

Summary of Objections - Second Traffic Regulation Order Promoted in November 2017

ERP 'D'

URN	Objector Address	Objections Summary	EHC Response East Herts Council (Chantry Business Season Tickets) 2017 - OBJECTIONS	Officer decision: accede / part accede / overrule / refer
2	Chantry Close	Strongly object to plans to open up parking to non residents; this will mean a return to the unacceptable state of affairs which existed before. It's time for the council to have a re-think. I suggest you use the opportunity to review the whole subject - for example think seriously about creating extra space at Northgate End.	proposal is limited to the entry part of the road and does extend into main residents' area; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents; EHC is considering other options for Northgate End.	overrule
25	Chantry Close	The proposed alteration to the length of residents' parking is about the length of one car, not nearly enough. The alteration should be enough to allow at least three cars to pull in.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
39	Chantry Close	The proposed additional 10 metres of Double Yellow Lines at the Hadham Road end is inadequate and potential risks have not been removed. The boundary should be taken 20 metres up the hill to allow drivers to avoid problems.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
28	Chantry Close	The proposed 23 metres in total length of the Double Yellow Line from the junction of Hadham Road is not sufficient to prevent the dangerous conditions caused by inconsiderate parking. The short distance for the proposal will not provide sufficient manoeuvring space when several cars arrive at the junction simultaneously.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
26	Chantry Road	1. There is no logic to the council's increase in proposed business season tickets from 14 to 18 and one can only assume it's the businesses that have pushed for this increase. 2. Your residents only parking up until Grays Road benefits Hadham Road residents - why? 3. Markwell's Glass hold a business permit now - are they part of the 18 permits or separate? 4. How will the restriction be enforced? 5. The Garden House at number 9 Chantry Road provides off road parking for up to 7 NatWest employees so I will be surprised if they as for business permits - so there will be in effect at least 25 Business parking spaces in Chantry Road. I recognise there is a serious parking and major traffic problem in Bishop's Stortford. 1a. many permit holders from Hadham Road park in Chantry Road often for two weeks continuously. 2a. there has been a lot of disinformation about the proposal: the council advise they have discussed with Chantry Community Association however the CCA deny there has been any formal consultation process - the note on lamp columns suggests 5 permits available for Chantry Road compared to the CCA autumn newsletter stating 15 permits maximum; 3a. the council will come under pressure to extend to business permit period to weekends, penalising residents; 4a. fed up with the continual squeezing of additional income from the Chantry Road residents. More car parks need to be built in Bishop's Stortford.	1. EHC identified a total of 36 available parking spaces in Chantry Road (from the junction with Grays Court to Cricketfield Lane) providing the opportunity to offer 18 Business Season Tickets and maintain a 50% buffer for the benefit of residents or their visitors. 2. the lower end of Chantry Road benefits Chantry Road residents and Hadham Road residents similarly. 3. Markwell's Glass are not included in the Season Ticket proposal. 4. Daily Civil Enforcement Officer patrols will be undertaken to manage parking. 5. we have no power over residents' decisions to offer private land to town centre workers. 1a. Hadham Permit Holders are entitled to park in any road in the RPZ. 2a CCA were consulted and EHC communicated informally and formally with affected residents. 3a. the council's proposal for businesses relates to Monday to Friday only, ensuring weekend parking for residents and their visitors. 4a. Chantry residents are not expected to contribute financially to the proposal. EHC is bringing forward proposals, as part of its wider proposals for Stortford including the Old River Lane site. the council seeks to build a multi storey on Northgate End car park site. Every additional space found for parking (on and off street) within the town is valuable for the town and its residents.	overrule
35	Chantry Road	Object to 1. the increase in proposed business permits to 18 in a smaller area than first envisaged. 2. not allowing sufficient space for those in need of carers in separate cars three times daily between 8am - 6pm. 3. Not all residents have sufficient space for tradespeople and utility companies (particularly when ageing infrastructure requires attention). 4. How long before the council increases the number of permits from 18 and allows parking on Saturday?. 5. I would like to be assured that the use of these permits will be properly monitored. 6. the proposed extension of the Double Yellow Lines is not enough and there is potential for this problem may be created at Cricketfield Lane end.	EHC identified a total of 36 available parking spaces in Chantry Road (from the junction with Grays Court to Cricketfield Lane) providing the opportunity to offer 18 Business Season Tickets and maintain a 50% buffer for the benefit of residents or their visitors; EHC will not impair the amenity of the area to the residents and to assist this objective commits to conducting a formal review of the scheme approximately 6 months after implementation; there is no evidence to suggest safety will be compromised as the extended Double Yellow Line exceeds minimal standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements	overrule
34	Chantry Road	1. The proposed Double Yellow Line is still too close to Hadham Road and the original residents' parking bay should be reinstated to ensure the safety of road users and pedestrians (between approx. 6 & 10 Chantry Road). 2. the council may increase the number of permits to businesses without further consultation, thereby eroding the "buffer". 3. The Parking bay at the junction of Cricketfield Lane may become problematic regarding parking in the same manner as at Hadham Road. 4. the DYL at the junction of Cricketfield Lane should be extended by not less than 20 metres. In summary, two variations are sought at either end of Chantry Road.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line exceeds minimal standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal; EHC will not impair the amenity of the area to the residents and to assist this objective commits to conducting a formal review of the scheme approximately 6 months after implementation. .	overrule
42	Chantry Road	The proposed extension of Double Yellow Line at the junction with Hadham Road needs to be increased by at least double to increase safety to drivers and pedestrians and when heavy lorries are involved, even that extension could still be problematical.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
46	Chantry Road	1. The road is becoming a paid for car park and not residential street; we are being punished for parking on our drives; the council will earn a quarter of million revenue. 2. there will still be problems at the town end of Chantry Road as the extra Double Yellow Lines will not be long enough to address access and vehicles driving on the footway	1. the council seeks to improve parking capacity in the town and this proposal is intended to assist as part of a wider strategy to create much needed parking capacity to benefit workers, businesses, residents and the economic vitality and wellbeing of the town; 2. there is no evidence to suggest safety will be compromised as the extended Double Yellow Line exceeds minimal standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
36	Chantry Road	1. The road is too narrow to have extra cars parked. 2. where will visitors and tradespeople be able to park?. 3. Why has the proposed number of spaces increased to 18 from the original 14? 4. Any revenue from the scheme could be used to repair the pavements in the road. 5. the road is a residential area and not a business parking lot.	1. there is sufficient road space to accommodate vehicles. EHC consulted with statutory consultees including Herts County Council and Herts Police with no adverse comments received. 2. the buffer for residents of 18 parking spaces for their sole use on street will be sufficient to meet residents' needs - in addition the majority of residents have driveways to further assist parking for visitors. EHC commits to reviewing the proposal no less than 6 months post implementation to ensure it fully meets the needs of all parties and benefits the town. 3. EHC identified a total of 36 available parking spaces in Chantry Road (from the junction with Grays Court to Cricketfield Lane) providing the opportunity to offer 18 Business Season Tickets and maintain a 50% buffer for the benefit of residents or their visitors. 4. EHC does not make a surplus from such schemes; if we did the use to which that surplus might be applied complies with RTRA 1984. Annual EHC accounts confirm revenue from such schemes complies with the statutory framework.	overrule
24	Chantry Road	formally object to the introduction of business parking permits between the junction of Cricketfield Lane and Carrigans as residents' cars already fill most of the available spaces and the bend of Chantry Road at the junction of Chantry Close is already hard to negotiate. The houses at the Cricketfield end have smaller drives than those in the middle section of road so have to make use of the on street parking. There are also a number of smaller houses at this end and therefore more cars to accommodate. The much older demographic at this end of the road with some residents requiring help from two carers several times daily. I believe there is capacity for 10 business permits between Carrigans & Grays Ct. - the maximum no. that could be safely offered without causing major inconvenience to residents.	EHC has not identified any safety issues at the junction with Chantry Close; Herts County Council and Herts Police have offered no adverse comments; EHC identified a total of 36 available parking spaces in Chantry Road (from the junction with Grays Court to Cricketfield Lane) providing the opportunity to offer 18 Business Season Tickets and maintain a 50% buffer for the benefit of residents or their visitors; EHC commits to a review, as we do when we implement RPZ, no less than six months post implementation to ensure the scheme meets the needs of residents and business users. EHC will monitor parking demands	overrule
32	Chantry Road	Presently the junction with Hadham Road is very hazardous and could be improved by moving the proposed Double Yellow Line further up Chantry Road, preferably to where the hill levels out.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
3	Chantry Road	Nowhere in the council's documents is there any information on the estimated / actual total number of parking places available on the eastern side of Chantry Road at present making it impossible to assess the effect on residents and visitors. It is likely there will only be room for 10 residents' cars in this "permitted area" in future - significantly lower than council through there would be! This is both far too little and too far away from Grays Court end meaning that residents and visitors there would have to walk several hundred yards to their house.	EHC confirmed a total number of business permits proposed and reassured residents it would maintain a healthy buffer for residents and their visitors; EHC provided residents with numerous opportunities to engage and learn more, following letters delivered to affected residents; EHC identified a total of 36 available parking spaces in Chantry Road (from the junction with Grays Court to Cricketfield Lane) providing the opportunity to offer 18 Business Season Tickets and maintain a 50% buffer for the benefit of residents or their visitors. The revised proposal provides exclusive use to residents and the remainder provides "mixed use" for residents and business permit holders - we do not anticipate any parking issues. EHC commits to a review, as we do when we implement RPZ, no less than six months post implementation to ensure the scheme meets the needs of residents and business users. EHC will monitor parking demands	overrule
37	Chantry Road	Permitted parking should be restricted to at least 50 yards from the junction of Hadham Road to improve safety.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
45	Chantry Road	The 10 metre extension to Double Yellow Line proposed would be better suited to an additional 20 metres to improve visibility.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
48	Chantry Road	The 10 metre extension to Double Yellow Line proposed would be better suited to 80 yards up the road for safety reasons..	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	overrule
38	Elm Road	"The inadequacies of the council's town centre parking should not be dumped literally on the doorstep of residents." Offer businesses parking within the commercial area of town. Regularly park three to four vehicles in the proposed area in Elm Road and it may be that the currently sparsely parked area may alter should demand from local residents grow in the future. The council has proposed 7 business permits for Elm Road with "discretion" to be applied meaning perhaps if you need more spaces you can sell more business permits that would not be fair to residents.	EHC is bringing forward proposals, as part of its wider proposals for Stortford including the Old River Lane site. the council seeks to build a multi storey on Northgate End car park site. Every additional space found for parking (on and off street) within the town is valuable for the town and its residents; EHC commits to maintain a 50% buffer for the benefit of residents or their visitors; EHC commits to a review, as we do when we implement RPZ, no less than six months post implementation to ensure the scheme meets the needs of residents and business users. EHC will monitor parking demands.	overrule

14	Lindsey Road	1. original scheme imposed under the guise of preventing anyone other than residents and visitors parking within zone 2. with double yellow lines already in many roads, the parking spaces are very limited such that residents and their visitors find it difficult to park near their homes 3. we don't believe the council will be able to manage or limit the number of season tickets in any meaningful way 4. Lindsey Road will be impacted as residents from other roads will try to find space in Lindsey Road if they cannot park nearer their homes 5. Even if there are some empty spaces in Lindsey Road, certain gaps are needed to allow vehicles to pull in to give way to oncoming traffic 6. There is a serious safety issue if residential roads are full of cars - lack of visibility for people pulling out of drives and vehicles traversing roads and for the many children in the neighbourhood, those attending local infant and primary school when crossing the road 7. residential roads are where people live and should be allowed to do so in peace and harmony; should be able to park outside or as near to homes as possible 8. we don't want neighbourhood turned into a car park. We disagree with the scheme in its entirety and see this trial as nothing more than council's intention to introduce season ticket parking anyway and gradually increase number of season tickets before selling off parking spaces in our residential streets to other users. "NB please remember there are residents who don't have a private driveway; we compete against neighbours who have multiple cars leaving us with nowhere to park as it is, any additional parking added to this would be very difficulty on our street,"	Herts Council (Chantry Business Season Tickets) 2017 - OBJECTIONS there is adequate parking in all adjoining roads, therefore of little or no impact on Lindsey Road or the amenity of the area; minimal extra vehicle movements are expected; EHC will not impair the amenity of the area to the residents and to assist this objective commits to conducting a formal review of the scheme approximately 6 months after implementation	override
9	Lindsey Road	1. original scheme imposed under the guise of preventing anyone other than residents and visitors parking within zone 2. with double yellow lines already in many roads, the parking spaces are very limited such that residents and their visitors find it difficult to park near their homes 3. we don't believe the council will be able to manage or limit the number of season tickets in any meaningful way 4. Lindsey Road will be impacted as residents from other roads will try to find space in Lindsey Road if they cannot park nearer their homes 5. Even if there are some empty spaces in Lindsey Road, certain gaps are needed to allow vehicles to pull in to give way to oncoming traffic 6. There is a serious safety issue if residential roads are full of cars - lack of visibility for people pulling out of drives and vehicles traversing roads and for the many children in the neighbourhood, those attending local infant and primary school when crossing the road 7. residential roads are where people live and should be allowed to do so in peace and harmony; should be able to park outside or as near to homes as possible 8. we don't want neighbourhood turned into a car park. We disagree with the scheme in its entirety and see this trial as nothing more than council's intention to introduce season ticket parking anyway and gradually increase number of season tickets before selling off parking spaces in our residential streets to other users. "NB please remember there are residents who don't have a private driveway; we compete against neighbours who have multiple cars leaving us with nowhere to park as it is, any additional parking added to this would be very difficulty on our street,"	there is adequate parking in all adjoining roads, therefore of little or no impact on Lindsey Road or the amenity of the area; minimal extra vehicle movements are expected; EHC is confident that the proposal will not impact on the Lindsey Road and the amenity of the area to the residents; EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
10	Lindsey Road	1. original scheme imposed under the guise of preventing anyone other than residents and visitors parking within zone 2. with double yellow lines already in many roads, the parking spaces are very limited such that residents and their visitors find it difficult to park near their homes 3. we don't believe the council will be able to manage or limit the number of season tickets in any meaningful way 4. Lindsey Road will be impacted as residents from other roads will try to find space in Lindsey Road if they cannot park nearer their homes 5. Even if there are some empty spaces in Lindsey Road, certain gaps are needed to allow vehicles to pull in to give way to oncoming traffic 6. There is a serious safety issue if residential roads are full of cars - lack of visibility for people pulling out of drives and vehicles traversing roads and for the many children in the neighbourhood, those attending local infant and primary school when crossing the road 7. residential roads are where people live and should be allowed to do so in peace and harmony; should be able to park outside or as near to homes as possible 8. we don't want neighbourhood turned into a car park. We disagree with the scheme in its entirety and see this trial as nothing more than council's intention to introduce season ticket parking anyway and gradually increase number of season tickets before selling off parking spaces in our residential streets to other users. "NB please remember there are residents who don't have a private driveway; we compete against neighbours who have multiple cars leaving us with nowhere to park as it is, any additional parking added to this would be very difficulty on our street,"	there is adequate parking in all adjoining roads, therefore of little or no impact on Lindsey Road or the amenity of the area; minimal extra vehicle movements are expected; EHC will not impair the amenity of the area to the residents and to assist this objective commits to conducting a formal review of the scheme approximately 6 months after implementation	override
11	Lindsey Road	EMAIL: The proposal should not proceed as residents suffer now on a daily basis in the zone. It will make my problems worse and become unbearable if things get worse. The current parking has caused practical issues because the council allows too many cars in the zone. You can help residents by only allowing each of us to park one car outside our house or in an area near to our house (this happens in Warwick Road). The proposal will only encourage more cars to park on Lindsey Road and make life harder. Furthermore, I may need to park in those areas you are proposing for businesses. You are going to make B7 a car park and I've concerns about increased pollution. Morally the proposal is wrong. Please give designated parking areas for those without driveways. LETTER: 1. When the original scheme was imposed it was under the guise of preventing anyone other than residents and their visitors parking within the zone 2. with double yellow lines already in many roads, the parking spaces are very limited such that residents and their visitors find it difficult to park near their homes 3. we don't believe the council will be able to manage or limit the number of season tickets in any meaningful way 4. Lindsey Road will be impacted as residents from other roads will try to find space in Lindsey Road if they cannot park nearer their homes 5. Even if there are some empty spaces in Lindsey Road, certain gaps are needed to allow vehicles to pull in to give way to oncoming traffic 6. There is a serious safety issue if residential roads are full of cars - lack of visibility for people pulling out of their drives and vehicles traversing the roads and most importantly for the many children in the neighbourhood and those attending local infant and primary school when crossing the road 7. residential roads are where people live and should be allowed to do so in peace and harmony and they should be able to park outside or as near to their homes as possible 8. we don't want our neighbourhood turned into a car park. We disagree with the scheme in its entirety and see this trial as nothing more than the	there is adequate parking in all adjoining roads, therefore of little or no impact on Lindsey Road or the amenity of the area; minimal extra vehicle movements are expected; EHC is confident that the proposal will not impact on the Lindsey Road and the amenity of the area to the residents; EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
47	Lindsey Road	1. original scheme imposed under the guise of preventing anyone other than residents and visitors parking within zone 2. with double yellow lines already in many roads, the parking spaces are very limited such that residents and their visitors find it difficult to park near their homes 3. we don't believe the council will be able to manage or limit the number of season tickets in any meaningful way 4. Lindsey Road will be impacted as residents from other roads will try to find space in Lindsey Road if they cannot park nearer their homes 5. Even if there are some empty spaces in Lindsey Road, certain gaps are needed to allow vehicles to pull in to give way to oncoming traffic 6. There is a serious safety issue if residential roads are full of cars - lack of visibility for people pulling out of drives and vehicles traversing roads and for the many children in the neighbourhood, those attending local infant and primary school when crossing the road 7. residential roads are where people live and should be allowed to do so in peace and harmony; should be able to park outside or as near to homes as possible 8. we don't want neighbourhood turned into a car park. We disagree with the scheme in its entirety and see this trial as nothing more than council's intention to introduce season ticket parking anyway and gradually increase number of season tickets before selling off parking spaces in our residential streets to other users. "NB please remember there are residents who don't have a private driveway; we compete against neighbours who have multiple cars leaving us with nowhere to park as it is, any additional parking added to this would be very difficulty on our street,"	there is adequate parking in all adjoining roads, therefore of little or no impact on Lindsey Road or the amenity of the area; minimal extra vehicle movements are expected; EHC is confident that the proposal will not impact on the Lindsey Road and the amenity of the area to the residents; EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
30	Pinelands	Cannot understand why Grange Paddocks car park, which has spare daily capacity, is not used rather than Pinelands; Frere Court attracts a lot of additional traffic with large lorries reversing up the narrow road; Frere Court has continual stream of ambulances, doctors, care workers, small busses, taxis etc and is located on a very dangerous bend; the proposed double yellow lines outside neighbour properties will prevent builders, window cleaners, service engineers etc; only two business season tickets should be allowed. I propose a maximum of two business permits for Pinelands.	EHC is exploring options to manage growing demand for parking; accommodating business season ticket holders at Grange Paddocks would not generate increased capacity needed and EHC seeks to make more efficient use of empty spaces within some RPZ. The adjacent leisure centre is shortly to undergo a significant expansion - likely to result in an increase in the number of visitors. Parking in the town is likely to be affected during forthcoming development of the Old River Lane site & increased use of Grange Paddocks car parks is anticipated during this period and possibly after. The introduction of DYL will improve safety for residents and facilitate vehicle movements; the number of permits issued in the proposed section will be no greater than 50% of the available space on the proposed section of road ending at "Frere Court"; therefore minimal impact to residents is anticipated. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
29	Pinelands	1. Pinelands is a narrow cul de sac with blind corner opposite the residential care home - large vehicles are required to reverse 2. Frere Court engenders a good deal of traffic and carers park along the proposed area for permit parking 3. There is already quite a bit of regular parking along the entrance to Pinelands - the proposed area including royal mail vans 4. When snow and ice prevent access to driveways, we had to park along the proposed area 5. my house has a short steep driveway and if there are double yellow lines outside the house there will be no room for large vehicles delivering or carrying out work such as window cleaners, builders, decorators etc 6. demand for parking in Lindsey Road has increased over 38 years and additional pressure may mean nowhere for our visitors to park. I propose a maximum of two business permits for Pinelands.	The introduction of DYL will improve safety for residents and facilitate vehicle movements; the number of permits issued in the proposed section will be no greater than 50% of the available space on the proposed section of road ending at "Frere Court"; therefore minimal impact to residents is anticipated. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
43	Pinelands	1. the detailed provisions in the Revised Order are the same as in the first Order without revision in relation to the changes "shared use" objectives of the revised Order and changed functioning of parking areas. 2. that the proposed use of those areas by business permit holders of large vehicles for undefined operational purposes is concerning in residential streets. 3. that the shared use basis of the Revised Order, proposed allocation of business parking permits as set out in the council's letter of 15 November 2017, has not been stated in the order. 4. that in relation to the provision in the shared use area in Pinelands, where residents parking will continue unchanged and business parking will be partial, the proposed "No waiting at any time" restriction will not be needed.	the Traffic Regulation Order advertised in September 2017 outlined the councils proposals and in respect of the subsequent November TRO, there were no changes in respect of Pinelands and therefore both proposals were valid. The Traffic Regulation Order limits the size of business season permit vehicles entitled to park to those affecting residents currently - no heavy goods vehicles would be permitted to park on the basis of a business season ticket. There is no requirement to quantify the quantity of permits within the body of the TRO; the introduction of double yellow lines is required in order to comply with regulations concerning the use of "Permit Holders Past This Point" controls and no divergence is permitted.	override
40	Pleasant Road	Request the council increase the proposed Double Yellow Line an additional 10 metres to decrease the possibility of an accident and ensure the safety of drivers and pedestrians alike.	there is no evidence to suggest safety will be compromised as the extended Double Yellow Line will exceed minimum standards and is therefore regarded as entirely adequate to protect the junction and facilitate vehicle movements; furthermore, Herts County Council and Herts Police offered no adverse comments to the proposal	override

1	Robert Wallace Close	Writing on behalf of the CCA Committee: at an informal meeting with cllr Jones on 20/02/17 we discussed a number of parking / road safety issues which are of concern to residents; we expressed reservations about the scope of the Mott MacDonald study data (gathered on one Monday morning and afternoon in February) and the conclusions which appear to have been drawn from it; we made it clear that further exploration of the "shared use" scheme would need a comprehensive survey of parking bay usage and should also seek and accommodate the views of residents. we conclude the MM study formed the basis of the decision to include proposed roads, however Rye Street, Chantry Close were not included and Barrells Down Road was considered unsuitable; the MM study was conducted one weekday and one weekend (the Monday was in the first full week of the May Day holiday and is popular with school children age to take holiday: the study provides neither a current nor comprehensive picture of parking bay usage by residents; the working pattern of residents has not been taken into account, neither the MM study or 6 February 2017 council provide statistics for parking bay occupation after 4pm; inconsiderate parking by business permit holders may result in reduced sight lines or could prevent ingress / egress to properties; a number of residents have complained to us about such parking.	EHC gathered business data via consultation and independently to support the proposal and following consultation carefully considered residents' objections flowing from the original consultation (Sept 2017) and comments and accepted in part elements leading to a reduction in the number of permits in Barrells Down Road (top end only), and redesign of parking in relation to Elm Road and Chantry Road - in areas closer to the town. The revisions were intended to alleviate and address residents' concerns. The original proposal resulted in a total of 116 objections (including the petition signed by 68 residents from Lindsey Road); the revised December proposal resulted in 42 objections (including 18 standard format letters submitted by Lindsey Road residents. In summary, the revised proposal may be interpreted as having addressed a significant number of residents' concerns. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
22	Rye Street	The proposal will potentially deny residents parking spaces and offer lower standard; Grange Paddocks car park should be considered as 50% occupied typically currently to reduce the inconvenience of dual occupancy in Rye Street; a lack of enforcement in the road, as is believe to be the case, will cause issues for local residents; the statements about the maximum number of permits is vague and there is no information regarding where the proposed revenue will go; the scheme is being proposed in this road with no factual data in relation to the Parking Zone Review 2016; the proposal will increase traffic flow on an already busy road and must be considered in light of the proposed Herts County Council pedestrian crossing (the scheme fails on improving safety and improving the on street facilities to residents); no consideration of the impact of new residential developments in the area; the view of the Chantry Residents Association are no reflected by all residents; there is no benefit for local residents and a public meeting should be held.	A maximum of 5 business season permits will be issued at any point in time for this location; East Herts data shows occupancy levels below 25% with average 10 spaces available indicating residents are unlikely to experience difficulties; the proposal is for a "mixed use" permitted parking for residents and business season permits with residents entitled to park Monday to Sunday compared to Monday to Friday businesses; minimal impact in traffic flows; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
33	Rye Street	1. Rye Street service road was not included in the survey analysis. 2. I object on the basis of safety: the proposed Zebra crossing possibly directly opposite my driveway may make reversing out of driveway difficult particularly when cars are parked either side on the road. The drive is sloped and the road narrow which means reversing potentially into on coming cars. Business season ticket parking increases the risk of cars being parked either side of drive. Visibility is very restricted and it's difficult to reverse. There is insufficient space between certain driveways for non residents to park: has this been factored in? 3. Grange Park and Grange Paddocks car park have available parking and should be considered. 4. The regulation does not explain how business season parking will work: how did the council arrive at 5 permits for Rye Street Service Road. 5. What is to stop 9 individuals taking up all available space in our road?	A maximum of 5 business season permits will be issued at any point in time for this location; East Herts data shows occupancy levels below 25% with average 10 spaces available; the proposal is for a "mixed use" permitted parking for residents and business season permits with residents entitled to park Monday to Sunday compared to Monday to Friday businesses; EHC is exploring options to manage growing demand for parking; accommodating business season ticket holders at Grange Paddocks would not generate increased capacity needed and EHC seeks to make more efficient use of empty spaces within some RPZ. The adjacent leisure centre is shortly to undergo a significant expansion - likely to result in an increase in the number of visitors. Parking in the town is likely to be affected during forthcoming development of the Old River Lane site & increased use of Grange Paddocks car parks is anticipated during this period and possibly after. minimal impact in traffic flows; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
23	Rye Street	1. you are suggesting that businesses have more rights than residents in respect of 5 permits per business versus 2 permits; 2. you want 5 business permits in Rye Street and there are only 8 homes with suitable parking outside, leaving us with 3 homes to park outside - we normally park on the road when tradespeople or friends attend or deliveries are made and we have parking pressures from other Rye Street residents and B7 permit holders visiting the vets; 3. a business permit holder could effectively park for 5 days (Mon - Fri) and in fact could go on holiday. As for being monitored I have not seen a parking attendant in this road for about a year and there have been many misdemeanours which has resulting in lost revenue to EHDC; 4. we are only allowed to park for one and a half days a week and business permit holders would have increased parking rights. Our neighbourhood is mixed with retirees, people working from home and mothers at home; 5. Rye Street service road wasn't included in the 2016 survey - we have been added without evidence of diagnostic survey!; 6. There is free parking in Grange Park - not 5 yards from where you wish to place business parking; suggest an obvious solution of Park & Ride.	A maximum of 5 business season permits will be issued at any point in time for this location; East Herts data shows occupancy levels below 25% with average 10 spaces available; the proposal is for a "mixed use" permitted parking for residents and business season permits with residents entitled to park Monday to Sunday compared to Monday to Friday businesses; minimal impact in traffic flows; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
31	Rye Street	1. Before any consideration is given to issuing business permits in residential areas, the currently available parking in the town (Goods Yard) must be opened and used to maximum capacity, 2. The quality of life has significantly improved since the introduction of permit parking and business permit season permits would return residents to the previous unacceptable position. 3. Rye Street service road is particularly narrow and getting a sufficient swing to manoeuvre into driveways is exceptionally hard when cars are parked right up to the edge of a driveway. 4. The results of the survey are not statistically significant as they were carried out in the first week of May 2016 (a bank holiday week). 5. Many residents work from home and require constant access from their homes: the inconvenience of having to drive round the area to seek another parking space because spaces are occupied cannot be contemplated. 6. The proposal is a money making scheme which takes little or no account of the needs of residents. Better utilisation of existing parking (Old Goods Yard), Grange Paddocks car park, development of multi storey car park at the train station is needed.	East Herts identified this area within the Chantry Residents Scheme as being a suitable candidate for inclusion in the proposal. Data confirms occupancy levels below 25% with an average 10 spaces available; minimal impact in traffic flows is anticipated; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents; EHC is exploring options to manage growing demand for parking; accommodating business season ticket holders at Grange Paddocks would not generate increased capacity needed and EHC seeks to make more efficient use of empty spaces within some RPZ. The adjacent leisure centre is shortly to undergo a significant expansion - likely to result in an increase in the number of visitors. Parking in the town is likely to be affected during forthcoming development of the Old River Lane site & increased use of Grange Paddocks car parks is anticipated during this period and possibly after.	override
44	Rye Street	1. this is a residential car park; Grange Paddocks should be considered for business season permits as never anywhere near full with at least twenty spaces available all day; allowing strangers to park outside a resident's property will encourage friction between two parties; 2. residents pulling out of their drive have great difficulty in seeing other vehicles; 3. our frontage has only space for only one car so if someone else parks we could have to go quite a distance to find a space; 4. it seems unreasonable that we now have to park in front of our house and we feel we are subsidising people who do not wish to pay to park in the car parks.	EHC is exploring options to manage growing demand for parking; accommodating business season ticket holders at Grange Paddocks would not generate increased capacity needed and EHC seeks to make more efficient use of empty spaces within some RPZ. The adjacent leisure centre is shortly to undergo a significant expansion - likely to result in an increase in the number of visitors. Parking in the town is likely to be affected during forthcoming development of the Old River Lane site & increased use of Grange Paddocks car parks is anticipated during this period and possibly after; East Herts identified this area within the Chantry Residents Scheme as being a suitable candidate for inclusion in the proposal. Data confirms occupancy levels below 25% with an average 10 spaces available; minimal impact in traffic flows is anticipated; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override
41	Rye Street	This road was not mentioned in the survey of 2016. People have already paid for their permits and will only be able to park freely outside their homes for one and half days a week should the scheme proceed. It is not up to residential areas to provide parking for businesses. I cannot see how selling business holder season tickets will be of benefit to me.	East Herts identified this area within the Chantry Residents Scheme as being a suitable candidate for inclusion in the proposal. Data confirms occupancy levels below 25% with an average 10 spaces available; minimal impact in traffic flows is anticipated; benefits of proposal will be felt town wide as there will be additional spaces in the car parks for visitors and residents. EHC commits to conduct a formal review of the scheme approximately 6 months after implementation to ensure it fully meets the needs of residents.	override