrictions.

We understood that there was no overwhelming majority to support that 2016 scheme and in particular the residents of roads such as Pulier and Cowper Road were not in favour at all of a CPZ. However, we were and duly wrote in to support the proposed CPZ G but were subsequently advised that it was not going ahead for now. This new proposed waiting restriction will by default prevent local residents from parking here, unrestricted during the day, something which we currently enjoy and need. Whilst the 2016 consultation was in part aimed at tackling the commuter parking issues created when zone X was established, this now goes too far and prevents local residents from parking outside our homes.

How can this scheme represent or reflect the needs of the constituents you are supposed to represent? No formal consultation like the 2016 proposal has taken place with no explanation as to why it has changed? This section of highway can only be part of a CPZ, with local residents given the appropriate parking permits. In our opinion, if zone G is not at the moment going to go ahead then this proposal should either be stopped or added on to zone X with local residents given the opportunity to apply for permits.

We therefore respectfully ask that this letter is taken as our formal objection to the proposal and we also expect your support in objecting to it.

We look forward to hearing from you all with a positive outcome. Please note that we have copied in the parking services team leader at the project centre so that they too can register our objection. We are considering writing to our local MP too for support but will await your replies first before doing so. Please note that all responses need to be registered before the 27th September 2017.
St John's Road, Waiting Bay: I am writing in regard to the proposal to change the current parking arrangements adjacent to the Three Blackbirds pub/Catholic Church in St John's Rd.

I am surprised that the original 2016 plan for residents parking (including limited parking) has been changed to a limited parking only scheme. If the scheme was to go ahead the residents of XX, XX, XX, XX, XX and XX will be afforded NO roadside parking close to their premises, except for three spaces adjacent to XX and XX. (and note, under the new proposal, these spaces have no restrictions at all). Also, if you include the current restrictions at the top end of Wharf Road and other new proposals for the immediate area the above residents would have no roadside parking available within reasonable distance of their homes.

I was intrigued to understand why the original 2016 scheme had changed. From my recent visit to review the plans at The Forum I now understand this current proposal appears to have been drawn together from a request from the St Mary and Joseph RC church (08.06.16). They made a number of statements which I would counter; 1. Contrary to how the email reads, their proposal has not been endorsed by the above residents. This proposal has been agreed between the church and the shop. At no point have the actual residents been consulted. I know this as I have spoken with the other residents.

2. The mention of road rage and potential accidents is greatly overstated. I have lived here for 25 years and can state the road calming measures have greatly reduced the speed of traffic close to us and the church (it's a 20 mph zone) and do not cause a significant problem. The only 'rage' is caused when not giving way to oncoming traffic, and not unduly caused by wedding and funeral traffic.

3. Be aware that the St Mary and Joseph Parish centre (20 metres from the church) has 15 parking spaces available to parishioners plus 3 short stay spaces in the upper part of Wharf road and potentially 3 further spaces, also in Wharf road, for those with blue badges.

4. I do not understand what is meant by the line in the email 'We are unaware of any criteria or precedent that might mitigate against our suggested changes' - objections from residents, maybe?

5. I note DBC councillor Janice Marshall is 'fully aware...' It's a shame the residents were not afforded the same.

Can I propose the following;

1. Go back to the original plan and allow residents parking (including short stay parking) from the church and extend to outside number 15 (this equates to 9 spaces) 2. Include the 3 spaces in Wharf road for residents parking.

3. The benefit of increasing the zone will assist both church and shop and the inclusion of Wharf Road in the scheme will provide greater flexibility for weddings and funerals.

4. Statistically, this proposal affects 7 residences, 4 with some form of off-road parking. This means there are a maximum 6 cars and 12 spaces available. In reality only 3 to 4 would be parking during the day for any significant length of time, leaving approximately 8 spaces for short stay parking.
St John’s Road, Watting Bay-

I have been notified of proposed changes to parking regulations around St Johns Road Boxmoor. I would like to object to the plans, this is the second time I have emailed and I asked for a response last time which was ignored, I would like a response this time.

I live at XX st johns road, I already have a nightmare parking because of commuters parking and walking to the train station. The proposed plans will make this situation worse for all residents in the areas without any parking restrictions which includes most of st johns road. I have been told I can not apply for a permit therefore there will be only a small number of bays I can park in which WILL be taken by commuters as they are at the moment. I will not be alone in this there will be many residents having to park further and further away from our homes outside of the boundary because you wont provide permits.

I want to know what you propose for residents like myself? Where am I expected to park if these proposals go ahead and I am not allowed a permit? Surely some solution should have been discussed during the process of developing these plans.
St John's Road, Waiting Bay

We reside at no. XX St John’s Road, directly alongside the proposed limited waiting bay, so directly impacted by the proposal. We disagree with the proposal in its current form on the following grounds:

1. We, and the surrounding residents – both on our side of the road and opposite – use the whole of the existing unrestricted area between our house (no. XX) and the width restriction outside the church, to park. This hasn’t caused any particular problem up to now.
2. Implementing the proposed waiting bay will result in the remaining space outside no’s XX and XX being used by residents, commuters and shop users all vying for the space, with the prospect that residents will end up with nowhere at all to park.
3. Residents in no. XX and XX have been denied purchasing a parking permit valid for Horsecroft Road, behind our properties – despite there being access to the rear, plenty of space, and indeed our refuse is collected from Horsecroft Road.

In summary, residents will be left with reduced parking in St John’s Road, which is primarily a residential area, with no resident’s permit zone (which I believe was the subject of a very poorly publicised meeting). However, the proposed limited waiting bay *would* be effective if amended to include resident parking i.e. Mon - Sat 8.30am - 6.30pm, 90 mins, no return within 2 hours or resident permit. This would be a reasonable and simple solution.
Gravel Hill Terrace-

We are responding to the consultation regarding parking controls in Boxmoor. Whilst it is right to address congestion in Green End Road, this should not be done at the expense of Gravel Hill Terrace.

During earlier consultations on proposed Zones G and W there was overwhelming support for parking controls to be extended to Gravel Hill Terrace. In the first consultation on Zone G, 41 out of 42 homes in Gravel Hill Terrace supported a request that this road be included in the CPZ. In the subsequent consultation on Zone W, which included waiting restrictions in Gravel Hill Terrace, 26 Gravel Hill Terrace respondents out of a total of 27 (i.e. 96.3%) supported the proposals.

We were later informed that Zone W would not proceed and that Cowper Road would be excluded from Zone G. Homes in Cowper Road south of the school generally have no off street parking. It is clear from walking down the road during different times of day that the vast majority of the cars parked there are those of residents. Relatively few vehicles are parked north of the school in Cowper Road. Thus the inclusion or exclusion of Cowper Road in Zone G will have little impact on Gravel Hill Terrace.

However, the volume of commuter cars parked in Green End Road and surrounding streets is such that many will be parked instead along Gravel Hill Terrace, unless restrictions are in place to prevent that. The congestion will be particularly bad in the western portion of the road, from where the distance to the station is shorter.

The impact will be exacerbated by Gravel Hill Terrace being generally narrower than Green End Road.

We therefore support introduction of waiting restrictions in Gravel Hill Terrace, included in paragraph (e) of the proposals (or other appropriate controls), in conjunction with implementation of Zone G. This is important to avoid simply moving congestion from Green End Road and neighbouring streets to Gravel Hill Terrace.
Appendix C – St Mary’s Dominican Convent Site Plan
Proposed Site Plan - Roof Plan

Key:
- New Development
- Existing Listed Building
- Proposed Demolition
- Existing Treelined Groups
- Trees removed since survey

Drawing Refs:
- For proposed houses 1:50 scale plan see: C FL04 - C FL54
- For site sections marked on plan see: D FL02 - E FL03

Please see tree survey report for new planting see Portus & Whiston landscaping masterplan

St Rose's Catholic Infant School

NORTH RIDGE WAY

GREEN END ROAD

0 10m 20m

ASH MILL BOXMOOR LLP

ST MARYS - BOXMOOR

PROPOSED SITE PLAN - ROOF PLAN

ARBUITHNOTT LADENBURG
PARTNERSHIP

31 Echebach & Duncklee 017 505 1969/4389

Design Number: 725.01

Designer: JG

Date: 12.01.16

Scale: 1:200@A1

Drawn by: KB
Appendix D – Zone G Final Scheme Plan
**Quality**

It is the policy of Project Centre to supply Services that meet or exceed our clients’ expectations of Quality and Service. To this end, the Company’s Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.
DOCUMENT CONTROL

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

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<td>01</td>
<td>Final Consultation Report</td>
<td>James Grimsdale</td>
<td>Richard Plant</td>
<td>Richard Plant</td>
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Award Winning

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