

Meeting: Portfolio Holder Decision

Portfolio Area: Economy, Enterprise & Transport

Date: DD-MM-2025

Consideration of consultation responses (Formally proposed parking controls in Ingleside Drive area, Stevenage)

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1. PURPOSE

- 1.1. To detail responses received to a statutory public consultation on proposed parking controls in various roads and off-street parking areas in Ingleside Drive area, Stevenage for consideration by the Portfolio Holder.
- 1.2. To enable the Portfolio Holder in consultation with Woodfield Ward Councillors to decide if and how the Council will now proceed with these proposals.

2. RECOMMENDATIONS

- 2.1. That proposed restrictions are implemented as proposed except for the changes specified in paragraphs 2.2 - 2.4 below.
- 2.2. That the off-street parking area located in the garage compound adjacent to properties 14-16 Herne Road is excluded from the Parking Permit Area as shown in revised plan TPE/03/24-4/01Rev1.
- 2.3. That proposed double yellow lines in the north-western end of Ingleside Drive are implemented with a reduced length as shown on plan TPE/03/24-4/02Rev1.
- 2.4. That Tarrant Court properties are eligible to apply for a maximum one resident parking permit at any given time, two caring visitor permits at any given time and 12 sets of 20 visitor vouchers between 1 April of one year and 31 March of the next. A lower resident parking permit limit for Tarrant Court occupiers is recommended because the car parks of this building are privately managed, therefore, these residents already have a dedicated parking area.

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4. BACKGROUND

- 4.1. Under an Agency Agreement with Hertfordshire County Council (the Traffic Authority for the area) Stevenage Borough Council is empowered to make Orders under the Road Traffic Regulation Act 1984 for the control and restriction of parking, and enforce those restrictions through Civil Parking Enforcement under the Traffic Management Act 2004.
- 4.2. In recent years, Stevenage Borough Council has received extensive comments and concerns from residents about substantial commuter and non-resident parking, inconveniencing and obstructing residents of Ingleside Drive area.
- 4.3. To help, the Council previously introduced several measures such as yellow lines, parking bay divisions and advisory parking signs. However, residents continued to report that the Council’s off-street residential car parks at Baron Court, Cavalier Court and others in that area remained congested especially Monday to Saturday daytime. Various residents asked the Council to introduce permit parking controls.
- 4.4. Permit parking imposes limitations and controls on anyone wishing to park in the permit area during controlled hours and has a cost implication for residents wanting to buy a parking permit or visitor vouchers. It can therefore only be introduced where there is a strong level of support from residents, and residents are willing to pay the necessary permit fees.
- 4.5. A survey of residents’ views carried out in 2024 indicated a high level of support from those who replied for permit parking controls to limit parking only to residents and their visitors. Also, 70% of replies were in favour of prohibiting motor vehicles from parking on verge and footways.
- 4.6. The results of the survey (including late replies) were as shown below:

Number of responses	For permits	Against permits	Not stated	Proportion in favour
118	78	39	1	66%

Number of permits allowed per household				
Number of responses	1	2	3 or more	Not specified
118	23	66	17	12

Preferred days of operations				
Number of responses	Mon-Fri	Mon-Sat	Mon-Sun	Not specified
118	50	8	45	15

Preferred times of operations				
Number of responses	8.30am-5.30pm	24hrs	Other	Not specified
118	55	12	11	40

- 4.7. Vehicle registration surveys were carried out in the area on different days of the week and different times of the day. Although the data from such surveys cannot guarantee the origin and parking purpose of each vehicle, their reliability improves with repetitions. Clear evidence was found of greater parking availability within the area on Sunday morning and in the week evening/night than during the working day.
- 4.8. Site investigations determined that at times during weekdays the on-street parking and Council’s residential car parks were used to near or full capacity. On occasions vehicles were found to be parked on verges in areas where parking bays were fully used. The vehicle number plate survey suggested an approximate 37% non-resident parking rate on weekdays AM and 25% in the afternoons.
- 4.9. This evidence of significant daytime parking pressure corroborates the comments submitted by some residents who expressed a fear of driving out in the morning for shopping or other activities as they would not be able to find parking available near their house on return. This can have a significant negative impact on residents’ lives especially those who are elderly or disabled.
- 4.10. The findings of the survey were shared with the Portfolio Holder and Woodfield Ward Councillors who authorised for formal parking controls to be prepared and publicly advertised.
- 4.11. The drafted Traffic Regulation Orders proposed the following:
- a “permit parking” restriction from 8.30am to 5.30pm Monday to Saturday for on-street and off-street parking areas in Ansell Court, Baron Court, Cavalier Court, Chapman Road, Cranbourne Court, Herne Road, Ingleside Drive and Knowle Court;
 - “no waiting at any time” restrictions (double yellow lines) at several locations in Baron Court, Chapman Road and Ingleside Drive;
 - prohibiting motor vehicles from parking on the verge and footways in Ansell Court, Baron Court, Chapman Road, Ingleside Drive and Herne Road.

4.12. Properties in the streets with permit parking would be able to buy parking permits and visitor vouchers. These includes residents of Ansell Court, Baron Court, Cavalier Court, Cranbourne Court, Fovant Court, Knowle Court and Tarrant Court. The proposed permit fees were designed to cover the costs of enforcing and administrating the scheme and are as shown in Table 1 below:

Table 1: permit costs		
Permit	Cost – Paper Permit	Cost – Virtual Permit
First Resident Parking Permit in household	£68 per year (equivalent to 22p per day) or £ 40 per six months	£62 per year (equivalent to 20p per day) or £ 34 per six months
Second Resident Parking Permit in household	£94 per year (equivalent to 31p per day) or £ 53 per six months	£88 per year (equivalent to 29p per day) or £ 47 per six months
Third Resident Parking Permit in household	£120 per year (equivalent to 40p per day) or £ 66 per six months	£114 per year (equivalent to 38p per day) or £ 60 per six months
No household is allowed more than three Resident Parking Permits.		
20 Paper Resident's Visitor Parking Vouchers	£20	
20 Virtual Resident's Visitor Parking Vouchers	£15	
Caring Visitor Parking Permit for social or medical care	£0 per 24 months	
Administration fee for transfer of Resident Parking Permit to a new vehicle or to a new address within the PPA	£10	
Administration fee for refund of remaining full months in which parking permit is valid	£10	

4.13. After consultation with the Police and Hertfordshire County Council (the local Highway Authority), neither of which raised any concerns, authorisation was given by Tom Pike, Strategic Director (Environment) for the advertising of The Borough of Stevenage (Permit Parking) Order 2018 (Amendment) Order 2025, The Borough of Stevenage (Baron Court, Chapman Road and Ingleside Drive, Stevenage) (Restriction of Waiting) Order 2025 and The Borough of Stevenage (Ansell Court, Baron Court, Chapman Road, Ingleside Drive and Herne Road, Stevenage) (Prohibition of Verge and Footway Parking) Order 2025 for public consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 4.14. These formal proposals for statutory public consultation were advertised through a Notice of Proposals that was published in the Stevenage edition of The Comet on 16 January 2025. Copies of this notice were also erected on local street furniture, and notification letters were sent to all addresses in the immediate vicinity of the proposals and to statutory consultees. The consultation continued until 9 February 2025.
- 4.15. Deposited documents including the Notice of Proposals and a Statement of Reasons for proposing to make these Orders, together with copies of the draft Orders and maps showing the locations and effects of the Orders, were made available for the public to inspect at the Council's offices in Daneshill House and via its website.
- 4.16. The consultation having been completed, it is now necessary for a decision to be made on if and how the Council should proceed with the introduction of and changes to parking restrictions that have been proposed.

5. REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

5.1. Consultation responses

- 5.1.1. Eleven written responses were received about the proposed parking controls during the formal public consultation stage. A summary of these responses is presented in Table 2 below.
- 5.1.2. Only one objection was received. Based on the Officer's comments shown at sections 6.i-6.vi of Table 2 below, it is recommended that the objection is overruled, and the proposal are implemented as specified at paragraphs 2.1-2.4 above. All other responses were strongly or generally in favour of the proposals.

5.2. Site photographs – example of weekday parking









5.3. Site photographs – example of Sunday parking





Table 2: Summary of responses for proposed parking controls in Ingleside Drive area, Stevenage

Response reference number	Response summary	Comments on response
1	<p>i. I write in support of the proposed parking controls for the Ingleside Drive area as detailed in the Council's notification dated 16 January 2025 (Ref: TPE/03/24-4/F). As a resident directly affected by these proposals, I have carefully reviewed the comprehensive consultation data and implementation strategy. I am compelled to express my strong endorsement of these measures for the following salient reasons:</p> <p>ii. Firstly, the Council has demonstrated exemplary due diligence in its consultation process, securing responses from 118 households and establishing that 66% of respondents favour the implementation of a permit scheme. This represents a clear democratic mandate for the proposed controls.</p>	<p>i. The support is noted.</p> <p>ii. The Council posted the survey letter to all properties within Ingleside Drive area and at the end of that initial consultation hand delivered the survey letter to all household that did not respond giving them an additional two weeks to reply. A total of 118 responses were received and a clear majority supported the implementation of parking controls. As part of this formal public consultation, a letter detailing the formal proposals was posted to all properties within the area giving them a further 21 days to express their views. Only one objection was submitted. Indeed, this</p>

Table 2: Summary of responses for proposed parking controls in Ingleside Drive area, Stevenage

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-	<p>iii. Secondly, the evidence of parking congestion during standard working hours, coupled with the finding that non-resident parking constitutes the primary contributory factor, presents a compelling case for intervention. The Council's proposed solution—a carefully calibrated permit system with differential pricing for multiple vehicles—represents a proportionate response to this identified need.</p> <p>iv. The proposed measures demonstrate particular merit in their consideration of vulnerable road users, specifically addressing the imperative to prevent parking on verges and footways, which pose significant hazards to pedestrians, especially those with visual impairments. The accompanying double yellow line provisions, as illustrated in drawing TPE/03/24-4/02, will serve to maintain crucial sightlines and prevent obstruction at key junctions.</p>	<p>demonstrates that the majority residents are content with these proposals.</p> <p>iii. The findings of our site investigations confirmed the complaints/comments submitted by many residents that non-resident parking is the main reason why the parking demand is very high during weekdays.</p> <p>iv. The proposed verge and footway parking prohibition is intended to ensure footways are kept clear of motor vehicles to improve pedestrian safety and preventing damages to verges; therefore, promoting safe and active travel, and improving the amenity of the area for residents. The proposed yellow lines are in response of residents' suggestions and are intended to improve road safety for all highways users.</p> <p>v. Free of charge caring visitor parking permits will be available to eligible residents and can be</p>
-	-	

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-	<p>v. Furthermore, the scheme exhibits commendable flexibility in its provision for caring visitors through free 24-month permits, thereby ensuring that essential support for vulnerable residents remains unimpeded by these controls.</p>	<p>used by professional carers or family members who do not live at that address but visit regularly to provide them with social/medical care.</p>
2	<p>i. First, I would like to thank you for the change, it is very much appreciated by the resident of Ingleside Drive and will definitely help to make the street safer.</p> <p>ii. The car park from Tarrant Court is the only place that is not covered by the scheme. So fixing it all but Tarrant Court will make it worse for us. We already have a lot of issues on this with people parking for several days at the exit of the car park and preventing access to emergency vehicles. The verge has also been more damaged at this area.</p> <p>iii. Please extend the double line as shown in yellow in picture 164956 as car people prevent the exit of vehicles.</p>	<p>i. The support is noted.</p> <p>ii. The Tarrant Court car parks/land is privately managed; therefore, the Council cannot implement and enforce parking controls at that location. However, we have informed the private parking company managing parking at Tarrant Court about our parking proposals for the nearby area so they can review their operations if required.</p> <p>iii. If implemented the proposed double yellow lines at the location mentioned will be marked to the edge of the parking area as suggested by this comment.</p>

Table 2: Summary of responses for proposed parking controls in Ingleside Drive area, Stevenage

Response reference number	Response summary	Comments on response
3	<p>i. The I received a letter today of proposed parking controls in Ingleside drive area of Stevenage. We residents have been suffering with the parking in this area due to the fact that staff of the lister hospital and visitors too use the parking areas as a extended car park for the lister hospital in the Ingleside drive area which is unfair too residents. I am all for the parking control restrictions too go ahead in the Ingleside drive area of Stevenage too resolve the parking problems with non residents parking here.</p> <p>ii. Also the proposed days I would rather have from Monday too Sunday and 24 hours a day restrictions. And I'm happy with the charges for permits too I just hope that this parking control does start to get implemented as soon as possible to resolve the parking issues for residents.</p>	<p>i. The support is noted. The nearby Lister Hospital is one of the reasons why many non-residents are parking their vehicles in Ingleside Drive area.</p> <p>ii. Our site observations showed that the parking pressure is at its highest during daytime but many parking spaces remained available at night and on Sunday. Therefore, currently there is no evidence to justify operating a permit scheme 24hrs a day considering that the enforcement costs to cover those hours will result in very high permit fees for permit holders.</p>
4	<p>i. I have reviewed the plans and correspondence on your website, and I for one am happy to see that this is possibly going to revert to parking</p>	<p>i. The support is noted.</p>

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Response reference number	Response summary	Comments on response
-	<p>controls and permits and I am happy to pay the cost which I think are reasonable, as a tenant I am in and out most days and have to contend with the daily struggle for a parking spot in Ingleside drive when I return home.</p> <p>ii. One thing that i feel has not been addressed is the John Henry Newman home time at 3pm, Ingleside drive to the roundabout is now proposed to be permit parking only, but how is this going to be policed, as you will be aware the parents, park half on pavement half on road, causing issues to try and get on and off the estate, this I feel the Residents would like to know as I believe that double yellows will not be a deterrent for them.</p>	<p>ii. It is believed that enforcing these new parking restrictions using the existing parking enforcement personnel would be operationally challenging; therefore, implementing these and other new parking restrictions in other parts of town require an increase of daily deployed parking enforcement hours.</p>
5	<p>i. Just to confirm my support for the introduction of parking permits in the above area.</p>	<p>i. The support is noted.</p>
6	<p>i. I am writing to formally object to the proposed parking controls for the Ingleside Drive area, as outlined in your consultation letter dated 16 January 2025. While I understand the Council's intention to address parking congestion and</p>	<p>i. The objection is noted.</p>

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Response reference number	Response summary	Comments on response
-	<p>maintain public land, I have significant concerns regarding the implementation, scope, and impact of these measures.</p> <p>ii. Resident Burden and Financial Impact: The proposed resident permit costs disproportionately affect households, particularly those requiring multiple permits. With the third permit costing £120 annually, this places an undue financial strain on residents who already face the high cost of living. These fees may disproportionately burden families or those with limited incomes who rely on multiple vehicles.</p> <p>iii. Visitor parking limitations: Restricting visitors to a limited number of vouchers (20 for £15) could significantly hinder residents' ability to host</p>	<p>ii. The Council is charging for parking permits so that those who benefit from the permit scheme pay for the necessary enforcement to be provided and the scheme to be administered, which would otherwise fall on all taxpayers meaning others were effectively paying to be forbidden from parking. These fees are unlikely to provide a surplus. The incremental increase of permit fees encourages residents to consider their car ownership decision and support modal shift, reflecting the recently adopted transport policies. The results of the residents' survey show that only six households have three or more vehicles, but they all mentioned that they have off-street parking provision for some of their cars. Therefore, a very limited number of households will apply for three parking permits.</p> <p>iii. Each eligible household can apply for 12 sets of 20 vouchers (a total of 240 vouchers) within a 12-month period not just one set (20 vouchers).</p>

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Response reference number	Response summary	Comments on response
-	<p>friends, family, or caregivers. This is particularly concerning for households reliant on frequent visitors due to childcare needs, medical assistance, or elderly care.</p> <p>iv. Inadequate consideration of non-resident parking contributions: While site investigations have identified non-resident parking as a primary cause of congestion, the proposed measures fail to fully address this issue without penalizing residents. For example, alternative solutions such as improved enforcement during peak hours or designating specific non-resident parking areas were not explored in depth.</p> <p>v. Environmental and Safety Concerns: The blanket prohibition of verge and footway parking fails to consider the limited parking infrastructure in some areas. This could inadvertently force vehicles into narrower streets, leading to increased traffic congestion and potential safety hazards for pedestrians, cyclists, and other road users.</p>	<p>Furthermore, residents in need of social or medical care are eligible (subject to providing appropriate proofs) to apply for up to two free caring visitor parking permits. See proposal documents for further details.</p> <p>iv. The permit scheme is not penalising residents, it is a service requested by many residents and supported by the majority who replied to the survey. The permit fees were proposed so that those benefiting from the scheme pay for its operations. Other measures such as waiting restrictions during peak hours and residents-only signs in specific parking areas were implemented previously and did not work or only partially helped.</p> <p>v. As mentioned in the proposed parking controls, the verge and footway parking prohibition would cover the entire Ingleside Drive area. If following the implementation of these parking controls vehicles will be displaced to other streets where pavement parking is not formally prohibited already, then such restrictions will be considered for those locations too (subject to available resource). Cars</p>

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Response reference number	Response summary	Comments on response
-	<p>vi. Lack of comprehensive resident support: The proposed permit scheme seems reactive rather than proactive. It does not adequately address long-term parking capacity issues, especially as the area continues to grow and evolve. Additionally, there is no mention of efforts to enhance public transport or alternative parking solutions to reduce vehicle reliance in the area.</p>	<p>parking on footways are putting pedestrians at risk especially those who use a wheelchair or those with visual impairment. Motor vehicles parking on the verge cause significant damage to the surface and any existing underground utilities potentially resulting in high repair costs for the local taxpayers.</p> <p>vi. Proactive measures were previously implemented such as bus clearways to ensure buses can stop in designated space to pick-up/drop-off passengers, waiting restrictions to ensure buses can access the area, several additional bus stops remain available within walking distance from this estate providing access to various bus routes, the Ingleside Drive area has access to cycle lanes linked to a town-wide cycle network and recently we installed a cycle hanger in this estate which provide secure bicycle parking to residents who live in a flat or do not have space to store their bikes. Furthermore, our site investigations determined that the existing parking areas in Ingleside Drive area are congested during daytime but at night and on Sunday when most residents are believed to be home, many parking bays remained available.</p>

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Response reference number	Response summary	Comments on response
-	<p>vii. The final point I should note, which I did not in the email of objection is that the survey only asked 118 residents meaning that where the proposed permits are going to come into effect, not all residents would have had a say due to the fact that there are more than 118 residents in the streets where the permits are going to be used.</p>	<p>Therefore, this suggests non-resident parking is the main contributory factor to the existing daytime parking capacity issues. The Council's only legally enforceable measure to prevent non-resident parking is the proposed parking permit scheme.</p> <p>vii. This statement is false. The survey letter was posted to all households within Ingleside Drive area. At the end of the initial survey period the Council's Officers hand delivered the survey letter to those households who did not reply, asking them for a second time to take part in the survey. A total of 118 survey responses were received. The majority of those who replied supported the proposals. Also, the formal consultation letter was posted to all households within Ingleside Drive area and nearby streets including Lister Hospital and John Henry Newman School. Furthermore, the proposals were advertised in the local press, the Council's website and on street furniture in the streets affected by these parking restrictions. These actions demonstrates that residents of this area were offered multiple opportunities to express their views.</p>

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Response reference number	Response summary	Comments on response
7	<p>i. In response to your letter for the proposed parking control, whilst it is necessary for this action, it is not suitable for us at xx. There is simply not enough road space for the permits to be shared fairly amongst us all. How is this going to help us when there more houses and cars but a small amount of road? Please explain??</p> <p>ii. Will you be taking away all yellow lines in the specified areas? Definitely would not take away the double yellow lines as you first enter Ingleside Drive from the main road roundabout as John Henry Newman parents illegally park ON these lines anyway! This needs to be policed during school pick up!</p>	<p>i. If the permit parking controls are implemented then permit holders would be able to park anywhere within the permit area, they are not restricted to park only on the road outside their own home.</p> <p>ii. There are no plans to remove the double yellow lines but if the proposed parking controls are implemented then the area will be reviewed to see if we could remove parts of the single yellow lines. Yes, we would police the permit parking restrictions if implemented. We would do this by allocating more CEOs deployed hours to that specific area every day. The increased Traffic Wardens presence would help enforce the double yellow lines near the round-about more effectively.</p>
-	<p>iii. Thank you for this information! It's helpful that we would be able to use permit parking anywhere within, this gives us more choices to have a fair amount of space. Glad this will be policed otherwise not much point! Overall it</p>	<p>iii. The support is noted.</p>

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Response reference number	Response summary	Comments on response
-	makes sense to implement this as it is getting silly where to park!	-
8 -	<p>i. Your letter dated 16th January 2025 regarding the proposed parking controls in the Ingleside Drive area will be a good thing to happen.</p> <p>ii. Regarding the additional double yellow lines on your drawing, I ask you to please consider including double yellow lines along the section of Ingleside Drive between the estate approach road and the turning into Ansell Court. There are no access points to any housing along this section so will not be detrimental to any resident. I have marked the section I refer to on your enclosed drawing. The reason for this proposal is because this section experiences high school traffic volume between 8.30hrs-9:00hrs, and even more so around 15:30hrs Mon-Thur (14:30hrs Fri).</p>	<p>i. The support is noted.</p> <p>ii. The location mentioned is already covered by single yellow lines restricting parking between 9am-5pm Monday to Friday and additional patrols will be carried out in the area to ensure the restrictions are enforced. However, this suggestion has been recorded and the area will be monitored within the next months to decide whether new proposals in form of double yellow lines should be advertised for that location.</p>
9	<p>i. We have always been in favour of permits for our area until we found out what this would</p>	<p>i. Residents in need of social or medical care are eligible (subject to providing appropriate proofs) to</p>

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Response reference number	Response summary	Comments on response
-	<p>mean for our household. It has been made clear that households will only get permits if they have vehicles registered to their address, unfortunately for us no one in our household drives but we do have family members that we heavily rely on to get around. Unfortunately there is no quick solution to my health issues. We are aware that there are guest passes but we are not in a financial position to be able to spend £20 for 20 guest passes when these two members of our family alone are here more than 20 times a month between them.</p> <p>ii. Allow each household to pay for 1 permit each if they require one, whether the vehicle is registered to their address or not and then find out what households want to pay for a second permit.</p> <p>iii. Only allow each household to have a maximum of 2 permits each as 3 seems quite excessive</p>	<p>apply for up to two free caring visitor parking permits. See proposal documents for further details.</p> <p>ii. For the permit scheme to operate effectively and to prevent misuse, parking permits can only be issued for specific reasons such as residents' vehicles and vouchers for their visitors. Furthermore, residents in need of social or medical care are eligible (subject to providing appropriate proofs) to apply for up to two free caring visitor parking permits. See proposal documents for further details.</p> <p>iii. It is believed that the main contributory factor to the current daytime parking congestion within</p>

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-	<p>as there is very limited parking around the area as you are aware.</p> <p>iv. Paint parking bays in the car parks as you can fit a maximum of 12 cars in our car park but most of the time this is reduced down to 9 due to peoples poor parking and often results in us having to park far away from our home which is unnecessary.</p>	<p>estate is related to non-resident parking; therefore, if this is prevented then it is likely that sufficient parking will be available to residents and their visitors. Allowing three permits per household will provide greater flexibility to those few families with more than two vehicles.</p> <p>iv. All parking areas will be reviewed and where required parking bay divisions will be marked.</p>
10	<p>i. I am writing to express my strong support for the proposed resident parking permit scheme in the Ingleside Drive area.</p> <p>ii. Since last September, I have witnessed a steady deterioration in our local parking situation. Despite clear signage designating “residents only” parking, the attached photograph clearly shows only two of the parked vehicles belong to residents, while the remainder appear to be hospital staff vehicles.</p>	<p>i. The support is noted.</p> <p>ii. The existing signs are advisory signage only and cannot be legally enforced without implementing formal parking restrictions such as these proposed permit parking controls.</p>

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Response reference number	Response summary	Comments on response
-	<p>iii. I have also learned from several hospital staff that many are forced to park in this area because the hospital does not provide sufficient parking facilities. I respectfully request that senior hospital staff be made aware of the concerns regarding the parking situation and the associated antisocial behavior. Their involvement in the consultation process would help ensure that the scheme effectively addresses the needs of residents and improves overall community well-being.</p>	<p>iii. Parking for hospital workers is a matter for their employer and these proposals were shared with the Estates and Facilities Department at Lister Hospital so they can discuss and plan their parking arrangements with their staff.</p>
11	<p>i. While the permit system aimed at reducing the negative impact of non-resident parking is most welcome and likely to be highly effective, I believe that the imposition of a continuous double yellow line from number 49 all the way to 115 would be likely to cause more issues than it solves. I'm sure many will have identified problem areas of parking along this stretch (such as on the inside of the blind bend opposite 95-105) and I fully agree these need addressing.</p>	<p>i. The support for permit controls is noted.</p> <p>ii. The comments have been considered and site measurements have been retaken in various</p>

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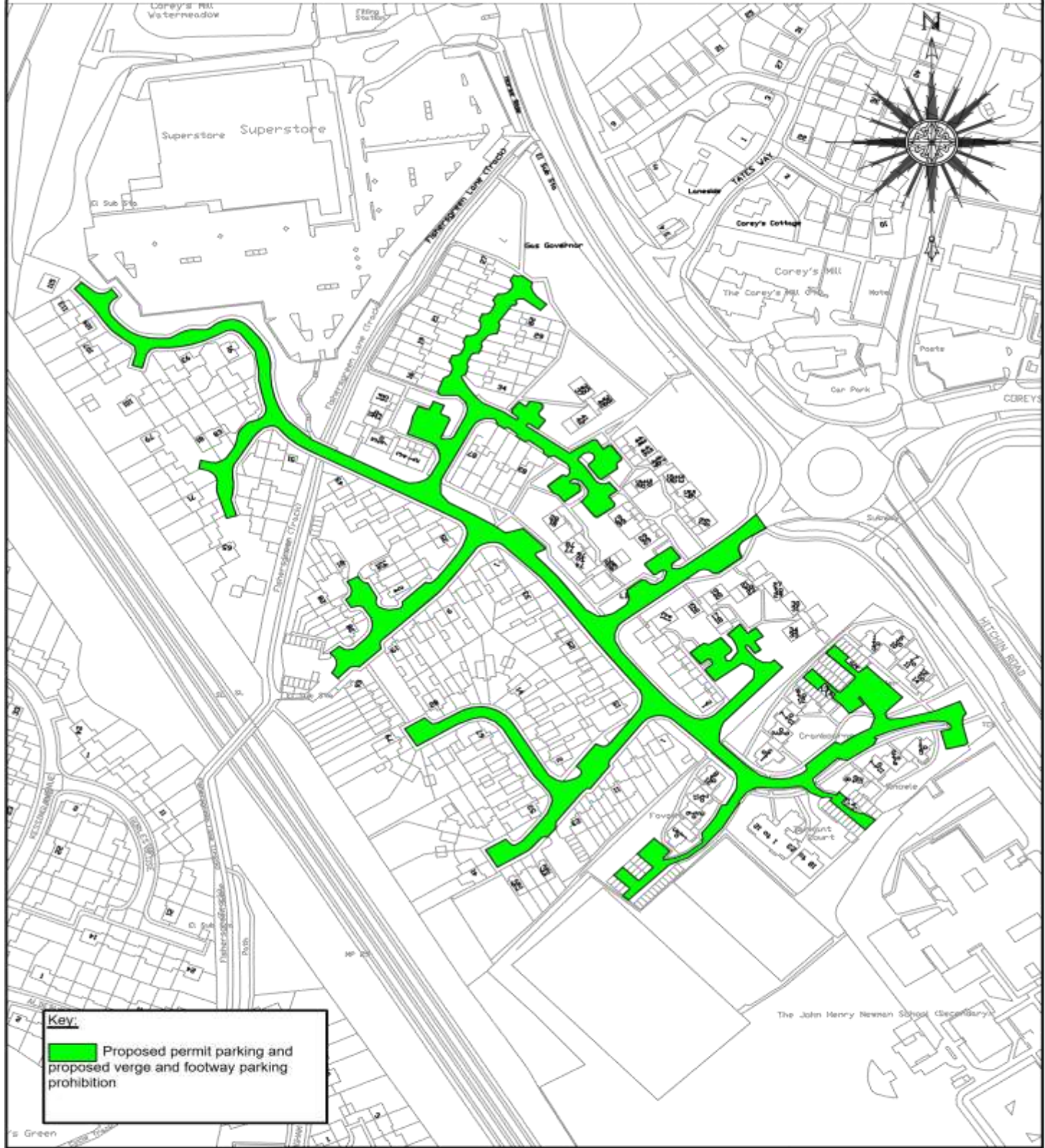
Response reference number	Response summary	Comments on response
-	<p>ii. In my view the double yellow lines along this stretch are quite simply overkill, and should not be implemented before the impact of the permit system can be judged. This alone will solve nearly all of the issues people have. At the very least, if there are to be yellow lines, there needs to be allowance made for some parking on that side of the road so that sufficient spaces are available. To that end I would suggest that leaving the existing 'bay' opposite number 93, along with the turning point opposite 111 free from yellow lines would create a small number of 'communal spaces' not attached to any particular home which would help to alleviate any potential issues.</p>	<p>parts of that length of road. The carriageway width adjacent to property 93 Ingleside Drive is approximately 7.5m; therefore, it is recommended that the proposed double yellow lines not to be implemented within that length of road as shown on revised plan TPE/03/24-4/2/Rev1 in paragraph 5.5 of this report. However, parking outside property 111 Ingleside Drive is already permitted on one side of the road; therefore, it is recommended that double yellow lines are implemented in the turning area to ensure vehicles can turn safely and occupiers of adjacent properties can always access their driveways. Any restrictions implemented will be monitored and further amendments can be applied at a later date if required.</p>
12	<p>i. My enquiry specifically relates to the Garage Compound adjacent to properties 2-16 Herne Road on Plan TPE/03/24-4/01, the off-road parking area for the garages is correctly identified as outside the permit proposals. However, the off-road parking</p>	<p>i. The land title documents have been reviewed and the off-street parking bays/area adjacent to properties 14-16 Herne Road has been removed as shown on revised plan TPE/03/24-4/01/Rev1 in paragraph 5.4 of this report.</p>

Table 2: Summary of responses for proposed parking controls in Ingleside Drive area, Stevenage		
Response reference number	Response summary	Comments on response
	bays have been incorrectly included in the proposals.	

5.4. Plan TPE/03/24-4/01/Rev1

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Key:

Proposed permit parking and proposed verge and footway parking prohibition

STEVENAGE BOROUGH COUNCIL
 Zayd Al-Jawad
 Assistant Director: Planning and Regulation
 Daneshill House,
 Danestrete,
 Stevenage,
 Herts, SG1 1HN.
 Telephone: (01438) 242242

PROJECT:
Ingleside Drive

DATE:
 29-11-2024

DRAWN BY:
 LA

DRAWING:
**Proposed permit parking
 Proposed verge and
 footway parking prohibition**

CHECKED:
 RW

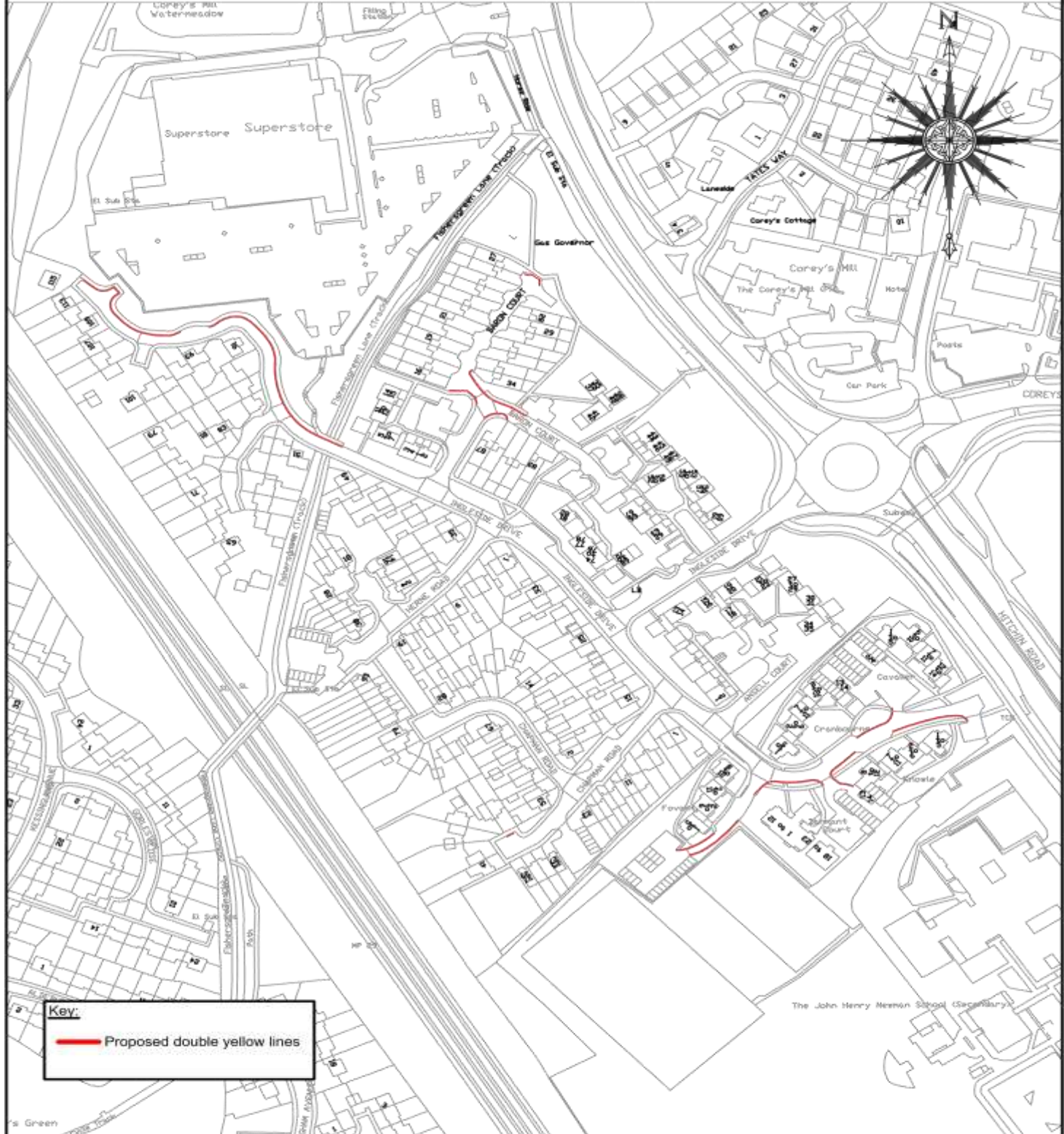
SCALE:
 1:750

Rev1	Feb 2025
no:	Revision Date:
DRAWING NUMBER:	TPE/03/24-4/01

5.5. Plan TPE/03/24-4/02/Rev1

NOTES:

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Key:
 Proposed double yellow lines

STEVENAGE BOROUGH COUNCIL Zayd Al-Jawad Assistant Director: Planning and Regulation Daneshill House, Danestrete, Stevenage, Herts, SG1 1HN. Telephone: (01438) 242242		PROJECT: Ingleside Drive		DRAWING: Proposed double yellow lines		Rev1	Feb 2025
DATE: 29-11-2024		DRAWN BY: LA	CHECKED: RW	SCALE: 1:750	DRAWING NUMBER: TPE/03/24-4/02		no: Revision Date:

5.6. If it is decided not to proceed as recommended, the alternatives are:

- To decide not to progress the proposals and end the entire project. This is not recommended as it would not address the problems that exist in this area.
- To decide to implement proposals that were originally recommended without modifications. This is not recommended, as the modifications are minor but clearly justified as detailed in this report.
- To prepare and consult on proposals for additional or different restrictions. This is not recommended as it would unduly delay the completion of the project.

5.7. If it is decided to proceed as recommended, it is anticipated that the scheme could be implemented May/June 2025. Implementation of a new permit scheme requires more time than other parking restrictions so that all residents that require permits and visitor vouchers can apply before enforcement commences.

6. IMPLICATIONS

Financial Implications

- 6.1. If it is decided to proceed as recommended a capital budget is available for the implementation of the proposed parking restrictions. The implementation costs will be partially funded by the Council's Housing Department.
- 6.2. The implementation of new parking restrictions will increase the cost of existing parking enforcement contract.
- 6.3. If it is decided not to proceed, a capital saving would be made.

Legal Implications

- 6.4. None identified.

Equalities and Diversity Implications

- 6.5. An Equality Impact Assessment of the introduction of permit parking areas has been carried out. It identified that the unit's responsibilities and methods would not discriminate against people on grounds of age; disability; gender; ethnicity; sexual orientation; religion/belief; or by way of financial exclusion.

Service Delivery Implications

- 6.6. The addition of this new parking permit area and other parking controls in the near future will place further demand on existing limited parking administrative resources and is necessary to expand the service so the Council's parking team is able to meet the residents' service expectations.

6.7. The addition of new parking restrictions will place further demand on limited parking enforcement resources, increasing the likely need to expand the daily deployed hours in future.

6.8. The creation of a Permit Parking Area in these streets is likely to have a displacement effect, leading to increased concerns about parking in the neighbouring area and calls for additional parking controls nearby, which would need to be serviced.

BACKGROUND DOCUMENTS

6.9. Deposit documents for formal public consultation.

6.10. Template letter from formal public consultation.

APPENDICES

- Appendix 1(i): Detailed responses to the formal consultation