

Report to Transport & Environment Committee

Controlled Parking Zones - Berkhamsted

Decision to be considered and reasons

To undertake final formal consultations on Traffic Regulation Orders (TRO) to introduce the Manor Controlled Parking Zone (CPZ) (proposed enforcement Monday to Friday 8am – 6pm) and Park Controlled Parking Zone (enforcement Monday to Friday 8am – 6pm) in the town centre area and a "commuter ban" waiting restriction (Monday to Friday 12 noon to 1pm) in Bridgewater Road, Broadwater, Delahay Rise, Gaveston Drive, Trevelyan Way, Murray Road and New Road, Berkhamsted.

The proposed restrictions are to discourage inappropriate parking by commuters, to improve the safety of road users and pedestrians and to provide improved parking opportunities for the residents living in the neighbourhood.

Reports considered

There are three reports or surveys to be considered:

- Berkhamsted Town Council (BTC) informal survey carried out in 2008.
- BTC informal consultation/survey report dated 24th November 2010
Details available on BTC website
- Feedback from formal consultations carried out during 2011 which is included in the appendices to this report.

Should the decision be to go ahead with formal consultations on TROs the consultation will cover the following:

- The public, by letter, exhibition and a notice in the local press
- Portfolio Holder for Environment and Sustainability
- Berkhamsted Town Council
- Hertfordshire Passenger Transport Unit
- Hertfordshire Land Charges
- Hertfordshire Highways Traffic Order Manager
- Hertfordshire Highways Area Office
- Hertfordshire Police Road Policing Strategy Unit
- Hertfordshire Fire and Rescue Service
- East of England Ambulance Service
- DBC Parking Operations Manager

Implications

Should TRO consultations not be approved, inappropriate parking in these areas will continue as now.

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Risk

The intention of this consultation is to comply with legislation and therefore avoid the risk of non-compliance.

Value for Money

The on-street parking service is not designed to produce any income, but, in line with government guidelines, to be self financing.

Consultation costs will be met by Berkhamsted Town Council.

(Some DBC officer support in terms of time/advice will be necessary but no additional costs will be incurred by DBC)

Finances and Management

Berkhamsted Town Council have undertaken to source funds to fully finance the establishment of the schemes. Funds have been secured via Hertfordshire County Council (HCC) S106 monies and from Berkhamsted Town Council.

Dacorum Borough Council will manage the controlled parking zones once established in accordance with the conditions currently applying to the existing zones within the Borough. Revenues from the sales of permits and vouchers will be retained by DBC in order to off-set the costs of enforcement and administration should any of the proposals be introduced.

Background

A commuter parking problem has been recognised by residents and the local council for a number of years, but without resolution. Residents were consulted in 2002/2003 by Dacorum Borough Council and overwhelmingly rejected proposals to introduce Controlled Parking Zones in Berkhamsted. The rejection was in the main due to the design of the proposed scheme leading to a loss of parking spaces for residents. Since that time parking by commuters has significantly increased resulting in inappropriate parking on pavements and residents being unable to find parking opportunities within their neighbourhood during the day. Additionally, the station car park has had an increase in capacity of about 100 places. This has resulted in residents requesting that local councillors investigate the support for the introduction of a residents' parking scheme.

Berkhamsted Town Council has undertaken two surveys and one formal consultation of stakeholders to establish the level of support.

Details and background of surveys/informal consultation/formal consultation conducted

Survey 2008

At a Transport and Environment Committee meeting in December 2008 a request for a Residents' Parking Zone for Holliday, Manor and Chapel Streets, and Station Road was received and it was agreed that a working group should carry out a survey of the residents bearing in mind the implications of such a scheme and the fact that it had been considered before but rejected by

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residents. This survey was conducted but because the problem extended beyond these roads, together with previous requests, it was decided to extend the survey to other locations in the town. Subsequently it was extended to cover 38 roads and streets and there were 351 completed returns from the survey questionnaire.

The survey consisted of three objective questions requiring a yes/no answer and three questions where an opinion was sought. Residents were also given the opportunity to make additional comments. The results of the objective questions are below.

Question	Yes	No	Unsure
Do you approve of the introduction of an RPZ scheme in principle?	224	101	26
Would your road benefit from an RPZ scheme?	207	117	27
Would you be prepared to pay for a permit for a second car?	27	127	192

A colour coded list of streets was produced (Appendix A). The colours represent:

Green Majority of residents favour a CPZ scheme.
Amber Good support for a CPZ scheme but a number of objections.
Red Most against a CPZ scheme.

Informal survey 2010

A follow on survey took place on the back on the results from 2008 as the results showed there was appreciable support for CPZs. The same 38 streets/roads as 2008 were surveyed. An example of the questionnaire is at Appendix B.

Appendix C gives the consolidated results of this survey. Survey results, including comments can be found on BTC website.

The response rate was approximately 35%.

Formal Survey 2011

As a consequence of the results from the 2010 survey, the following roads had appreciable support for the introduction of a CPZ, and were measured and mapped to produce a proposal,

Proposed M Zone:

Bridge Street, Castle Street, Chapel Street, Gravel Path (South of Ellesmere Rd), Holliday Street, Manor Close, Manor Street, Ravens Lane and Station Road.

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Proposed P Zone:

Cowper Road, Charles Street (East of Kitsbury Rd), Doctors Commons Road, Park View Road and Torrington Road

Included was a proposal for an extension to an existing Commuter Ban, with inclusion of additional roads as following:

Proposed Commuter Ban:

Bridgewater Road, Broadwater, Delahay Rise, Gaveston Drive, Trevelyan Way, Murray Road, New Road and White Hill.

It is only possible to apply a commuter ban, ie. restricting parking for 1 hour a day, when off street parking is available to all dwellings on the road or street.

Consultation letters were hand delivered to 40 roads and an exhibition was held in the Court House Berkhamsted on 22nd and 23rd June 2011. 221 stakeholders visited the exhibition at the Court House. The exhibition was then displayed at the Town Council office at the Civic Centre until 15th July 2011

The results are shown in Appendix D, together with a comments appendix. Petitions are included in the overall result figures, with comments shown in the comments appendix. The number of residences does not include flatted developments. High Street residence and business numbers have been divided equally between zones M and P.

Concerns were raised by residents on the periphery of the proposed scheme as indicated in the results of the consultation (Appendix D) indicating that they would wish their road to be included in a scheme should one go ahead. With the exception of Ellesmere Road, parking spaces would be lost by implementing a legal CPZ scheme.

Therefore at the beginning of December supplementary survey letters were hand delivered to Boxwell Road, George Street, Ellesmere Road, Cambridge Terrace, New Street and William Street which included a map showing approximate measurements of a CPZ scheme that would meet legislation.

The results are shown in Appendix E.

Meetings have been held with representative groups from North Road, Montague Road and separately Boxwell Road.

The purpose of the meeting with the residents of Montague Road and North Road was to address the issues raised in a petition from these roads. The group undertook to contact dwellings in the two roads to ascertain the number of vehicles kept at the address, number of permits required, number of vehicles kept off road and the number of vehicles not in zone for working day.

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As the group felt that there would be insufficient bay space in the proposed P Zone to accommodate the quantity of vehicles owned by the residents.

The purpose of the meeting with Boxwell Road was to respond to a number of their concerns.

Results Summary

The formal consultation feedback is shown in Appendix D Results and Appendix D Comments.

Considerations

- Measure of support for Controlled parking Zones
- Measure of objection to Controlled Parking Zones
- Measure of support for “commuter ban” restrictions.
- Measure of objection to “commuter ban” restrictions.
- Displacement parking into roads on the periphery of the proposed schemes
- Implications for staff working in businesses within the High Street area
- Implications to visitors to the town
- Extent of shared use bays
- Implications for public services within the proposed zones
- Environmental benefits for residents
- Clear access for emergency and service vehicles
- Safety benefits for pedestrians and road users
- Enforcement times of zones
- Parking capacity within the High Street area and public car parks
- Residents' understanding of scheme.

Off street parking provision

The provision of additional car parking spaces to those currently available. The spaces in the town are:

St Johns Well Lane	30 short stay	78 long stay
Lower Kings Road	122 short stay	
Water Lane	100 short stay	
Canal fields	84 short stay	
High Street	48 short stay	
Station Car Park	395 any stay	

Additional spaces have been looked for by identifying areas where a car park could be sited and carrying out purchase/modification/negotiation. Such places included:

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- A Land near Prior's Walk at the cricket club.
- B The rear of the Civic Centre.
- C The Catholic Church car park
- D Extending Canal Fields car park.

Work is ongoing, A, C and D have been discounted, however B is still an option and work with local retailers is envisaged to extend existing car parks.

However the geography of the town must be borne in mind with canal, railway station and roads closely entwined means that the urban centre is constricted and there is little or no additional space for parking. The historic centre was built without cars in mind and most original housing close to the town centre has no off-road parking.

Displaced parking

When schemes are put in place there is a natural common concern regarding displaced parking. An integrated scheme is required. The key question is how far commuters and long stay parkers are prepared to walk?

Concern has been raised by some residents that the schemes may be detrimental to business in the town. Because of:

- a. lack of public parking in the town
- b. lack of parking opportunities for employees – especially part time, to park free of charge
- c. visitors being put off by not being able to park on local streets

Work is anticipated with main employers in the town to introduce travel plans to reduce or accommodate the parking requirements of their staff.

Shared Use Areas.

The proposed scheme includes three 'shared use' areas in the proposed P Zone and five areas in the proposed M Zone. This will allow non-residents to park for a period of time within the proposed zone and time unlimited for residents with a valid permit.

Proposed P Zone 'shared use' bays:

Cowper Road, High Street end.

Doctors Commons Road, from bottom to the far side of number 8

Parkview Road, High Street end (revision from published plans)

Proposed M Zone 'shared use' bays:

Station Road from junction with Castle Street and Public House (revision from published plans)

Ravens Lane, High Street end

Manor Street, outside Doctors Surgery

Castle Street

Gravel Path from junction with Station Road to Eastwoods.

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Perceived loss of parking spaces

Appendix F indicates the number of vehicles that can be accommodated per road, with a total for zone P and M.

Recommendation

That the Transport and Environment Committee recommend one of the options listed below with a view to moving the project onto a formal Traffic Regulation Order consultation. These options to include suggested amendments from the recent July 11 consultation.

Option 1.

Proposed P Zone - Cowper Road, Charles Street (East of Kitsbury Rd), Doctors Commons Road, Park View Road and Torrington Road, Clarence Road, Elm Grove, Graemesdyke Road, Lower Kings Road, Montague Road and North Road.

Proposed M Zone - Bridge Street, Castle Street, Chapel Street, Gravel Path (South of Ellesmere Rd), Holliday Street, Manor Close, Manor Street, Ravens Lane and Station Road.

Proposed Commuter Ban - Bridgewater Road, Broadwater, Delahay Rise, Gaveston Drive, Trevelyan Way, Murray Road and New Road

Option 2

Proposed M Zone - Bridge Street, Castle Street, Chapel Street, Gravel Path (South of Ellesmere Rd), Holliday Street, Manor Close, Manor Street, Ravens Lane and Station Road.

Proposed Commuter Ban - Bridgewater Road, Broadwater, Delahay Rise, Gaveston Drive, Trevelyan Way, Murray Road and New Road.

Do not implement zone P but continue to work with zone P depending on impact of the Commuter Ban and M zone.

Option 3

Proposed M Zone - Bridge Street, Castle Street, Chapel Street, Gravel Path (South of Ellesmere Rd), Holliday Street, Manor Close, Manor Street, Ravens Lane and Station Road.

Proposed Commuter Ban - Bridgewater Road, Broadwater, Delahay Rise, Gaveston Drive, Trevelyan Way, Murray Road and New Road.

Reduced P zone – to be agreed

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Option 4

Implement commuter ban restrictions only

Proposed Commuter Ban - Bridgewater Road, Broadwater, Delahay Rise, Gaveston Drive, Trevelyan Way, Murray Road and New Road.

Option 5

All schemes abandoned.

Appendix A

Survey Results 2008 - Analysis of replies

Road Name	Q1			Q2			Q3			colour
	Yes	No	Unsure	Yes	No	Unsure	Yes	No	Unsure	
Anglefield Road	2	3	0	0	5	0	0	5	0	Amber
Boxwell Road	8	6	2	9	5	2	5	7	4	Amber
Castle Street	11	6	0	11	6	0	3	12	2	Green
Chapel Street	10	2	1	9	2	2	5	5	3	Green
Charles Street	15	4	4	15	5	3	11	10	2	Green
Chiltern Park Avenue	1	0	0	0	1	0	0	1	0	Red
Clarence Road	4	3	2	6	3	0	1	6	2	Amber
Cowper Road	14	0	0	14	0	0	11	3	0	Green
Cross Oak Road	7	10	1	8	9	1	4	14	0	Amber
Dellfield Close	1	1	1	1	1	1	0	3	0	Red
Doctors Commons Road	11	8	1	9	10	1	5	14	1	Amber
Ellesmere Road	2	0	0	2	0	0	2	0	0	Green
Egerton Road	3	6	0	0	9	0	1	8	0	Red
Elm Grove	3	2	0	2	3	0	1	4	0	Red
Gaveston Drive	9	4	0	5	6	2	2	10	1	Amber
Gravel Path (lower end)	1	0	0	1	0	0	1	0	0	Amber
Holliday Street	16	0	0	16	0	0	13	1	2	Amber
High Street	0	1	0	0	1	0	0	1	0	Amber
Highfield Road	3	4	1	4	1	3	2	6	0	Green
Kings Road	2	0	0	2	0	0	2	0	0	Amber
Kitsbury Road	12	10	3	11	11	3	6	18	1	Amber
Manor Close	1	1	0	1	1	0	0	2	0	Amber
Manor Street	8	5	0	8	5	0	4	7	2	Amber
Meadow Road	1	4	2	1	6	0	1	5	1	Amber
Montague Road	5	4	1	5	3	2	4	5	1	Amber
Murray Road	7	0	0	7	0	0	3	3	1	Amber
North Road	7	3	4	6	5	3	3	9	2	Red
Park View Road	4	3	0	4	2	1	4	2	1	Green
Priory Gardens	1	0	0	1	0	0	1	0	0	Green
Ravens Lane	6	0	0	6	0	0	1	4	1	Green
Robertson Road	1	0	0	1	0	0	1	0	0	Green
Stag Lane	1	0	0	1	0	0	1	0	0	Green
Station Road	22	1	1	22	0	2	16	6	2	Green
Trevelyan Way	8	3	0	4	7	0	4	7	0	Green
Torrington Road	9	4	1	9	4	1	4	8	2	Amber
Victoria Road	7	2	1	6	4	0	4	5	1	Red
Upper Ashlyns Road	0	1	0	0	1	0	0	1	0	Not app
Upper Hall Park	1	0	0	0	1	0	1	0	0	Not app
Total	224	101	26	207	117	27	127	192	32	

Appendix B – Example Questionnaire

RESIDENTS' PARKING SCHEME CONSULTATION **PROMOTED BY BERKHAMSTED TOWN COUNCIL**

Introduction

Parking in some streets in Berkhamsted, often by commuters or visitors to the town, is a problem which inconveniences many residents particularly those living within walking distance of the station. In a move to resolve this problem, our recent survey sought the views of residents on the principle of Residents' Parking Schemes. Following the receipt of a positive response from many areas of the town we have investigated schemes which might best fit the needs of residents and have identified one which would appear to satisfy the results of our survey and which would be acceptable to Dacorum Borough Council, the parking enforcement authority for Berkhamsted. The aim of this consultation document is to outline the scheme to residents of roads where it could be introduced and obtain views on its acceptability.

The Proposed Scheme

The scheme would involve creating a number of zones with a time period of two hours between Monday and Friday when parking would be restricted to permit holders only. This would discourage non-residents of that zone from parking their vehicles all day in those streets **although they would be allowed to park before and after the two hour restricted period. Residents of that zone will be entitled to purchase Permits to park over the restricted period and visitors' vouchers will also be available.** The suggested annual cost of a first vehicle **Residents' Permit** is £25.00 and for a second vehicle £40.00. Pricing levels will not be structured to make a profit.

The scheme would require that parking bays are introduced. For some of our streets the bays would be painted partly on the pavement, thus ensuring safe passage of vehicles, including emergency vehicles, through the street, as well as sufficient access to the pavement for pedestrians, prams and the disabled. Residents would continue to be able to park across their own drive access.

The currently proposed scheme would not require parking meters but there would be a need for additional signs in the streets, some of which must be placed at specific locations for the restrictions to be enforceable.

We have placed examples of how the scheme may look on the Town Council website www.berkhamsted.gov.uk. The photographs illustrate signage and streets with bays partly on pavements.

It is important to note that this scheme does not guarantee parking directly outside your property. During the operational hours the proposed scheme would allow only permit holders to park in roads within their individual zone.

Please take some time to complete the survey overleaf. Detailed responses from all residents will enable us to judge if there is an appetite for restricted parking. More importantly the information will help to ensure that the proposed scheme is workable. Please return by post to: Town Clerk, The Civic Centre, Berkhamsted, HP4 3HD or email alan.kemp@dacorum.gov.uk by 31st August 2010

Appendix B – Example Questionnaire
Your response to this survey is vital to the success of any scheme.

1	How many cars are there in your household?		
2	Ideally, how many permits would you require?		
3	How many cars can you park off road?		
4	Do you currently use your drive access as a parking space?	Yes	No
5	Do you currently have a disabled parking bay?	Yes	No
6	Do you approve in principle of a scheme involving a time period of two hours (Monday to Friday) when parking would be restricted to permit holders only?	Yes	No
7	Do you think your road would benefit from the proposed parking scheme?	Yes	No
8	In your opinion, what would be the features of a parking scheme which would work well for your road?		
9	Would you prefer to keep the current arrangements for parking in your road?	Yes	No
10	Would you be willing to accept that certain roads have parking bays painted partly on the pavement (eg Boxwell Road)? If not, please give your reason:	Yes	No
11	Do you have any additional comments or suggestions?		
	Address:	Postcode	
	Vehicle registration numbers: this information is crucial to our continuing research to ascertain which parked cars belong to residents and which to non-residents.		

Please return this form by post to: Town Clerk, The Civic Centre, Berkhamsted, HP4 3HD
or email: alan.kemp@dacorum.gov.uk by **31st August 2010**.

Appendix C

Summary Analysis 2nd Parking Survey Aug/Sept 2010

Road	no of replies	Q1 (No of cars)	Q2 (No of permits)	Q3 (Cars parked off road)	Q4 (drive parking)	Q5 (disabled bay)	Q6 (approve)	Q7 (benefit)	Q9 (keep as now)	Q10 (pav parking)	Conclusion
Boxwell Road	12	17	12	9	3Yes 9No	1	7 Yes 4 No	6 Yes 4No	5Yes 4 No	8 Yes 3 No	Possible Further cons
Bridge Street	9	11	10	2	1 Yes 6 No	1	7 Yes 1 No	8 Yes 1 No	1 Yes 8 No	8 Yes 1 No	Runner further work
Castle Hill	1						1 No	1 No	1 Yes		Not enough responses/ha s restrictions
Castle Street	16	20	20	7	0Yes 14 No	Nil	13 Yes 2 No	13 Yes 2 No	2 Yes 13 No	11 Yes 4 No	Runner
Chapel Street	14	21	13	11	1Yes 12 No	Nil	10Yes 2 No	10 Yes 4 No	4 Yes 9 No	10 Yes 2 No	Runner
Charles Street	29	42	42	9	1 Yes 9 No	Nil	20 Yes 7 No	18 Yes 7 No	19 Yes 6 No	20 Yes 7 No	Runner, further cons
Chiltern Park Avenue	11	12	5	13	4 Yes 4 No	Nil	1 Yes 8 No	0 Yes 10 No	11 Yes 0 No	3 Yes 5 No	Non Runner
Clairence Road	7	10	9	0	1 Yes 3 No	Nil	4Yes 3No	3 Yes 3 No	2 Yes 4 No	3 Yes 3No	More investigation

Appendix C

Road	no of replies	Q1 (No of cars)	Q2 (No of permits)	Q3 (Cars parked off road)	Q4 (drive parking)	Q5 (disabled bay)	Q6 (approve)	Q7 (benefit)	Q9 (keep as now)	Q10 (pav parking)	Conclusion
Clunbury Crt	4	3	2	2	0 Yes 3 No	Nil	2Yes 1 No	2Yes 2No	2Yes 2No	2 Yes 2No	Possible – has own parking
Cowper Road	12	22	20	5	1Yes 9 No	1	9 Yes 2 No	10 Yes 2 No	2 Yes 9 No	9 Yes 2 No	Runner
Dellfield	2	2	0	3	1Yes 1 No	1 Yes 1 no	0Yes 1No	1 Yes 1No	1Yes 1No	0Yes 1No	Non Runner in sufficient info
Doctors Commons incl Bay Court	33	64	45	46.5	17 Yes 14 No	Nil	17 Yes 15 No	16 Yes 14 No	13Yes 20 No	14 Yes 16 no	Runner – comments suggest modified scheme)
Ellesmere Road	32	49	40	9	27 No 2 Yes	29 No 2 Yes	23 No 9 Yes	22 No 9 Yes	7 No 25 Yes	11 No 16 Yes	Non runner
Elm Grove	7	6	6	5	4 No 3 Yes	7 No 0 Yes	4 No 3 Yes	4 No 3 Yes	3 No 4 Yes	1 No 6 Yes	Non runner
Egerton Road	6	11	10	7	3 No 5 Yes	7 No 0 Yes	3 No 5 Yes	7 No 0 Yes	0 No 7 Yes	1 No 6 Yes	Non runner
Gravel Path	5	6	7	1	5 No 0 Yes	5 No 0 Yes	0 No 5 Yes	1 No 3 Yes	5 No 0 Yes	0 No 4 Yes	Runner
George Street	36	47	41	10	31 No 3 Yes	34 No 0 Yes	21 No 14 Yes	22 No 11 Yes	10 No 23 Yes	15 No 17 Yes	Non Runner
Gaveston Drive	15	18	10	29	8 No 6 Yes	15 No 0 Yes	4 No 9 Yes	8 No 7 Yes	8 No 7 Yes	5 No 8 Yes	Possible further cons

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Road	no of replies	Q1 (No of cars)	Q2 (No of permits)	Q3 (Cars parked off road)	Q4 (drive parking)	Q5 (disabled bay)	Q6 (approve)	Q7 (benefit)	Q9 (keep as now)	Q10 (pav parking)	Conclusion
Highfield Road	10	15	10	6	9 No 1 Yes	10 No 0 Yes	4 No 5 Yes	4 No 5 Yes	4 No 5 Yes	4 No 5 Yes	Possible
Holiday Street	9	13	12	0	9 No 0 Yes	9 No 0 Yes	1 No 8 Yes	1 No 8 Yes	8 No 1 Yes	1 No 6 Yes	Runner
Kings Road	2	2	4	0	2 No 0 Yes	2 No 0 Yes	0 No 2 Yes	0 No 2 Yes	2 No 0 Yes	0 No 2 Yes	Need more info
Kitsbury Road *Including Petition.	21	32	25	11	14 No 6 Yes	20 No 0 Yes	12 No 9 Yes *6 No (petition)	13 No 7 Yes	7 No 12 Yes	11 No 7 Yes	Non Runner
Manor Street	4	5	5	1	2	n	3 Yes	4 Yes	4 No	1 No 3 Yes	Runner
Meadow Road	16	22	2 (2 cars) 9 (1 car)	16	7 No 8Y	None	4 Y 12 n	2 Y 14 n	15 yes	10 Y 6 n	Non Runner
Murray Road	16	24	9	39	4 No 11 Yes	16 No 0 Yes	0 No 16 Yes	0 No 15 Yes	16 No 0 Yes	5 No 9 Yes	Runner
Montegue Road	10	13	8 (2 more than 1)	10	1 Yes 7 No	Nil	3 No 6 Yes	5 No 5 Yes	5 No 4 Yes	3 No 6 Yes	Possible more investigation
North Road	16	28	24	16	6 Yes 9 No	Nil	10 Yes 5 No	8 Yes 8 No	7 Yes 7 No	11 Yes 5 No	Possible more cons

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Road	no of replies	Q1 (No of cars)	Q2 (No of permits)	Q3 (Cars parked off road)	Q4 (drive parking)	Q5 (disabled bay)	Q6 (approve)	Q7 (benefit)	Q9 (keep as now)	Q10 (pav parking)	Conclusion
Parkview Road	11	16	11	11	5 Yes 3 No	Nil	7 Yes 4 No	8 Yes 3 No	4 Yes 7 No	7 Yes 4 No	Runner
Priory Gardens	17	23	5	27	10 Yes 6 No	Nil	6 Yes 9 No	6 Yes 9 No	10 Yes 5 No	2 Yes 10 No	Non Runner
Ravens Lane	10	13	11	2	N 7	N 10	Y 9 N 1	Y 9 N 1	N 9 Y 1	Y 7 N 2	Runner
Robertson Road	3	4	4	2	1 Yes 2 No	n	3 Yes	2 Yes 1 N	1 Yes 2 No	3 Yes	Runner, further cons
Shootersway Lane	1				1 Yes 9 No	Nil	0 Yes 1 No	0 Yes 1 No	1 Yes 0 No	0 Yes 1 No	Response to general scheme
Shrublands Road	2 (same house)	2	0	5	n	n	y	?	?	n	No further action
Stag Lane	3	5	3	3	nil	3 no	3 yes	3 yes	3 no	3 yes	Runner
Station Road	20	28	26	9	18 No 2 Yes	19 No 1 Yes	18 Yes 2 No	19 Yes 1 No	1 Yes 19 No	15 Yes 5 No	Runner
Torrington Road	7	10	8	6	3 Yes 3 No	7 No	1 No 6 Yes	7 Yes	7 No	5 Yes 2 No	Runner, further cons
Trevelyan Way	13	19	8	26	7 No 6 Y	13 No	3 No 10 Yes	6 No 7 Yes	8 No 5 Yes	5 No 8 Yes	Runner, further cons
Victoria Road	13	14	11	7	3 Yes 10 No na	2 Yes 11 No	8 Yes 5 No	7 Yes 6 No	5 Yes 7 No	8 Yes 3 No	Possible, further cons.

Appendix C

Petition Doctors Commons Rd Alternative scheme	In favour	Against	Unsure	No of Houses on DCR	No response	
	34	2	1	46		9

*Petitions responses have been counted by dwellings

Appendix - D

Commuter ban proposals - Results of consultation													
Road	Number of addresses	Responses			Support (or no objection)			Object			Undecided		
		Number	% of addresses	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents	
Bridgewater Road	143	56	39	38	27	68	17	12	30	1	1	2	
Broadwater	36	13	36	12	33	92	1	3	8	0	0	0	
Delahey Rise	3	3	100	3	100	100	0	0	0	0	0	0	
Gaveston Drive	35	27	77	22	63	81	5	14	19	0	0	0	
Murray Road	20	20	100	20	100	100	0	0	0	0	0	0	
Trevelyn Way	32	19	59	15	47	79	4	13	21	0	0	0	
Whitehill Court	24	2	8	1	4	50	0	0	0	1	4	50	
New Road	0	0	0	0	0	0	0	0	0	0	0	0	
Areas outside proposed area	1	1	0	0	0	0	1	1	100	0	0	0	
Total of all roads	294	141	48	111	38	79	28	10	20	2	1	1	

☐ Percentages rounded to whole number

Controlled Parking Zone M proposals - Results of consultation

Road	Responses		Support (or no objection)			Support provisional			Object		
	Number	% of addresses	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents
Bridge Street	10	23	9	21	90	0	0	0	1	2	10
Castle Street	20	49	18	44	90	0	0	0	2	5	10
Castle Street (School)	1	100		0	0	1	100	100	0	0	0
Chapel Street	21	88	17	71	81	0	0	0	4	17	19
(Lower) Gravel Path	10	56	6	33	60	1	6	10	3	17	30
Gravel Path (Business)	2	100	1	50	50	0	0	0	1	50	50
Holiday Street	21	24	5	24	100	0	0	0	0	0	0
Manor Close	5	0	0	0	0	0	0	0	0	0	0
Manor Street	2	18	2	18	100	0	0	0	0	0	0
Ravens Lane	9	43	6	29	67	2	10	22	1	5	11
Station Road	31	91	25	74	81	2	6	6	4	12	13
Total proposed CPZ	111	50	89	40	80	6	3	5	16	7	14
Bedford Street	1	7	0	0	0	0	0	0	1	7	100
Bridge Court	1	8	0	0	0	0	0	0	1	8	100
Castle Mews	3	33	3	33	100	0	0	0	0	0	0
Clunbury Court	10	21	7	15	70	0	0	0	3	6	30
Costins Walk	1	13	0	0	0	0	0	0	1	13	100
Ellesmere Road	36	43	1	1	3	21	25	58	14	17	39
Greens Court	1	5	0	0	0	0	0	0	1	5	100
George Street	99	63	7	4	7	75	48	76	17	11	17
George Street (Business)	3	33	0	0	0	0	0	0	1	33	100
High Street	5	7	3	4	60	0	0	0	2	3	40
High Street (Business)	0	0	0	0	0	0	0	0	0	0	0
MacDougal Road	2	18	2	18	100	0	0	0	0	0	0
Masons Yard	1	20	0	0	0	0	0	0	1	20	100
New Street	6	35	1	6	17	3	18	50	2	12	33
Total peripheral areas	167	30	24	4	14	99	18	59	44	8	26
Outside proposals	3	100	1	33	33	0	0	0	2	67	67
Total outside areas	3	100	1	33	33	0	0	0	2	67	67
Total of all roads	782	36	114	15	41	105	13	37	62	8	22

Percentages rounded to whole number

Controlled Parking Zone P proposals - Results of consultation

Road	Responses			Support (or no objection)			Support provisional			Object		
	Number of addresses	Number	% of addresses	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents
Charles Street	53	44	83	21	40	48	10	19	23	13	25	30
Cowper Road/Lockharts Yard	28	20	71	17	61	85	1	4	5	2	7	10
Doctors Commons Road	49	32	65	16	33	50	5	10	16	11	22	34
DCR School & surgery	2	2	100	0	0	0	1	50	50	1	50	50
Park View Road	19	16	84	3	16	19	10	53	63	3	16	19
Park View Road (business)	2	2	100	0	0	0	0	0	0	2	100	100
Torrington Road	21	19	90	10	48	53	5	24	26	4	19	21
Total proposed CPZ	174	135	78	67	39	50	32	18	24	36	21	27
Anglefield Road	18	10	56	3	17	30	1	6	10	6	33	60
Bay Court	12	3	25	1	8	33	0	0	0	2	17	67
Boxwell Road	31	24	77	2	6	8	4	13	17	18	58	75
Charles Street (out of zone)	28	24	86	0	0	0	0	0	0	24	86	100
Charles Street (out of zone business)	1	1	100	0	0	0	0	0	0	1	100	100
Clarence Road	19	9	47	1	5	11	6	32	67	2	11	22
Cross Oak Road	43	18	42	1	2	6	3	7	17	14	33	78
Elm Grove	17	11	65	0	0	0	9	53	82	2	12	18
Graemesdyke Road	51	17	33	0	0	0	14	27	82	3	6	18
High Street	70	8	11	1	1	13	1	1	13	6	9	75
High Street (business)	100	8	8	0	0	0	0	0	0	8	8	100
Kings Road	19	13	68	0	0	0	11	58	85	2	11	15
Kings Road (business)	1	1	100	0	0	0	0	0	0	1	100	100
Kitsbury Road	82	25	30	1	1	4	12	15	48	12	15	48
Kitsbury Terrace	12	1	8	0	0	0	0	0	0	1	8	100
Middle Road	22	3	14	0	0	0	0	0	0	3	14	100
Montague Road	36	36	100	2	6	6	25	69	69	9	25	25
Fern Close/Ilex Court	25	6	24	0	0	0	4	16	67	2	8	33
North Road/Pine Close	48	44	92	0	0	0	34	71	77	10	21	23
Shrublands Road	39	2	5	0	0	0	0	0	0	2	5	100
Total peripheral areas	674	264	39	12	2	5	124	18	47	128	19	48
Local Associations	1	1	100	0	0	0	0	0	0	1	100	100
Outside proposals	11	11	100	0	0	0	0	0	0	11	100	100
Outside proposals (business)	16	16	100	0	0	0	0	0	0	16	100	100
Outside proposals	4	4	100	1	25	25	0	0	0	3	75	75
Total outside areas	4	4	100	1	25	25	0	0	0	3	75	75
Total of all roads	848	399	47	79	9	20	156	18	39	164	19	41

☐ Percentages rounded to whole number

Controlled Parking Zone M & P proposals - Responses to consultation from residents outside immediate area

Road	Number of addresses	Responses		Support (or no objection)				Support provisional				Object			
		Number	% of addresses	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents	Number	% of addresses	% of respondents			
Responded	26	26	100	1	4	4	1	4	4	24	92	92			
Total	26	26	100	1	4	4	1	4	4	24	92	92			

☐ Percentages rounded to whole number

Appendix D - Comments
Comment Proposed P Zone

Comment	Out of Town	Anglefield Road	Boxwell Road	Charles St outside zone	Charles Street	Cowper Road	Clarence Road	Cross Oak Road	Doctors Commons Rd	Elm Grove	Graemesdyke Road	High Street	Kings Road	Kitsbury Road	Lockhard Yrd	Kitsbury Terrace	Middle Road	Montegue Road	North Road	Park View Road	Torrington Rod	Shrublands Avenue	Associations	Total
1-2 hr permits- restriction			2	3	1	1	1	1	2									25	25					59
Two restriction periods				1																		2		3
lack of spaces				3				1						1										5
Intensify pressure on LM				1														1				1		4
No Meters in Cons area				2	1														25			1		29
include Saturdays				2					1															2
Start half an hour later									1															1
Consider needs of School	1								1															2
Cost of permits				1					2										25					28
Free visitor vouchers				3	1				3															7
start earlier				1					6															7
limit spaces for Drs Surgery									1															1
remove requirement for all five roads to approve a scheme				2					1															3
no maximum for visitors permits				1					1															2
Free permits bank holidays				2					1															1
Must be 8am - 6pm				2					1															3
On way scheme		1		1					1															2
Remove double yellow lining				5																				5
include surrounding roads				2																				2
include road							7				10	17												111
inadequate parking in town		9											14	3										37
Changes to lineage in present scheme																		27	33					110
Permit cost too low																				10				10
Double yellow lines																						1		1
																						3		3

Appendix E - Follow up survey results

Zone	Opposed	In favour	Total	No of dwellings	Percentage Return	Comments
P - Zone						
Boxwell Road	20	0	20	31	65%	No scheme required. Loss of spaces
Kitsbury Road	2	0	2	82	2%	
Elm Grove	0	1	1	17	6%	
Middle Road	1	0	1	22	5%	
Total	23	1	23	152	15%	

Zone	Opposed	In favour	Total	No. of dwellings	Percentage return	Comments
M - Zone						
Cambridge Terrace/Paxton Road/Little Bridge Road	6	0	6	9	67%	Loss of spaces
Ellesmere Road	40	1	41	83	49%	Loss of spaces
George Street	96	0	96	157	61%	Loss of spaces
New Street/William St	6	0	6	25	24%	Loss of spaces
Gravel Path	4	2	6	18	33%	
Ravens Lane	2	0	2	21	10%	
Station Road	6	6	12	34	35%	1 comment received 1 opposed if loss of spaces on SR
Totals	148	9	169	347	49%	
Petition	96					Duplicates not calculated

Appendix F - Bay capacities

Zone	Resident bay capacity	Shared use bay capacity	Total capacity
P - Zone			
Charles Street	85	0	85
Cowper Road	38	5	43
Clarence Road	24	4	28
Doctors Commons Road	83	18	101
Elm Grove	19	0	19
Graemsdyke Road	42	16	58
Kilfilian Gardens *		0	
Kings Road	15	0	15
Park View Road	35	11	46
Torrington Road	52	0	52
Sub total	393	54	447
Montegue Road	68	0	68
North Road	91	0	91
Sub total	159	0	159
Boxwell Road	13	14	27
Sub total	13	14	27
Total	565	68	633

Zone	Resident bay capacity	Shared use bay capacity	Total capacity
M - Zone			
Bridge Street	17	0	17
Castle Street	28	6	34
Chapel Street	25	0	25
Gravel Path	3	6	9
Holiday Street	27	0	27
Manor Close *		0	
Manor Street	15	3	18
Ravens Lane	13	6	19
Raven Wharf	5	0	5
Station Road	52	8	60
Sub total	185	29	214
Cambridge Terrace *		0	
Ellesmere Road	79	0	79
George Street	55	0	55
Little Bridge Road *		0	
New Street *		0	
Paxton Road	9	0	9
William Street *		0	
Sub total	143	0	143
Total	328	29	357

These roads have not been assessed to date *