



Ebberns Road Consultation Report

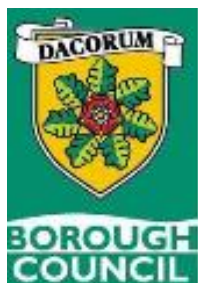
Hemel Hempstead

Dacorum Borough Council

Document Reference: 1000006365

Date: 5th October 2020

Created by
Richard Plant
richard.plant@projectcentre.co.uk
07827 256841



**PROJECT
CENTRE**

1. EXECUTIVE SUMMARY

The consultation period ran from 12th August to 9th September 2020.

A total of 78 individual responses were analysed as part of this consultation from Ebberns Road, the results indicate 81% of those responding support the proposals. 19% of the respondents did not support the proposals.

There were also 44 representations received from outside of the consultation zone boundary, 95% of which were opposed to the scheme proposals.

Based on the responses received during the consultation period it appears there is support for parking controls along Ebberns Road.

Following completion of the analysis of the consultation responses it is apparent that there is overall support from Ebberns Road residents for the implementation of the scheme proposals.

Due to the number of objections from residents outside of the proposed scheme it is advised DBC Councillors will need to consider the wider opinion before making any decision to implement as any parking scheme will adversely affect those living in properties directly outside of the proposed zone.



CONTENTS PAGE	PAGE NO.
1. EXECUTIVE SUMMARY	1
2. INTRODUCTION	3
3. CONSULTATION RESULTS	4
3.2 Ebberns Road	4
3.3 Outside Zone- Lawn Lane and other excluded road	5
3.4 Excluded flats on Ebberns Road	6
3.5 Other responses with no address given	7
3.6 Consultation Summary	8
4. CONCLUSIONS & RECOMMENDATIONS	9
4.1 Conclusions	9
4.2 Recommendations	9
APPENDIX A – CONSULTATION MATERIAL	10
APPENDIX B - CONSULTATION COMMENTS	11

2. INTRODUCTION

- 2.1.1 Dacorum Borough Council (DBC) have carried out this consultation to understand if there is support for the introduction of parking controls on Ebbens Road. The consultation period ran from **12th August 2020 to 9th September 2020**. This initial round of consultation sought to establish if there is localised parking issues and if residents support the introduction of permit parking in the area.
- 2.1.2 Dacorum Borough Council are aware of parking issues in the area and plan, subject to support, to introduce parking controls that will prioritise local residents over commuter parking. The initial proposals will mean only residents and their visitors will be able to park on Ebbens Road during certain hours of the day. It is proposed to have some form of parking controls operating 7 days a week.
- 2.1.3 If the result of this consultation indicates resident support for the proposal, a "statutory" consultation will be undertaken which would include updated plans. If residents do not support the proposals, they will be dropped and no further proposals are likely to be made for about 10 years.
- 2.1.4 The proposals:
- Introduction of resident parking scheme
 - Hours of operation of the parking zone to be Monday – Friday 9am to 6pm and Saturday and Sunday 10am to 1pm
 - Maximum of three vehicle permits per household, each one registered to a separate individual
 - Proof of residency is required, only residents within the dotted blue line on the plan are included in the proposed scheme, properties outside the blue line would not be eligible to obtain permits or visitor sessions.
 - Vehicles must be registered to the resident's address within the zone
 - Permits and visitor parking sessions are virtual (no documents to display in vehicle) and are obtained and used through the council's website
 - The current costs for annual resident permits 1st £40, 2nd £60, 3rd £80, Motorcycle £20
 - Visitor parking sessions 20 pence per hour
- 2.1.5 The Controlled Parking Zone is proposed to improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a "safe zone", inevitably, the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non-resident parking.
- 2.1.6 A Controlled Parking Zone will not:
- Guarantee a parking spot near your home or a parking spot at all.
 - Prevent all non-permit holders from parking in the zone at all times, some will take the risk although this is likely to be minimal.
 - Provide a Civil Enforcement Officer to be on patrol within the zone at all times.
 - Solve the issue of resident vehicle ownership outstripping the kerb capacity to accommodate them.

3. CONSULTATION RESULTS

3.1.1 A letter and plan of the proposals were hand delivered to all addresses along Ebbens Road. Residents were asked to submit their comments in relation to the draft scheme proposals via the dacorum-consultation@projectcentre.co.uk email address. The consultation sought to determine if there is support for the proposals. The following section provides a breakdown of the responses received. Detailed consultation comments can be found in **Appendix B** of this report.

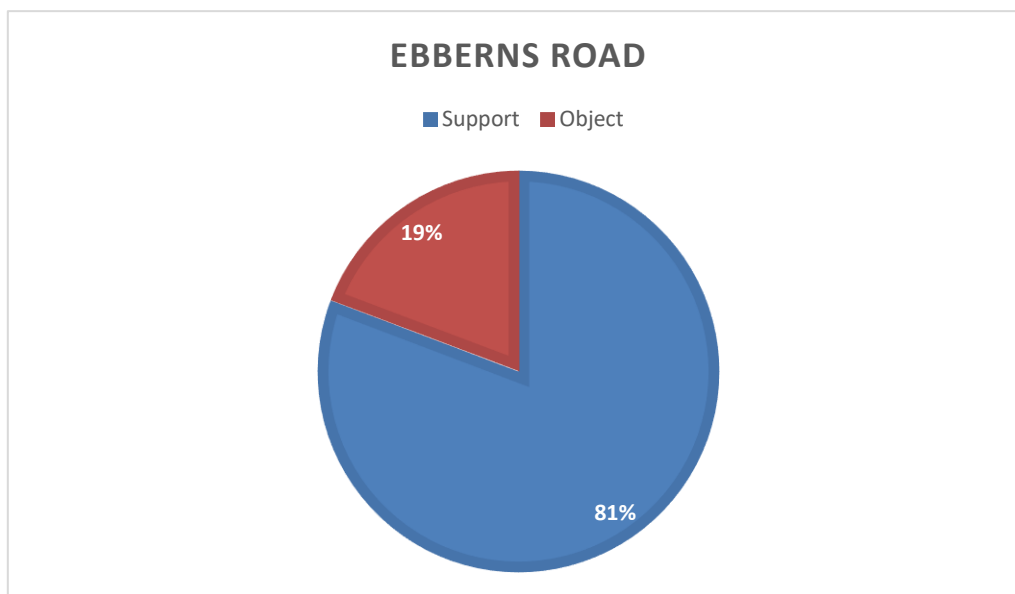
3.2 Ebbens Road

3.2.1 A total of 78 responses were received from Ebbens Road residents with 81% in support of the proposals. Table 1 below indicates the number of individual responses received either in support or objection to the proposals.

Table 1

Road Name	Support	Object
Ebbens Road	63	15

Chart 1



3.2.2 Chart 1 indicates there is an overall majority in favour of the proposals with 81% of representations from Ebbens Road in support. These representations suggested the scheme would be a solution to the parking issues and will make the road safer for pedestrians.

3.2.3 Several comments did suggest concern in regard to visitor parking and also the maximum number of vehicle permits allocated per household being too high, at 3, resulting in no change to the current situation.

3.2.4 Several responses in objection to the proposals suggested that the current parking problems are not linked to commuter parking, with suggestions that the hours of operation should be limited to an hour in the evening and an hour in the morning. Further objections also suggested that the single yellow line restrictions were unnecessary.

3.3 Outside Zone - Lawn Lane and other excluded roads

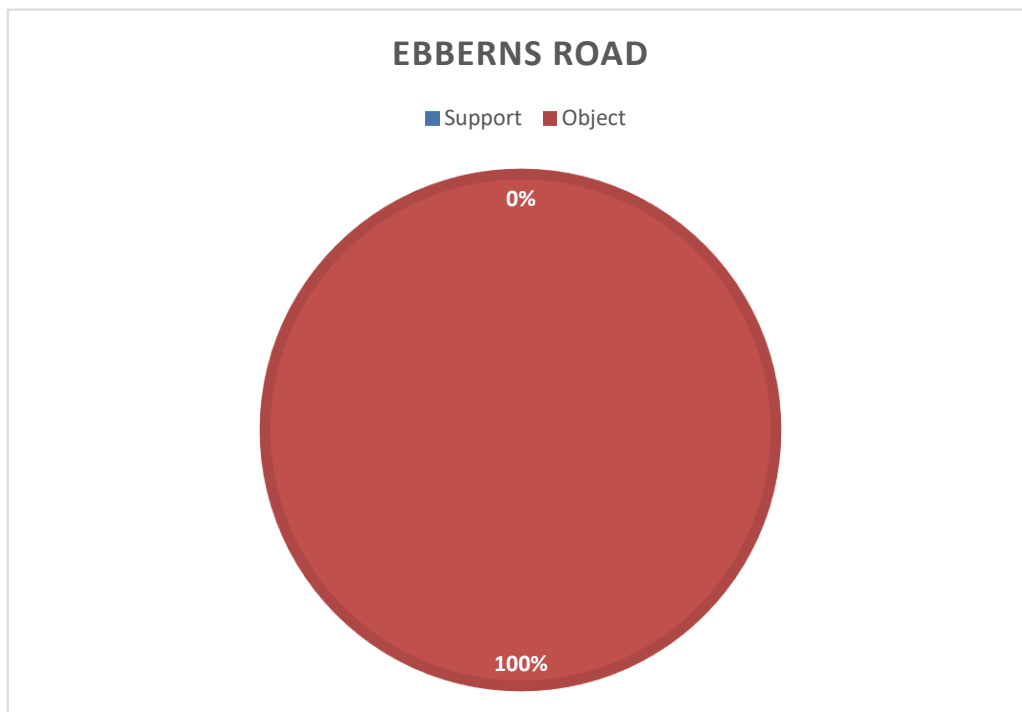
3.3.1 Table 2 below indicates the majority of representations from outside of the scheme proposals (94%) were in objection to any parking restrictions on Ebbens Road. The majority of these representations came from Lawn Lane residents, including 4 comments sent to the local MP, who rely on Ebbens Road to park near to their properties due to the limited parking on Lawn Lane.

3.3.2 Many of these objections suggested that commuter parking is not an issue on Ebbens Road and that the operational hours are too long.

Table 2

Road Name	Support	Object
Lawn Lane and Outside Zone	0	17

Chart 2



3.4 Excluded flats on Ebbens Road

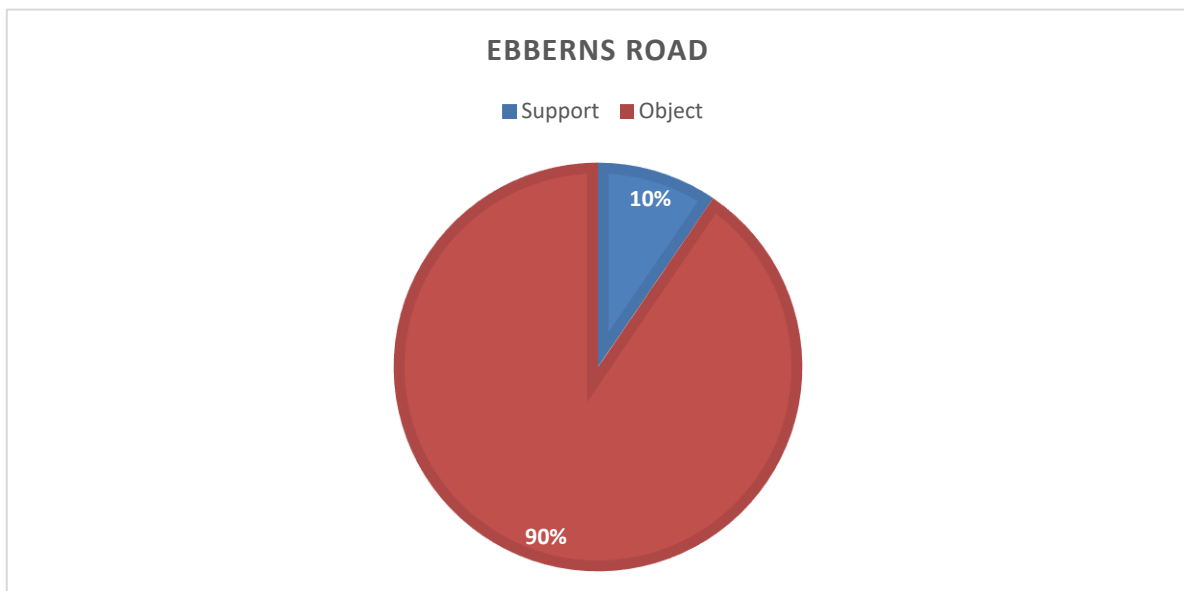
3.4.1 This section of the report summarises the representations received from residents living in the flats off from Ebbens Road including Willow Court, Waterside Court, Rushmere court, Lockview Court, Albion Court, Bridgeview Close and Drew Court. 19/21 (90%) of representations from these housing areas were in objection to the proposals as shown below in table 3 and chart 3.

3.4.2 Comments received primarily expressed concern of having limited parking and not being entitled to permits or visitor vouchers.

Table 3

Road Name	Support	Object
Flats off from Ebbens Road	2	19

Chart 3



3.4.3 Comments suggested that most residents within the blocks of flats located on Ebbens Road are limited to 1 private parking space however a large number of residents have more than 1 vehicle meaning that they rely on Ebbens Road for extra parking spaces.

3.4.4 Several objections to the proposals also mention that there is 'no visitor parking so any guests have to park on the street' and without the option of visitor permits there is nowhere for them to park.

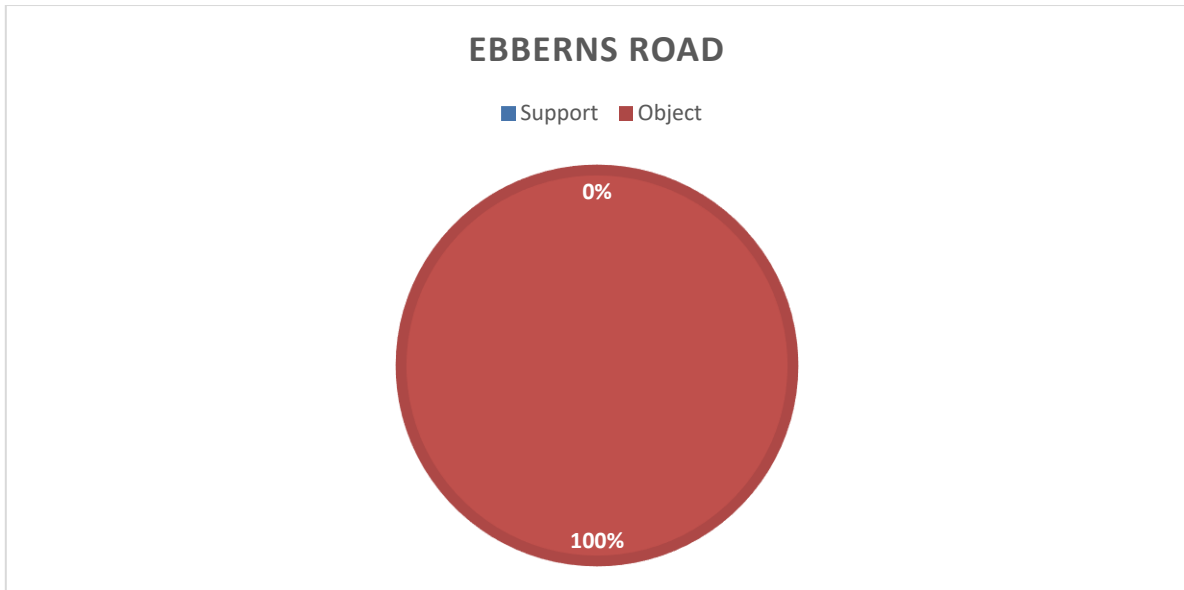
3.5 Other responses with no address given

3.5.1 6 responses were received with no address given. All of these comments were in objection to the scheme however cannot be included under Ebbens Road as no address was given.

Table 4

Road Name	Support	Object
No address given	0	6

Chart 4



3.6 Consultation Summary

3.6.1 Overall, there were 122 individual responses analysed as part of this consultation, the final results indicate 58% of those responding were in favour of the proposals. The following chart and table indicate the total responses received.

Chart 5

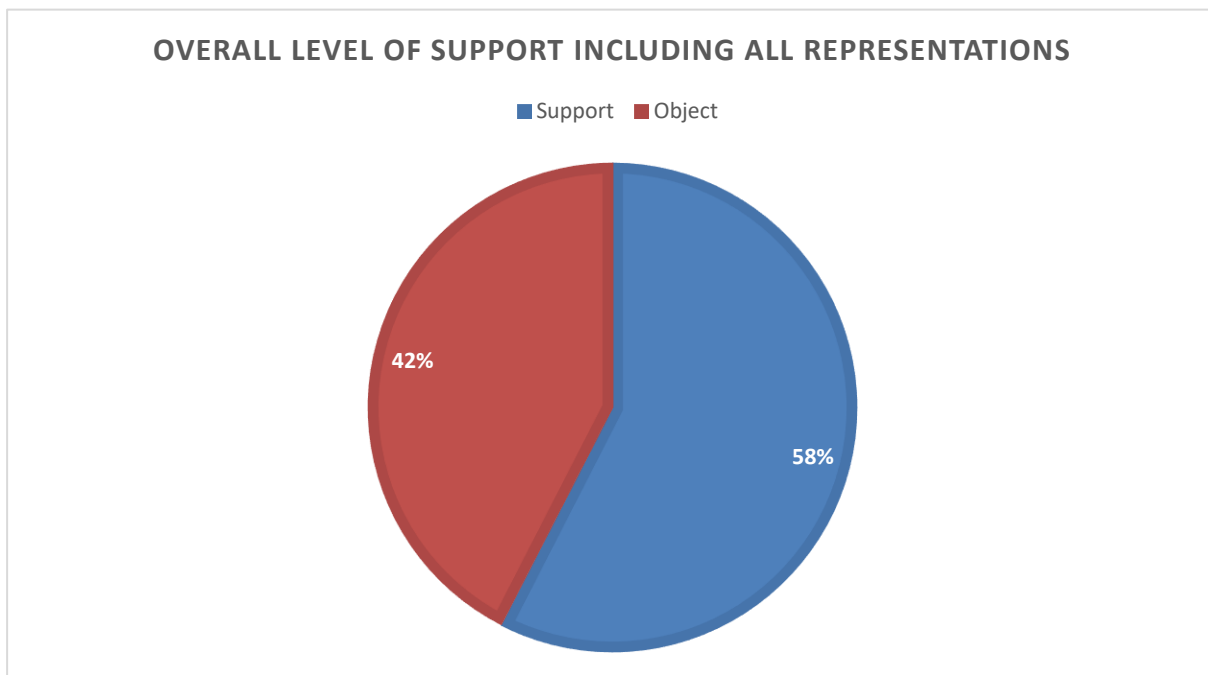


Table 5

	Support	Object
Ebbens Road	63	15
Outside Zone- Lawn Lane and other excluded Roads	0	17
Excluded Flats off from Ebbens Road	2	19
No location given	0	6
Total:	65	57

3.6.2 When incorporating in the comments received from outside the proposed zone and from neighbouring roads the results become less one sided as the representations are almost all in objection to the proposed scheme.

4. CONCLUSIONS & RECOMMENDATIONS

4.1 Conclusions

- 4.1.1 Based on the responses received during the consultation period it appears that there is an overall majority of Ebbens Road residents in support of the scheme with 63/78 (81%) in support.
- 4.1.2 Residents from Willow Court, Waterside Court, Rushmere court, Lockview Court, Albion Court, Bridgeview Close and Drew Court, in which are all currently not included within the zone, object to the proposals. There were also many representations given from outside the zone, predominantly from Lawn Lane, in which all comments were against the proposals.

4.2 Recommendations

- 4.2.1 Following completion of the analysis of the consultation responses it is apparent that there is overall support from Ebbens Road residents for the implementation of the scheme proposals.
- 4.2.2 Due to the number of objections from residents outside of the scheme DBC Councillors will need to consider the wider opinion as any parking scheme will adversely affect those living in properties directly outside of the proposed zone.



Appendix A – Consultation Material



PROPOSED RESIDENT PARKING SCHEME CONSULTATION

IMPORTANT DOCUMENTS ENCLOSED



Telephone: 01273 056149

Email: dacorum-consultation@projectcentre.co.uk

August 2020

Dear Householder/Proprietor,

Consultation: Proposed Ebbens Road - Controlled Parking Zone

CONSULTATION PERIOD: 12 August to 9 September 2020.

Feedback received any later will not be included in the report to councillors.

Dacorum Borough Council (DBC) are seeking to understand if there is support for the introduction of parking controls on Ebbens Road.

This initial round of consultation will seek to establish if there are localised parking issues and if residents support the introduction of permit parking in the area.

A plan of the proposals accompanies this letter.

Dacorum Borough Council are aware of parking issues in the area and plan, subject to support, to introduce parking controls that will prioritise local residents over commuter parking. The initial proposals will mean only residents and their visitors will be able to park on Ebbens Road during certain hours of the day. It is proposed to have some form of parking controls operating 7 days a week.

If the result of this consultation indicates resident support for the proposal, a “statutory” consultation will be undertaken which would include updated plans. If residents do not support the proposals, they will be dropped and no further proposals are likely to be made for about 10 years.

The proposals:

- Introduction of resident parking scheme
- Hours of operation of the parking zone to be Monday – Friday 9am to 6pm and Saturday and Sunday 10am to 1pm
- Maximum of three vehicle permits per household, each one registered to a separate individual
- Proof of residency is required, only residents within the dotted blue line on the plan are included in the proposed scheme, properties outside the blue line would not be eligible to obtain permits or visitor sessions.
- Vehicles must be registered to the resident’s address within the zone
- Permits and visitor parking sessions are virtual (no documents to display in vehicle) and are obtained and used through the council’s website
- The current costs for annual resident permits 1st £40, 2nd £60, 3rd £80, Motor cycle £20
- Visitor parking sessions 20 pence per hour



The Controlled Parking Zone is proposed to improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a “safe zone”, inevitably, the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non-resident parking.

A Controlled Parking Zone will not:

- Guarantee a parking spot near your home or a parking spot at all.
- Prevent all non-permit holders from parking in the zone at all times, some will take the risk although this is likely to be minimal.
- Provide a Civil Enforcement Officer to be on patrol within the zone at all times.
- Solve the issue of resident vehicle ownership outstripping the kerb capacity to accommodate them.

The action that you can take now

Comments should be submitted in writing or via email to the address listed above, verbal representations (telephone/in person) cannot be accepted as all comments relevant to this consultation will be reported to the Council for a decision on whether or not to undertake a further consultation about the scheme. In your response please indicate if you **do** support or **do not** support the proposals.

All consultation responses will be analysed and reported to allow DBC to determine if the proposed changes are supported by residents and stakeholders. All consultation responses will be analysed by Project Centre on behalf of Dacorum Borough Council. The dedicated email address for your consultation replies is: dacorum-consultation@projectcentre.co.uk.

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to consult further or abandon it. If it is decided to proceed with the proposals you will be informed in due course.

Electronic copies of the documents are available for inspection online at <http://www.dacorum.gov.uk/home/community-living/parking-and-travel/waiting-restrictions> under the title “New DBC Traffic Regulation Orders” or on request by contacting parking@dacorum.co.uk

Yours sincerely, Dacorum Borough Council working in association with Project Centre Ltd

**PROJECT
CENTRE**



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

Link to view Dacorum Council's privacy policy: <http://www.dacorum.gov.uk/home/open-data/personal-information>





PROPOSED RESIDENT PARKING SCHEME CONSULTATION

IMPORTANT DOCUMENTS ENCLOSED



Telephone: 01273 056149

Email: dacorum-consultation@projectcentre.co.uk

August 2020

Dear Householder/Proprietor,

Consultation: Proposed Ebbens Road - Controlled Parking Zone

CONSULTATION PERIOD: 12 August to 9 September 2020.

Feedback received any later will not be included in the report to councillors.

Dacorum Borough Council (DBC) are seeking to understand if there is support for the introduction of parking controls on Ebbens Road.

This initial round of consultation will seek to establish if there are localised parking issues and if residents support the introduction of permit parking in the area.

A plan of the proposals accompanies this letter. You will note from the plan that your property is not included within the proposed zone boundary, this is because your property benefits from private off street parking, the property is not in Ebbens Road or you have business premises and therefore, would not be entitled to apply for a resident permit. However parking in the resident bays would be unrestricted outside the enforcement times. We are writing to you to inform you of the consultation process and would still like to invite any comments you have regarding the initial proposals.

Dacorum Borough Council are aware of parking issues in the area and plan, subject to support, to introduce parking controls that will prioritise local residents over commuter parking. The initial proposals will mean only residents and their visitors will be able to park on Ebbens Road during certain hours of the day. It is proposed to have some form of parking controls operating 7 days a week.

If the result of this consultation indicates resident support for the proposal, a “statutory” consultation will be undertaken which would include updated plans. If residents do not support the proposals, they will be dropped and no further proposals are likely to be made for about 10 years.

The proposals:

- Introduction of resident parking scheme
- Hours of operation of the parking zone to be Monday – Friday 9am to 6pm and Saturday and Sunday 10am to 1pm
- Maximum of three vehicle permits per household, each one registered to a separate individual
- Proof of residency is required, only residents within the dotted blue line on the plan are included in the proposed scheme, properties outside the blue line would not be eligible to obtain permits or visitor sessions.
- Vehicles must be registered to the resident’s address within the zone
- Permits and visitor parking sessions are virtual (no documents to display in vehicle) and are obtained and used through the council’s website
- The current costs for annual resident permits 1st £40, 2nd £60, 3rd £80, Motor cycle £20
- Visitor parking sessions 20 pence per hour



The Controlled Parking Zone is proposed to improve the safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a “safe zone”, inevitably, the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non-resident parking.

A Controlled Parking Zone will not:

- Guarantee a parking spot near your home or a parking spot at all.
- Prevent all non-permit holders from parking in the zone at all times, some will take the risk although this is likely to be minimal.
- Provide a Civil Enforcement Officer to be on patrol within the zone at all times.
- Solve the issue of resident vehicle ownership outstripping the kerb capacity to accommodate them.

The action that you can take now

Comments should be submitted in writing or via email to the address listed above, verbal representations (telephone/in person) cannot be accepted as all comments relevant to this consultation will be reported to the Council for a decision on whether or not to undertake a further consultation about the scheme. In your response please indicate if you **do** support or **do not** support the proposals.

All consultation responses will be analysed and reported to allow DBC to determine if the proposed changes are supported by residents and stakeholders. All consultation responses will be analysed by Project Centre on behalf of Dacorum Borough Council. The dedicated email address for your consultation replies is: dacorum-consultation@projectcentre.co.uk.

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to consult further or abandon it. If it is decided to proceed with the proposals you will be informed in due course.

Electronic copies of the documents are available for inspection online at <http://www.dacorum.gov.uk/home/community-living/parking-and-travel/waiting-restrictions> under the title “New DBC Traffic Regulation Orders” or on request by contacting parking@dacorum.co.uk

Yours sincerely, Dacorum Borough Council working in association with Project Centre Ltd

**PROJECT
CENTRE**



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

Link to view Dacorum Council's privacy policy: <http://www.dacorum.gov.uk/home/open-data/personal-information>





Appendix B - Consultation Comments

Ebbens Road Consultation Responses

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

Consultation Responses

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>We would like to give feedback on the parking issues and proposals for a CPZ in Ebbens Road.</p> <p>Overall we are in support of the proposals but make the following comments:</p> <p>We live towards the end of the road which is nearer to Apsley station. We can advise that quite regularly commuters park on Ebbens Road and walk to the train station. Although many of these commuters would return home in the evening there are occasions where Commuter’s vehicles are left until late in the evening which causes inconvenience for residents parking. Commuters may also leave their cars for a number of days if staying away, increasing the difficulty parking of the road overnight.</p> <p>We can also comment that the nature of the road being a cul de sac has attracted abandoned or vehicles without tax in the past and a CPZ would help mange this problem too. It is also known that those living on the canal use Ebbens Road as convenient parking when they are not residents. We would also like to take this opportunity to feedback that the recent housing developments along Ebbens Road have not provided anywhere near sufficient parking for residents and we feel the council should not have approved plans with such obviously insufficient parking. Through approving these developments the council have caused frustration and safety issues around junctions. The developments currently under construction on the adjacent Frogmore Road will further contribute to these problems and no doubt be a cause of unfair overspill parking on to Ebbens Road too.</p> <p>Whilst the CPZ will not solve the issue of resident car ownership vs kerb space (we are a single car household so this is frustrating) it may be beneficial long term.</p> <p>A final comment would be that the council should seek more proactive solutions to the Town’s reliance on cars and parking. Rather than needing to setup CPZs, the council should increase its efforts to provide safe, segregated infrastructure for cycling and walking which would provide a safe and viable alternative to daily car use and ownership. Together with improved public transport this could eliminate the need for CPZs in the first place...</p> <p>We support the CPZ proposal.</p>	
<p>I write to you regarding the parking enforcement on Ebbens Road and can I please say 'Thank you, about time'. However, here is my problem. I live in the flats (37 Willow Court) and you have stated we CANNOT have a residents permit. I ask you this if I may;</p> <ol style="list-style-type: none"> 1. Where do I park my car when the gates breakdown and we cannot get into our parking compound? 2. As you are fully aware, I am disabled. Where does my carer park when she comes round to help me? <p>Look forward to hearing from you.</p>	

<p>i support the controlled parking zone scheme. However, I think the maximum number of parking permits per household should be two and that permits should not be allowed for commercial vehicles.</p>	
<p>I support the proposal for parking permits. I have 2 concerns/ queries; 1. The online permit application for every quest visit seems like a lot of admin for very breif visits. Will there a "grace period" for drop off/ pick ups that mean cars dont need to register of for example they are parked for less than 15 minutes? I know this is the case in some restricted parking areas. i have a baby who when he is dropped off/picked up required the "guest" (ie grandparent) to park up and bring the baby and kit in. Would even short visits need an online permit to processed? 2. Is there a way to ensure at least some of the revnues generated by the permits/ fines are spent on local projects? For example improving the play area on Durrants Hill or improving the safety of the footpath from the canal bridge at the end of Ebbens road to Sainsbury's?</p>	
<p>I am writing with reference to the proposed controlled parking zone. As a resident of Ebbens Road I am supportive of the scheme, with some modifications that will maximise the number of available residents parking spaces. I also believe that the scheme should be in place 24/7.</p>	
<p>We are residents of X Ebbens Road and we are in support of the proposals outlined in the letter.</p>	
<p>We are strongly supportive of introducing the parking zone in Ebbens Road. There is a massive lack of kerbside parking in our road. Due to the new, large residential building opening in Frogmore Road, we would highly suggest to extend the restricted hours beyond 6pm.</p>	
<p>I am XX, XX years old, living alone at X Ebbens with 1 car and no off road parking. I definitely approve of such a scheme being established, as we are short of parking spaces due to non residents using our road. I have reservations about the details. My visitors, trade or friends, sometimes park across other residents driveways, always with their permission and this would no longer be allowed. Equally some people with extra cars or with visitors, park across their own drives, and we would lose those spaces entirely as that wouldn't be allowed. My having to register friends online worries me excessively, especially if they drop in unexpectedly. I would prefer to pay for vouchers or visitors permits, to give out to them, or to have recognised visitors zones. I would worry that the complications might deter people from visiting, and being alone I value their company. Equally I might lose the services of my gardener or builders or my plumber, because there would be difficulty parking close by, and I wouldn't have time or be able to think what to do quickly enough, not being very adept online. I have a blue badge so am likely to be ok on the few times I go out, and certainly do need to park outside my house so as not to have to walk too far with shopping, to and from my house, which would be more likely to be easier if we had a resident's parking scheme, which cerainly would be advantageous in that respect.</p>	
<p>We DO support the proposal of controlled parking zone in Ebbens Road. Please see below our reasons:</p> <ul style="list-style-type: none"> • Road safely <p>The road is used by residents of Ebbens Road, residents of the surrounding roads eg Lawn Lane, and also commuters. This is a problem. There are too many cars using such a narrow road which makes it very dangerous. When driving up and down the road, there can be a build up of 7/8 cars sometimes stuck in the road waiting to get past - this is even in the day time. This is because of how busy parking is, with the road being so narrow there is no where for cars to stop to let traffic pass. Having a controlled parking zone will alleviate the pressure on the road and reduce traffic flow. This will also cut air pollution in the area.</p>	

<ul style="list-style-type: none"> To stop cars parking inappropriately and dangerously. This is something I have complained to the council about many times before. Cars every day are blocking the footpaths, every day I am forced to walk in road with my pram and baby. This happens mainly on the raised corners of Bridgeview close and Ebbens Road, and also on the other side road further down. Cars park up on the corners every day. This also creates a huge blind spot when driving out of Bridgeview Close, which is an accident waiting to happen. You can see from my photos the white van blocking the sightline when turning out of the road. Cars should not be allowed to park there on this tiny space. We have people knock on our door to complain assuming it's our cars parked there. When cars block the footpath, Wheelchair users would also be faced with difficulty and left to travel in the road instead of the footpath. I would strongly advise that the council double yellow line these spots or even better place bollards to stop people parking here, even if this proposal does not go ahead. As this is a real safety issue for the residents of Ebbens Road. Also the pathway leading up to Lawn Lane is constantly blocked by a parked car which is again really inappropriate. <p>Please see attached photos of examples of dangerous parking on these corners. Bridgeview close</p> <ul style="list-style-type: none"> If this proposal goes ahead, I please urge you to double yellow line the entrance to Bridgeview Close (down of the sides of the house numbers 80 and 82 of Ebbens Road - not the whole of Bridgeview Close). This is a private road and if parking restrictions come into play on Ebbens Road, the residents of Bridgeview close are going to find cars parked in the entrance to the road. Again this is a private road and cars parking here would be dangerous - not only blocking the footpath but also would be very difficult for a fire engine to get through, let alone the bin men. <p>Please see attached a map of the development - highlighted in yellow and green where I believe the double yellow lines/bollards should be in place.</p> <p>Frogmore development</p> <p>Ebbens Road will only get busier and more problematic with the 174 flats being built in Frogmore Road who will no doubt be parking their cars in Ebbens Road for leisure and commuting purposes. We should put the restrictions in place now before the traffic flow and parking issues become more problematic.</p> <p>I think overall that having the proposed restrictions on place in Ebbens Road, will create a much safer, more orderly environment for the residents. The road is far too busy for its capacity and I as a resident am frustrated at the amount of dangerous parking. As mentioned if the proposal of controlled parking does not go ahead, I please urge you to consider double yellow lining / placing bollards on these dangerous corners, this will in itself improve road safety.</p> <p>I also wanted to ask if only responses made by Ebbens Road residents are to be taken into consideration? As I believe residents from other roads are objecting the proposal which is of course going to outweigh the responses.</p>	
<p>In favour of CPZ in Ebbens Road</p>	
<p>DO SUPPORT</p>	
<p>Many thanks for letting me have details of your consultation. Yes, I am very much in favour of some form of controlled parking in Ebbens Road. I appreciate that there is likely to be a further consultation but I would favour the start of the hours of operation of the controlled parking on Mon - Fri to be 7.00 am. If it only starts at 9.00 am, many of the commuters for London will have already parked and will take the risk that they will not be caught!</p>	

Firstly, I would like to thank you for your time taken to consider and draw up an initial proposal to help address the problem of parking for existing residents of Ebbens Road. It really is a very big problem for residents without off street parking and so it is extremely encouraging to see Dacorum Council taking measures to help support us in improving the situation.

As a consequence of the new housing along Ebbens Road (namely houses 80 – 70 of Bridgeview Close), we lost a large stretch of raised curb. Ebbens Road has also been saturated with new housing (namely Bridgeview Close, Drew Court and Albion Court), which fails to provide sufficient off street parking, meaning there has been an increase in the number of vehicles being parked on Ebbens Road.

Sadly, parking for existing residents has now become almost impossible of an evening. When the 170 dwellings of the new Frogmore site are inhabited, I fear the problem will worsen even more. I am therefore firmly **IN FAVOR** of seeing vehicles being regulated through the implementation of a controlled parking scheme.

HOWEVER - for the scheme to be effective, it is essential that we get this right and based on the existing proposal, I believe there are some areas that must be reviewed and adjusted. My agreement to the scheme is therefore conditional to change, which I will explain each:

1. **Hours of restriction.**

It is absolutely crucial that this scheme targets the root cause of the problem and I can assure you, that problem is primarily during the evening hours – post 5pm. In fact, parking during the day (9am-6pm) is relatively easy. There is little benefit to us residents in implementing controls that fail to regulate vehicles during evening hours.

I believe it is vital that we explore the option of regulating parking during evening hours, up until 10pm, every day of the week.

An ideal solution in my mind, would be to divide the proposed 9 hour restriction period, to form two periods - 9am-1pm and 5pm-10pm.

I supply an image of the system in Two Waters Road (Hemel Hempstead) where the hours of regulation extend well into the evening. This is what should be adopted for Ebbens road.



2. **Single yellow lines.**

I note from the plan that there will be a substantial amount of single yellow line added, constituting a safe zone. Whilst I am no expert in understanding the technicalities behind this, I am very concerned to see that dropped curb space, directly in front of residential drive ways will be subject to this single yellow line. Again, there is little benefit to us residents in implementing controls if you are looking to remove such a significant amount of space that is presently available for residential parking.

Presently, many residents with one off street parking space, park their second cars in front of their driveways. Under the current proposal, this ability will be removed and all that will mean is that those residents will park their second cars elsewhere on the street.

I supply an image of the system in place along Horsecroft road in Hemel Hempstead – an example of where space in front of peoples drive ways is included within the scope of the permit holder only space. This is what should be adopted for Ebbens road.



3. Loading Bay outside “Arabica House”.

This new allocation would remove an existing 5 parking spaces from current capacity.

Arabica House in fact has one entry and one exit way that provide access to a large car park / loading bay. My question is; why should the space outside of the premises be designated to their business activities? It simply is not justified as a loading bay?

Historically, this space has always been raised curb and used continuously as residential parking, with absolutely no detriment to the loading capabilities of Arabica House.

I strongly reject to this space being taken away from public use and reserved for the use of a business which has no logical need for it.

4. Single Yellow Line outside “Works”.

This allocation will restrict a further 2 parking spaces from the current capacity.

My question is why the space outside of the premises should be assigned to single yellow lines when it is not currently?

Historically, this space has always been raised curb and used continuously as residential parking, with absolutely no detriment to the operations of the “Works”.

I strongly reject to this space being restricted for the purposes of residential parking.

5. Scheme Boundary.

Under the existing proposal, there are 8 houses (86-72) belonging to the new Bridgeview Close development. These houses all have at least one off street parking space.

I do not agree those 8 houses should be captured within the scheme boundary. They were constructed at the same time as all the others on that site, that are not captured within the scheme boundary – so why do these 8 houses qualify?

I would like to see them removed from the scheme boundary and this seems fair given they already own parking provision.

6. Post / Proposed Double Yellow Lines.

<p>There is a small section of proposed double yellow line, denoted by “Post”. This is currently providing space for people to park and retaining it would carry no consequences that I can see. In order to preserve our much needed space, I believe we must bridge this gap by extending the two permit holder bays either side.</p> <p>The sole objective of this exercise MUST be to regulate during appropriate times and to optimise the amount of space for residential parking. I believe strongly that the above six measures are absolutely fundamental to helping deliver this objective that you are working towards. I would be extremely grateful if you could take these points into consideration.</p> <p>I would also like to take the opportunity to thank you once again for all your hard work to date, on the matter and wish you all the very best during these challenging times.</p>	
<p>We are in support of the proposals</p>	
<p>As a resident of Ebberns Road I am supportive of the Proposed Controlled Parking Zone but with the following amendments (please refer to attached plan with mark-up of areas):</p> <ol style="list-style-type: none"> 1. The restrictions should be extended beyond the hours proposed, from 8am to 8pm 7 days a week. 2. Area A outside Smiths Coffee Shop should be designated as permit holder only parking as opposed to a commercial loading bay. This area is not required for commercial loading and has not been used as such for at least the last 22 years. 3. Area B should be designated as permit holder only parking as opposed to single yellow line. If the reason for proposing single yellow here is to provide access for deliveries into Smiths, this is not necessary as delivery vehicles are able to perform the manoeuvre provided the single yellow opposite is implemented as proposed. 4. Area C (outside SE Ison and Sons) should be designated as permit holder only parking as opposed to single yellow line as there is sufficient space for a minimum of 2 parking spaces and this area has been used historically for parking without causing any safety concerns. 5. Area D should be designated as DYL as opposed to SYL as this area is used for vehicles entering Ebberns Road to wait for traffic exiting to pass. If this area were not designated DYL, it potentially introduces the requirement for vehicles entering Ebberns Road to reverse in the case of oncoming traffic, which presents a hazard. 6. I question the validity of 72 to 86 Ebberns Road being eligible for permit holder only parking as these properties have off street parking and my understanding was that when planning approval was granted it was on the basis of there being appropriate off street parking provision. Residents of these properties regularly double park on the area proposed as SYL (Area E). If the proposals proceed as planned, this would displace those vehicles onto already over stressed areas. 7. The proposals do not account for all current vehicle cross over areas, which will limit parking further. Area F is an example but there are others. 	
<p>Myself and my partner Jade (X Ebberns Road) <u>strongly agree</u> with the proposed parking zones submitted to residents in August 2020. Further to the letter and plan we received please see our comments on the matter below:</p> <p>You outline that the issue with parking comes from commuters using the public highway but we believe the issue stems from residents owning multiple cars. Particularly those living in purpose built apartments on Ebberns Road who only own 1 space within their respective complexes. We feel this will be proven in the push back you're likely to receive to these proposals. Regardless, the parking problem on Ebberns Road needs to be addressed as it is fast becoming a safety issue. Although it is not a through road, traffic in and out of it is exceptionally high and often dangerous when larger vehicles (Bin men, delivery lorries) try to access it.</p>	

<p>In general, I welcome this consultation and support the concept of a residents’ parking scheme along Ebberns Road. In particular, I urge you to put double yellow lines on the inside bend of this road as it has been very dangerous in the past with parked cars along it obscuring the vision of motorists. I feel that the issue of commuter parking is as much an issue at the end of the road, with people parking for the train station, as it is at the beginning of the road. My fear is that this proposal will only shunt the problem of commuter parking to the end of the road as it is outside of the parking scheme. I think this scheme should cover the whole road, and wonder what evidence you have for only selecting part of it? I am concerned that these proposals do not address the real issues of there being too many cars parking along this road especially at night. At the end of this road I think there have been two major changes that I have witnessed in the last 10 years: Firstly, there are more people parking their work vehicles in addition to personal vehicles on this road. And secondly, there are more cars being parked on a one-off basis but for a length of time of more than one week, which suggests that they are not residents’ own parking but people using this cul-de-sac as a convenient place to store vehicles. I do question also why the houses with a dedicated parking at the end of this road are in the scheme area, but the flats also with dedicated parking are not – this does not strike me as being fair. I think all properties should be eligible. I support this proposal as a first step, but only to finally get yellow lines along the bend in this road, which can be so dangerous. My view is that this scheme should go further as it does not address the real parking issues at night. My suggestion is that there should be a residents’ parking scheme for the whole road for 24 hours, as it is at the evenings when there is no parking space available. I also think that all residents living along the road should be able to access this residents’ parking scheme. It would also be helpful to have more clarity on the arrangements for visitor car parking. Thank you for considering my views and for taking the time to consider ways to improve the parking on this increasingly congested road.</p>	
<p>This email is to confirm that the residents of X Ebberns Road are in support of the proposed controlled parking zone.</p>	
<p>I am expressing support for the proposed introduction of parking controls on Ebberns Road.</p>	
<ul style="list-style-type: none"> • We are a family of three lived in the road for 32 years. • We own 3 cars • No driveway <p>Ongoing problems with parking</p> <ul style="list-style-type: none"> • Cars are parking on the road which are residents with driveways • Retail units in Apsley customers are parking on the road • The canal residence park their cars on the road • Overflow from Belswains lane park on the road • Commuters from Apsley train station park on the road which has got worse since the station become a direct link to Euston <p>Ebberns road is a Victorian no through road which has been over developed, which has Or is not finished yet. Frogmore road phase one is nearly complete where will the overflow of cars go? As you can read we have parking issues, our household is onboard with permit parking. We have a fair amount of affordable housing on the road will they agree? There are around 60 houses which have driveways will they agree?</p>	

<p>Hi - I'm currently renting my property at no.X and speak on behalf of myself and my tenants that I want to vote in favour of a CPZ.</p>	
<p>I write to you in reference to the correspondence I received in the post from Dacorum Borough Council regarding the proposed Controlled Parking Zone in Ebbens Road.</p> <p>Please accept this as confirmation that I support the proposal.</p> <p>I am particularly pleased that there will be double lines installed on the corner of Bridgeview Close. Since residing at 78 Ebbens Road, that corner has attracted abysmal parking leading to near misses of both cars and pedestrians as well as bin lorries and other large goods vehicles struggling to navigate the road.</p> <p>However, I wish to raise the following concerns:</p> <ul style="list-style-type: none"> • As a resident with a driveway that in the plans it is proposed to have a single yellow line outside of, I presume I will be unable to park a second vehicle across the front of my drive? <ul style="list-style-type: none"> ○ My issue with this is that save for the single yellow line, I would feasibly be able to park a second vehicle across the front of my drive. This would not be blocking any other residents parking opportunities, the road would not be restricted anymore then in other parts of the road and in parking here I will in fact not be contributing to further congestion on the road by taking up another much needed parking space for a resident without a driveway • The plans show a loading zone outside of Arabica House (the coffee factory) <ul style="list-style-type: none"> ○ This would in my view take up 4-5 parking spaces that are far more needed by residents than the coffee factory. This is due to the factory having a large car park of its own as well as a loading bay confined within its own premises ○ During the whole period of living on Ebbens Road I have never seen the factory struggle to load/unload goods by using their existing property, therefore, the new proposed loading area on the road seems a waste to me • It is unclear from the document and attached map of the proposals where visitors will be able to park during the hours of operation <ul style="list-style-type: none"> ○ Are they free to park in any of the marked parking areas or will there be specified areas for visitors? • Finally, what measures will be put in place to monitor these parking restrictions? i.e. regular visits from parking attendants, a facility to report specific issues to be looked into? 	
<p>I am writing to register my support for the proposed plan to introduce parking controls on Ebbens Road.</p> <p>I currently live towards the end of Ebbens road and my wife and I both find the cars parked on and around the junction to pose an issue of safety to local residents. Our hope would be that parking restrictions would not only reduce the high volume of cars parked on the street which is a constant source of traffic when both entering and leaving the street, but reduce the risk of collisions.</p> <p>It's our hope therefore that the council proceed with this proposed plan.</p>	
<p>We are in support of the proposal as long as the drop kerb access is maintained for access to our driveways</p>	
<p>I am writing to you to discuss the recent letter we received about parking permits on Ebbens Road.</p> <p>Firstly I would like to say I am lucky enough to live in a house with a drive way where I have lived for 30 years and my parents for over 36. We are supporting the permits being put in place for Ebbens Road residents. However there are 4 adults that live in my house meaning all 4 cars cannot fit on the driveway all at the same time.</p> <p>If you add together the amount of tax the 4 of us have paid over the years, I do find it rather offensive that we do not even get one free permit, and this seems like a money making scheme! I'm guessing if we are not able to park on numerous occasions once a</p>	

<p>permit has been purchased this will be refunded? I can count on one hand the amount of times I have seen a road sweeper down the road in the years we have been here and the road has never been salted in the bad weather. I'm guessing that by paying for a permit the council will then have a duty of care to make sure these things are being carried out going forward. There are 2 main problem areas on the road, the bend where cars are always parked on each side of the road, meaning you can not see what is driving up or down. One of these vehicles is usually a blue jeep which does not belong to a resident of Ebberns road. And the entrance/exit to the coffee shop, again these are blind turnings and the road is often blocked by delivery lorries. The staff at the coffee factory often come out when delivery's arrive to try and help traffic through their forecourt but this isn't something they should have to do, so double yellow lines would help in both of these places. Emergency vehicles do struggle coming around the bend in the road and eventually this could lead to residents not being able to receive emergency support when needed. The dustbin lorry's have also had to give up on many occasions as they simply cannot get the truck through due to inconsiderate parking. The main problem time in the road is from 5pm onwards when people are returning home from work, there are people parking down here from Belswains lane, Lawn lane, deaconsfield road and the nap and of course Ebberns road residents. As I'm sure you are aware there is also now a whole new development going up along Frogmore road which will defiantly have an impact on Ebberns Road parking as they do not have enough spaces there to cater for the amount of dwellings or adults living in them. At the very beginning of the road there are double yellow lines however I have seen hundreds of cars parked there over night and never seen a traffic warden so I do wonder how the permit system will work and how you will keep control of who is parking down the road on a daily basis. To round this up the permits seem like a very good idea, if they are from 5pm onwards.</p>	
<p>Thankyou for giving us the opportunity to give our responses to your proposed parking zones in ebberns road. The parking problem has slowly go t worse over recent years as one by one the council has given permission for new residential developments replacing business premises we wer e given the chance to give our comments on the new developments and one of the main objections at the time was that this cul-de-sac could not handle the extra traffic and there would not be enough parking for the extra cars never the less the council granted the developers per mission anyway. The first business to go was VP rollers they only had about 4 vehicles then Balinger rawlings who had the same amount of vehicl es then the t-shirt printing company then tv ariel company then ebberns plumbing then gil lec electrical then the furniture warehouse and finally the albion pu b l I have probably missed one or two others all of these companys had very few vehicles and they were parked on the companys forecourts not o n the road. these businesses generally closed at the end of the working day and all the vehicles went with them some never opened at the weeke nd either.Over recent years these businesses have been replaced by mainly blocks of flats and a few houses the extra vehicles this has created h as overwhelmed the parking spaces available and causes big problems.i remember talking to one of the building site managers a few years ago a bout how many parking spaces they had allowed for the 25 flats they were building near our house and he told me they had provided one point fi ve spaces per flat the flats he told me were 2 bed 2 bathroom they are purposely built this way because the only way people can afford them is if they rent one half out to somebody else. obviously the spaces provided are not enough and the extra cars end up parked on ebberns road and th at's just one example. the only 2 businesses left in the road the coffee place and isons are very helpful as they kindly give residents permission to park on their forecourts when the businesses are closed if it was not for this the parking problem would be even worse. When you leave your ho</p>	


<p>use in your car and you finally end up at the end of the road and try to turn left you cant because the bridge that used to be 2 cars wide was made narrower and traffic lights were installed causing long tailbacks all the way up durrants hill and the other way onto the old A41. The hundreds of new flats that the council has given permission to be built in frogmore road that will soon be finished and the new residents move in are not going to help the situation lets hope the council have already planned for this. Adding to the parking problem in ebberns road are cars owned by the rising number of canal boat owners who have to park their cars somewhere years ago you hardly saw a boat on the canal now its very busy. We do support the proposals and think that permit badges of some description should be issued so the residents can display them in their windcreens we would need 2 . We also think that its a bit cheeky to say the least to expect the residents to pay for a problem that's been caused by decisions made by the council especially as most residents warned that this problem would happen As for blaming commuters for the parking problems I do not think its true apsey train station has been here a long time ive never known commuters to use ebberns road for parking and even if they did they would move their cars at the end of the working day recent events have proved this with the coronavirus there have not been many commuters anywhere but the parking problems in ebberns road have been no better .thanks again for the opportunity to voice our opinions .</p>	
<p>I have received the letter from you regarding the parking in Ebberns Road. It would seem to be advisable to endorse the scheme for permits but I would prefer to be able to guarantee a parking space as a lifetime resident of the road. Perhaps at 74 years of age I could have an allocated parking space.</p>	
<p>On reflection!!! We do support the proposals because overall, we would really love to see double yellows to aid access and safety on the road. If a cpz is what it takes then we are all for it And we do need to stop people from outside Ebberns Road parking here whether commuters or from other roads</p>	
<p>We live at number X Ebberns road and we support the proposals for controlled parking down our street.</p>	
<p>Thank you for your invitation to give feedback on the proposed Zone Parking in Ebberns Road. As a resident in Ebberns Red and owner of X I give the scheme my full support for the following reasons; 1. The current parking situation poses real danger as parking currently takes place on blind bends and obscures side road junctions. 2. Access in and out of the road is challenging almost all the time with very few passing places. This problem is exacerbated by the fact that there still exists commercial properties with the need of large vehicles for goods in/out. 3. The developments in the street in the last 15 years have largely increased the number of homes while failing to provide sufficient parking. 4. The proximity to the mainline station encourages commuters to park. The street also offers convenient parking for the local retail park, canal and overflow parking for the Apsley Lock development which has its own parking restrictions. While I recognise that a parking scheme has its drawbacks I feel that the benefits would far outweigh the downfalls particularly from a safety viewpoint. I understand that not all would be happy to see a restricted parking zone so if the proposal does not receive the required support I would urge in the least some of the yellow lines be implemented. I would also be interested to know if the proposal is only posted to the houses concerned or if house owners are consulted regardless of whether they live in the street or not. I am aware that many residents of Ebberns Road are tenants and may not express a viewpoint as would those who have purchased properties in the street.</p>	

<p>I am writing to say I do support the planned proposal regarding the parking on Ebbens Road. At the moment we have cars from Lawn Lane and Belswains parking down the road. This has made it particularly dangerous near The Nap as residents from Belswains park on the corner so you are unable to see if another car is coming down towards you safely. Also with all the building work going on further down the street, large lorries have been unable to manoeuvre around the corner. I'm glad this is finally being considered because the road is a nightmare.</p>	
<p>As resident and owner of X Ebbens road I totally support the controlled parking zone. Ebbens road is to my knowledge the longest culdesac in the borough at around third of a mile . It has no passing places on it when cars are double parked (which is the majority of the time, it has few turning points and the one of them the hammer head at the bottom of Ebbens road is constantly parked on. This makes it difficult for emergency services and large vehicles to turn around.</p> <p>At the moment there is no control of the dangerous blind bends that are double parked and very stressful for navigating if traffic is met head on as there are no passing places causing congestion and much difficulty in passing . This is made even worse by delivery to the commercial properties with the lorries and refuse collection. Ebbens road is currently being used for free parking for commuters for Apsley station, shoppers for Apsley mills (Sainsbury's ,Argos ect) ,Canal visitors and boat dwellers and also being parked on by residents from neighboring streets. It's hardly surprising that there is difficulty in parking and navigating the road.</p> <p>The flats that have been built opposite me where built with just 1 parking spot per Appartments yet the majority of the residents have 2 cars causing even greater pressure on the street.</p> <p>Yes I believe the controlled parking with double yellow lines on the dangerous blind bends will add a greater safety and peace of mind when navigating Ebbens road.</p>	
<p>I am a resident at no.X and want to vote IN FAVOUR of a CPZ. However, my only concern in this consultation process is that residents that live in flats and townhouses will vote against as they already have allocated parking. Bays outside all terraced houses is great and should be implemented regardless. Are there any size restrictions to bays also? stopping commercial vans also parking, thanks.</p>	
<p>We support proposals for there to be a CPZ in Ebbens Road. We would welcome commenting on the details of any proposals should residents support a CPZ.</p> <p>Lack of parking is definitely an issue along Ebbens Road because of:-</p> <ul style="list-style-type: none"> Commuters parking vehicles during the week to use Apsley station Some Sainsburys shoppers use Ebbens Road to park in, particularly when the route to Sainsbury's is busy so park in Ebbens Road rather than drive through London Road, Apsley to Sainsburys car park Canal users park in Ebbens Road, both barge users and dog walkers <p>The large number of flats allowed off Ebbens Road only have one allocated parking space , where there is more than one occupier of a flat they often have two vehicles so one vehicle parks in Ebbens Road and even when a flat has an allocated space on the development sometimes it is not used the car user preferring to park in the road.</p>	

<p>I am writing in full support of the proposed controlled parking zone for Ebbens Road. My partner and I have found it very difficult at times to find a parking space and both of us have been subject to damage to our cars which we believe is due to overcrowding.</p>	
<p>Hallelujah,pls excuse my excitement but this was so overdue.Our household is using 3 cars and cannot explain what a nightmare is finding a parking space after a long day at work,this is just so not fair.Seeing all these cars which are not residents of Ebbens road parked all around and we being forced to park somewhere far and unsafe.We are occupants at X Ebbens Road pls count on our full support on that proposal 👍.Let me know if you need the logbooks of the 3 vehicles from our household.</p>	
<p>Thank you for looking into the parking permit restrictions for Ebbens Rd. YES is the very definite answer . For over 20 yrs I've lived here it has become a daily nightmare , from commuters to people with countless vehicles or people parking here and leaving cars outside your house whilst they go on holiday for two weeks with an elderly person from the bungalows . Then there's the parking of cars by residents of Lawn lane. Now it's tipped over to insanity since the new houses were built here. To have insulting letters through our door requesting us not to park in their bays when it's they that park in the street. On top of all this daily anxiety caused by lack of parking people become impatient and drive way too fast round the blind bend with parked cars either side. Minor bumps are inevitable these days but one day someone will seriously be injured. So yes, definitely YES PLEASE!</p>	
<p>I confirm that I do support the proposal of residents parking in Ebbens Road, Hemel Hempstead XXX.</p>	
<p>In general, I do support the proposals. There is one that I would like amended: * <i>Visitor parking sessions 20 pence per hour</i> I understand the need to manage visitor parking in some way as to avoid a large number of cars congregating in the road under spurious 'visitor' links. However, logging onto a site and processing payment of 20p an hour as and when visitors are around would become incredibly tedious. Can I suggest an alternative: households log into the system and enter the visiting vehicle registration number which gives the visitor an automatic half (or full) day's parking. This can be monitored and if there are households clearly abusing it, they can be blocked from requesting visitor parking. This would be a significantly easier system for residents to manage.</p>	
<p>Been living at Ebbens Road X now for 5 years have noticed over years it's getting worse parking outside my flat as cant park anywhere . It's that bad I have to cycle into work as fed up with coming home in my car and finding no space to park outside my flat . I thinks it's made it worse with new flat builds down road down that road as most people in household have 3 cars per house/flat . I say be better with permit parking will stop all other people from other roads parking down Ebbens Road plus people parking there to use Apsley Train station as free parking area !!!.</p>	
<p>I would like to confirm in writing that I fully support controlled parking zone in Ebbens Road. As a resident I constantly struggle to park.</p>	

<p>I wish to add my support to the principle of a Controlled Parking Zone in Ebberns Road. There are a couple of points I would challenge:-</p> <ol style="list-style-type: none"> 1. A commercial loading bay outside Arabica House which has a large car park (at least 12 vehicles) and a route for lorries 2. Bridgeview Close included when planning permission identified off street parking on driveway. 	
<p>I am a resident at X Ebberns Road and I am writing in respect of the proposed ebberns road controlled parking zone. I am strongly in support of the parking scheme being introduced as parking in the road is always very difficult due to commuters parking and then using the local train station. There are also a number of people I see every day parking in the road to access the canal.</p> <p>I do have a couple of questions about whether the residents to the flats on the road (such as Rushmere court, Albion court etc) will be able to apply for permits as they have their own allocated parking spaces as it is and I do not feel they should then be able to apply for permits for further parking.</p> <p>I also wondered if the factories on the road such as arabica House and works will be able to apply for permits as they already have their own car parks so should not need to use on the road parking but unfortunately they often do?</p> <p>I can confirm all three residents at this address (X, X, X and X) all support the proposals.</p>	
<p>I wish to say that I support the proposals for the residents car parking in Ebberns Road. It is very difficult to park along this road as we have a lot of cars parking for days sometimes weeks at a time from residents who do not live on Ebberns Road they are from the other roads around including lawn lane and roads off lawn lane to name but a few and I believe that people going to Apsley Station working in London also park on our road during the day. Also with the parking of the new flats opposite me a lot of the residents park on our road and they do not live on Ebberns Road they live on a completely different named close they are not an Ebberns Road resident but still take up our car spaces and again these cars are parked in the same spot for sometime.</p> <p>I have been very concerned for a long time about the lack of parking if I go out during the day or night i worry constantly as to whether there will be a space for me to park in any part of the road when i return home which spoils the pleasure of going out for me and i do not go out as much (this was pre COVID) but if you saw how full our road is every day you would appreciate how residents car parking works in reducing cars in the road for non residents</p> <p>Also with the building of the 187 flats in Durrants Hill the concern will be that people from the flats will park in our road which will make it impossible for residents like me to park. I have friends who have residents car parking already on their road and it has helped the car parking issues immensely.</p>	
<p>I am happy to support the Proposed Ebberns Road Controlled Parking Zone</p>	
<p>I strongly support the above.</p>	
<p>We DO SUPPORT the proposal to introduce a resident parking permit scheme for Ebberns Road and would welcome further consultation.</p> <p>Comments on the proposal</p> <ol style="list-style-type: none"> 1. Do not see the requirement for such a big commercial loading area considering that both the industrial units have car parking / loading facilities within their boundaries. 2. Would there be 1 scheme to cover the whole area or would there be 2 distinct areas? 	

<p>For example - Would a resident who has a permit be allowed to park anywhere within the scheme, or, would there be a difference between a permit for the proposed bays in the North Western area of the plan, from the beginning of Ebberns Road to Lockview Court / No.145 and the "hatched area" in the South Eastern area of the scheme beginning at No. 120 / No. 147. clarification on the above would be welcomed.</p>	
<p>Please accept this email as our whole-hearted support for the proposed Controlled Parking Zone in Ebberns Road. This is something for which we have long corresponded with both councillors and MP.</p>	
<p>We are writing in support of the parking restrictions on Ebberns Road. We were going to inquire about this ourselves before we received your letter. This road is in much need of regulation, thank you for the proposed action.</p>	
<p>I was delighted when I received your document. Parking in Ebberns Road has been very difficult for a long time. I am very much in favour of this project. Here are a few of my ideas. In order for drivers to be aware that there is a drive at a property, a white line should be painted on the road. This will be a reminder to drivers that they should not park across the drive and that they should leave enough room for the resident to get in and out of their property safely. A person with a disability should be allowed to park outside their property to avoid having to walk a long way with heavy shopping bags, etc. A persons disability may not show. Large vehicles should not be allowed to park continuously outside the same property obstructing the view and making it very dangerous to drive in or out. Of course, driving out is extremely dangerous but driving in is also dangerous as children and adults cannot see the car which has to drive over the pavement and the driver cannot see them till the last moment if they suddenly dash forward. Motor bikes should not be allowed to park on the pavement. Just one thing about the large plan which we received. The lines are very feint and even with a magnifying glass it is very difficult to see the different coloured lines.</p>	
<p>I am writing in response to the letter i have received from Dacorum council regarding the proposed controlled parking zone in Ebberns road. As a resident of Ebberns Road I FULLY SUPPORT any parking scheme by the council to control packing in Ebberns road. Parking has simply got out of control in this area and we are in need of assistance to control the sheer amount of cars parked down our road. I have a small amount of requests that I would like the council to take into consideration before the parking scheme is put into placed. I believe that the parking times in bullet point 2 should cover 7 days a week. Monday -Sunday 9am-6pm. My reason is that the weekend tends to be much more busier and parking is more of a nightmare on saturday-sunday because residents have visitors and park there cars over the weekend. I am also concerned that the new apartment block residents located on Durrents Lane will also use Ebberns Road as an overflow car park to escape the paid car park also located on Durrents Lane which is ALWAYS EMPTY.</p>	
<p>Having received your communication today regarding the proposed changes in parking restrictions, I have a couple of immediate thoughts: Generally speaking I think that this is an excellent idea for the residents. Creating non-parking areas around the junctions would be a significant advantage from a safety perspective. As a resident of Albion Court I am a little concerned that we will not be eligible for permits or visitors permits, especially as we only have one bay per property and there is no visitor parking. Introducing this scheme will encourage people to increasing park on the small side turning that is Albion Court when visiting people on Ebberns Road which will make life increasingly difficult for us and also make this area incredibly dangerous.</p>	

<p>I believe that the small road that is Albion Court (not the flats and car parks) should be included within your blue dotted lines otherwise it will make life really challenging.</p>	
<p>We confirm that we DO support the proposed parking controls to be implemented in Ebbens Road.</p>	
<p>I am all for this to go ahead but I would like to ask/suggest some double yellow lines in two place on the road, first one being on the blind bent between No.78-80 when a car is parked on this corner (marked on pic A) it's very hard to see what's coming up the road and I'm sure a lot of people on the road would agree that is very dangerous, the second one being is across of the front of the entrance to my property (2 boardy lock marked on pic B)and Emergency access to the canal, this has been parked in front of a number of times With car parked up to 24hrs with no return and making us house bound And any emergency service accessing the canal in case of an emergency and now we will not be able to park on Ebbens road I think this is more essential as people do not realise there are houses down there, please consider this points.</p> 	
<p>We at X Ebbens road are in favour of permit holder parking!</p>	
<p>This proposal should have been put forward many years ago. This has my absolute support and can only hope it comes to fruition.</p>	
<p>in reply to your servery i think it is a good idea that we have permit parking</p>	
<p>We had x Ebbens Road, Hemel Hempstead, are more than happy for our road to be controlled parking zone.</p>	
<p>I strongly support the council's proposal to implement parking restrictions on ebbens road. I am a resident of the road and have found it to be one of the very few bugbears that all residents have with the road. I live at a home with only one car and me and my partner struggle to park every day. There have been numerous occasions where we have had to park up to ten minutes away from where we live.</p>	

<p>It is not a sustainable way of living and given the vast quantities of new build flats that have had planning permission from the council in the local area (against local residents wishes) it is entirely necessary that parking restrictions be implemented. If they are not then the increase in traffic and cars caused by the new flats will make it impossible to live on our road.</p> <p>The one caveat that I would suggest is that the number of cars allocated per house hold should be limited to two not three. In purely practical terms, if every house hold can park three cars on the road then we will have the exact same issue that we currently have. My understanding is that the current difficulties with parking restricts a lot of residents from buying additional cars and so with your proposed cap you may unwittingly enable residents to buy more cars than they need. Furthermore, I do not believe it will be in accordance with your environmental plan to permit three cars per house hold where in order to comply with carbon emission restrictions, our council should be encouraging the reduction of cars. I therefore suggest a cap of two cars per household with an additional third if it is an electric car. I look forward to hearing your next steps and thank you for opening up this consultation.</p>	
<p>I am over the moon to have received a letter in the post today proposing a controlled parking zone for Ebbens Road. I live at number X and moved here about 18 months ago from a different county and the parking has just got worse and worse since the time we moved and has been extremely stressful. It has made us seriously doubt whether we made the right decision to move to Hertfordshire.</p> <p>It is completely impossible to get a space at certain times of the day which means that I have to park in other roads and puts risk to my car (being so far away from home) and to myself as I often have to walk alone in the night to get back to my house. This can be very worrying for a young woman to do by herself and I have often felt extremely unsafe. However, even more worryingly, I have heard on numerous occasions that neighbours with babies and young children have had to park on other roads and walk back at night which is clearly not acceptable. I think one of the main improvements that permit parking would bring would be enhanced safety for the residents which I am sure is a priority for the council.</p> <p>With the large amount of development happening in close proximity to our road, I am extremely concerned at how our road will become a lot worse for parking if the council did not correct the problem. We have considered moving to another area simply because of the frustrations of never being able to park on our road.</p> <p>My one comment would be that the limit of '3 vehicles' per household is just too much. The houses along this road are mostly small terrace houses (and the bigger houses have their own drives) so there is just simply not enough space on this road for people to have 3 cars each. I think this should be a limit of 2 resident permits only. I can't see how the proposal of 3 vehicles per household align with the government's desire to de-carbonise the economy? I would also think that allowing 3 permits will encourage residents to buy more cars (as the parking problems we currently have may be the reason that they haven't done so already) and we will then face the parking problem arising again. This will also have an extremely negative impact on traffic and the environment (when we were in full lockdown - the Grand Union canal was beautifully clear but as soon as we have seen increased traffic in the area again, it is back to looking murky. Should we not be protecting our local environment as much as we can?).</p> <p>Lastly, on the point on traffic, we often find people driving way too fast down our road - we have had countless cases of pets being hit and sometimes killed and people crashing their cars or damaging them in some way. Similarly, we have quite a few older</p>	

<p>residents on our road who often comment on how terrifying it can be walking up and down our road with people driving so fast. My car is often scratched when I do manage to park on this road because of the volume of traffic that we have going up and down (and people parking on kerbs or slightly blocking driveways etc as they haven't been able to get spaces).</p> <p>I think we should encourage (in any way possible) less traffic along the road. Allow resident's two cars and enable permit parking. Thank you for taking the time to read my email and just to confirm, I strongly support the proposal to bring resident parking to Ebbens Road.</p>	
<p>I live at X Ebbens Road with my partner. We both approve of parking restrictions in our street in general but have a couple of concerns. On the map, there is a section outside X Ebbens Road with a suggested single yellow line and also a commercial loading bay across the road. We believe that this will lead to the row of houses between 119 - 127 finding it difficult to find parking as both sides of the street outside of these houses will be out of action. What is the justification for the yellow line in this section of road, and has there been any thought about how the residents in these houses will reliably find parking? Having to park further from the house will also cause difficulties for families with young children and individuals with less mobility.</p>	
<p>First, I welcome the proposed controlled parking scheme and I'm fully in favour. I have been a resident for the past 4 years and have had trouble parking since this time, the problem has steadily grown worse over time with people parking at the far end for the station and the building of new flats and house within Ebbens road. I have noticed and monitored people parking and then using the access alleyway as they live in Lawn Lane and Belswains Lane, with the building of the new flats in Frogmore road we also have contractors who park in Ebbens road and later on overflow residents from these new flats. I work shifts and have come home and been unable to park in Ebbens at all and have had to park on Durrants hill, I know this scheme won't mean I'll get a parking space outside the house I accept that, but by reducing the number of non-resident vehicles it will mean I can park in the road within sight of my house maybe more often, parking issues are a regular topic of conversation between residents. I would like to know how often parking enforcement agents will check on this as i realise they have a wide area to check. again, I add my full support to the proposed parking zone</p>	
<p>We at X Ebbens Road DO support the proposal for controlled parking on ebbens Road. Our view is that this is long overdue and this should help ease the parking and traffic flow situation which has been dreadful in recent years.</p>	
<p>This email is in relation to the proposed controlled parking zone for EBBERNS ROAD. I DO NOT support the proposal. Having to pay to park in my own street is absolutely unacceptable when I am a contributor to council tax within my household. The UK economy is now in a recession following COVID19 and income is sparse. I absolutely DO NOT support this proposal.</p>	
<p>I am a resident of X, Ebbens Road in Hemel Hempstead. Please note, we do not support the proposal to introduce the resident parking scheme. We do not think that commuter parking is what causes parking issues. In our opinion it is the amount of new houses built and additional cars belonging to those residents is what is the cause of lack of parking.</p>	

<p>Hi with the regards to ebberns road parking. I feel that it is never a problem to park on the road during the day and there only seems to be a problem parking on the road in the evening. Therefore I don't think that the plans proposed will be of any help except for the face that we will all have to buy permits and yet still won't be able to park at night. I don't think commuters park in the road it's more that everyone from ebberns road, lawn lane ect park on the road at night time. Therefore I don't support the current plans and do not wish for them to go ahead.</p>	
<p>I do not support the proposal for controlled parking zone in Ebberns Road.</p>	
<p>I live at X Ebberns Rd. I do not support the proposals.</p> <ul style="list-style-type: none"> • Parking during the day is not a problem here. It is the evening when it is difficult to find spaces purely because there are more residents vehicles than parking spaces. •if there are no documents to display and the zones are not being patrolled, many non residents will take the risk of parking anyway. 	
<p>I am writing to advise I DO NOT support the proposals. I have had a look through the proposals and this is not the solution. The only thing that needs to be implemented is a 1 hour restriction in the morning or afternoon to stop people parking for the station all day during the week. This is what is done in other areas such as Amersham on the Metropolitan line which is a much busier line and this works fine. There is no need to penalise the residents on the street by marking them pay for permits and visitor permits as not many houses on this street have driveways.</p>	
<p>I'm sending my feedback on the proposed parking controls on Ebberns Road. I DO NOT support these proposals, for the following reasons:</p> <ul style="list-style-type: none"> - The road doesn't have a problem with commuter parking, there are always spaces to park during the day. It is when residents return home from work from 5:30/6pm when parking becomes a problem, which is outside the hours proposed in the plan. This has only been a problem in the last few years since the street became over developed with housing developments that don't provide enough parking spaces (something which the council must have approved, too bad that parking problems weren't considered back then). - Introducing this and reducing the amount of kerb side parking will only make it harder to park. Please do not make the parking situation worse for residents by introducing this plan. 	
<p>I do not support the proposal in Ebberns Road. I agree the road is very congested that is due to being no through road and near the train station. However I do not think that residents should have to pay for the privilege of parking in their Road. I think the controlled parking zone should be put into place but we should not have to pay for the permits only visitors parking sessions. I am a Hightown resident and we are suppose to have x1 unallocated parking space, however my neighbours have received parking tickets so I have contacted them to clarify this. I am aware people park to go for canal walk, the train station or even go on vacation. I also think that at certain parts of the road which are narrow or visibility is poor, there should b yellow lines.</p>	
<p>I am a resident of Ebberns Road living in Rushmere Court with my husband and 2 children.</p>	

<p>According to your proposed plan we are not entitled to residents parking or visitors parking permits as we live in rushmere court (outside of the blue line on your map) . We have 2 vehicles in our family which most working families will have, im sure you will agree. Rushmere court does have residents parking however it is only for 1 vehicle. If you go ahead with this we will have nowhere to park our second car. We have rarely found an issue with finding a space on Ebbens Road for the second car so also feel it is unnecessary to enforce this on this road.</p> <p>However if you do decide to do that I really hope you will consider allowing residents of the flats to at least purchase 1 residents permit and visitor permits to allow us to have visitors.</p> <p>If not we may have to consider moving and uprooting my children from their home and my child from her school if we cannot find a suitable home within the area. This sounds dramatic but who would want the added daily stress of parking a mile away from your home in a non residents parking area (which would then cause parking problems for whoever lives on that road) everyday and walking the rest of the way.</p> <p>This situation will be replicated throughout all of the residents of flats on ebbens road.</p> <p>Again I stress that we have never had an issue parking on this road so that tells me there is no need for this here.</p>	
<p>As a resident of Ebbens Road, I strongly oppose to any kind of controlled parking zone. Whisky I agree that there are issues with parking on the road, having a controlled zone will not fix this. It became very apparent during the lockdown period that the volume of cars on the road is not to do with commuters just the amount of people living in the road and most households having 2 or more cars. I struggled to find a space during that time. I have lived here for 9 years and the parking has got progressively worse, again not due to commuters but due to all the new houses/flats that have been built and the lack of forethought of where all the extra vehicles would park. While a lot of new properties might have 1 parking space, again most households have 2 plus cars.</p> <p>I am also disgusted that you would suggest that any kind of controlled parking should be imposed at the weekend as well. I have never seen commuters park down the road at the weekend -so you are just using this as a money making ploy which is appalling. Perhaps if there had been more consideration to the impact that all the new housing developments would have on parking then the road wouldn't be in the situation it is now.</p> <p>You have of course stated that if the zone is implemented that I am still not guaranteed a parking spot along the road at all so why on earth would anyone agree to something where you have to pay and still might not end up with a space. That is a ludicrous notion which again disgusts me. It causes me enough stress trying to park as it is without the thought of paying to not be able to pay and the fact that you would remove previous extra parking along the road just so the council can take yet more money from residents.</p> <p>I do not want any kind of controlled zone down this road.</p>	
<p>My mum and I have lived in Ebbens Road since 1976 and have seen many changes during that time. We live in the first section of the road and although neither of us has a vehicle we do have an opinion. The section where we live usually has a number of empty spaces from 9am to 6pm on weekdays and parking does not appear to be a problem. The time when parking becomes a problem is when people return from work and a permit would not cover this. I am aware that some residents from Lawn Lane park overnight. At weekends there are more cars parked as people don't tend to work then. I frequently walk along the rest of the road and now that more people are returning to work there are still empty spaces in other sections. I do not support the proposals.</p>	
<p>I am DEEPLY concerned about the parking situation in my road due to the safety aspect that the congestion causes. The problem lies between the coffee factory towards the Durrant Hill end of the road. In this stretch of the road the terraced houses either side of the street have no</p>	

<p>facilities for driveways. At the head end of the street there are properties with drives and once you get past the coffee factory and coach work firm many of the properties, new builds and town houses have driveways for housing at least one vehicle.</p> <p>The safety aspect should be PARAMOUNT. Nine times out of ten when going to and from my property, X, I need to reverse my car. As you are aware most cars have blind spots. I have owned the property for over a decade and over this time I have known many pets (dogs and cats) having been killed along the street. This is distressing enough but the odds are over time a small child could be seriously injured or worse. My grandson (when he was little) skipped out in to the road at my end, the cul de sac end, and fortunately no damage was done. However small children, teens or adults (especially when looking at their mobile phones) treading out between parked cars and being hit by a car either reversing or tailgating to get in or out is very worrying. This should be the real concern of the council. What exacerbates this is often as drivers people are annoyed with having to reverse a third of the length of the road, so due care and attention is not always taken.</p> <p>Please sort this out.</p> <p>I can see that your proposal will bring money into the council but it will NOT benefit residents in any way whatsoever and it will not sort out the safety aspect on the street.</p> <p>A far better initiative would be to put double yellow lines along one side of the road for the super congested area and residential parking on a first come first served basis. To alleviate the parking problem, the council car park on Durrants Hill Rd near to the Rodesio pub on the corner should have spaces allocated for residents of Ebbens Rd, again on a first come first served basis, with the exception of those with disability badges who should marked allocated bays in the street. Other residents of the street should have free parking permits issued for one vehicle only. Transient vehicles i.e. those doing deliveries should have a wait time of up to an hour.</p> <p>As a long term commuter I can assure the council that the road is NOT used by commuters for travel from Apsley station. Historically Sainsbury car park and up until they started charging the Paper Mill was used. Most commuters do not need the schlep to the station. Considering this the station could benefit from a land grab to extend its parking facilities which are very pricey . This would mean some land levelling work etc however it could help matters. Furthermore, funding to the appalling public transport to the station at peak commuter times would help to alleviate this issue. If carefully planned and advertised this could provide a revenue for DBC. I note that Tring station has a bus that meets most commuter trains.</p> <p>I also note that Sainsbury does occupy a considerable car parking area which I have not seen full even at Christmas time, maybe some parking spaces could be either rented or purchased from them?</p> <p>I beg you not to make this a money-making incentive but instead seriously consider the safety side of the problem with the gravitas it deserves. All it needs is the bin truck.....</p> <p>I look forward to hearing from you. I am happy to attend any council meeting to represent my views.</p>	
<p>As per your letter dated August 2020, please find my comments on the proposal.</p> <p>As a resident, I do think that we need some sort of controlled parking but I do not agree with what has been proposed by the council. The issue is not necessarily commuters, it is due to the fact that there is not enough space for residents to park on the road. I have lived here for over four years and the situation has got worse since the completion of the two new developments as no doubt residents are parking on Ebbens Road as there is not enough allocated parking for them. The fact that the road is at its busiest after 7pm also suggests that it is not solely a commuter issue. Currently if you come home after 8pm then there is little chance of getting a parking space (which will be even worse if the proposed yellow lines and loading bay is introduced).</p> <p>Regarding the bullet pointed proposals, I have the following comments:</p> <p>Hours of operation - why is weekend restriction needed?</p>	

<p>Why should visitors pay to park by the hour? A simpler solution would be that residents can buy a visitor permit book that allows a visitor to park for 24 hours. Indeed this is what they did to discourage commuters in Roman Gardens in Kings Langley and it worked, along with a permit for residents.</p> <p>Why the introduction of single yellow lines on some parts of the road? Why should residents be penalised to allow for a loading bay? I live at number 125 and this will have a huge impact on myself and my immediate neighbours. This reduction in the amount of road available for parking will only be made worse by the fact the some of the flats are exempt from getting a permit which will mean a bun fight for a space after 6pm in the week and at the weekends. To conclude, I do not support the proposal.</p>	
<p>I am writing as a resident of Ebberns Road in response to the proposed parking controls. I do not support the proposals.</p> <p>Firstly, I do not believe that commuters are using Ebberns Road to park and walk to Apsley station. The busiest parking hours are always evenings, when residents are home. I also have never seen anyone park outside my residence and walk to the station. Currently, at 2pm on a Tuesday afternoon there is ample road parking available. Any parking issues incurred on Ebberns Road are due to resident vehicle ownership outstripping the kerb capacity.</p> <p>The hours suggested are also very long and include the weekends. If the parking controls are to deter commuters then this wouldn't be necessary. Roads with parking controls near Hemel station (for example Horsecroft Road), have restrictions in place from 9am - 10am and 2pm - 3pm Monday - Friday.</p> <p>Lastly, the proposal states that my property is not included in the proposed zone boundry. I live at Flat 8 Drew Court, 70 Ebberns Road. The other houses in the development that are on Ebberns Roads (72 - 86) are included in the proposal, all of which have private off street parking. I therefore do not understand why my property is not included. As most households have on average 2 vehicles, this would prove impossible for residents to park at their own home.</p> <p>I strongly hope the proposal is dismissed. If the proposal were to go ahead, then I would strongly advise including residents at 70 Ebberns Road the opportunity to buy a permit, and also reduce the parking control times.</p>	
<p>I do not support the proposed controlled parking zone-Ebberns Road</p>	

Lawn Lane and other excluded roads responses

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>I'd like to offer an objection to the proposed CPZ for Ebbens Road. I've just been made aware of the proposal following a post on a community Facebook group, and I'm disappointed to have not been informed directly via the council.</p> <p>I currently live on Lawn Lane, which as I'm sure you are aware does not have parking available off road for a large number of residents. I currently park on a variety of side streets if I need to leave the car during the day, and utilise the single yellow lines on Lawn Lane and park outside of the property during the evenings.</p> <p>If a residents parking permit is introduced for Ebbens Road, which is only open to residents of Ebbens Road, where are the residents of Lawn Lane with no access to off street parking expected to park?</p> <p>If the purpose of the parking permit is to reduce the number of commuters parking at the end of Ebbens Road and then cutting across to the station, expanding availability of permits to residents in the surrounding roads with no off street parking must surely be an option that needs to be considered? I'd be interested to understand more about the problem you think a CPZ will solve?</p> <p>Having lived in my current house for over 3 years now, I have rarely faced any issues with finding a parking space on Ebbens Road, and it's become especially important now more people work from home and so will need to leave cars somewhere during the day. I have previously utilised one of the garages provided by the council in the local area but frankly they were so small I was unable to park my (fairly small) car in it.</p>	
<p>I am extremely concerned about the proposed resident parking restrictions .</p> <p>My son lives in Lawn Lane and as you know there is a restriction there 8-6pm .</p> <p>I look after my grandchildren one day a week and Parkin Ebbens Road .I come and park between 10 and 4 and there are plenty of spaces in the road .Where will I now park ?</p> <p>Down at the car park in Durrants Hill Road ?</p> <p>The proposed restrictions are far too long ! If it's to deter commuters surely a shorter period would be enough ,e.g. 8-10 am and 2-4 is what restrictions I've had in a controlled parking area near the station ! Also are there lots of commuters on Saturday mornings?</p> <p>Surely this proposal will just push the problem further into the surrounding areas !</p> <p>It's a problem with households having several cars ,perhaps you could restrict that too !</p> <p>I hope that you will consider the residents in the surrounding areas in your decision making and afford other residents consideration too!</p>	
<p>I have lived at my property for over 20 years, I live in Lawn Lane and am one of the residents in Lawn Lane situated between Durrants Hill Road and the roundabout with St Albans Rd and Belswains Road.</p> <p>These properties are majority built at the turn of the 20th century and as such do not benefit from any suitable parking . Lawn Lane is a busy road and as such cannot have unrestricted parking.</p> <p>I am writing this on behalf of all the residents and OAPS in the said area of Lawn Lane whom I have canvassed and expressed the same concerns.</p>	

The majority of the residents therefore have no other place to park than Ebberns Road in addition non of us received any official notification letter from DBC regarding the proposals and as such have only seen this in the "Kings news" with only a few days to respond to the consultation.

I respectfully request that the following be taken into account and a response provided to all households living in the aforementioned vicinity.

As stated the "top end" of Lawn Lane (from Durrents hill Road/Deaconsfield Junction to the roundabout with Belswains Lane) has many residential properties of which the council have allowed to be converted from houses into flats therefore having more residents with more vehicles.

One very important point you have missed is that there are over a dozen "OAP" bungalows that are also not included in the "zone" yet it is the only parking for the OAP residents some of whom are disabled and some who's vehicles allow them the freedom to live independent lives , they all have to park in Ebberns road as there is no other parking option. In addition this proposal for controlled parking ...where will their home helps and family and visitors park?

I live here I know this for a fact !

There is no Parking for the resident and OAPs who live at the top end of Lawn Lane, Ebberns Road is the only option available to them. There are 6 adults living in my house (my grown up children and their partners) all who are in employment but unfortunately cannot afford to get on to the housing market (or private rents) and also ironically are not viable for council housing (a penalty for being responsible!)

We have to park in Ebberns as there is no other Parking available not even within a reasonable walking distance due to the surrounding main roads and their parking restrictions to allow free-flow of traffic.

Speaking with my neighbours in Ebberns Road they are of mixed feelings regarding the parking in Ebberns road, Yes it can become a problem parking immediately outside your house but you can always get a parking space so why are they having to pay

This only came about due to the objections of the building of the flats in Frogmore road and the congestion it is going to cause along Durrents hill road and surrounding areas which I may add is in breach of the EU pollution levels but that is for another day.

you state that :-

The Controlled Parking Zone is proposed to improve the safety and environment through **detering commuters from parking** inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a "safe zone", inevitably, the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non- resident parking.

Ebberns road is situated too far from the station to be used for commuters to park and as I live here I can tell you that Ebberns road is empty of parked cars during the day ..so that is totally inaccurate reason to the proposed parking zones..It would appear that it is a money making exercise only and does not support your reasoning.

If this was to be introduced then surely you have a duty to to hear the concerns that I raise in relation to where the residents of Lawn Lane and the OAPs bungalows will be able to park and support visiting vehicles and provide such amenities.

I cannot begin to express how dismayed the residents of Lawn Lane and the OAP Bungalows are regarding these proposals we will be forwarding a copy of of this objection to our local councillors and Mike Penning MP.

I urge you to reconsider this proposal as whilst we do not live in Ebberns Road it will have a huge detrimental effect on residents living in the area of Lawn Lane/Belswains OAP bungalows) and their visitors.

This is an official objection to the proposed controlled parking zone on Ebberns Road, Hemel Hempstead.

I live on Lawn lane (number X) as a resident situated between Durrants Hill Rd and the roundabout with St Albans Hill & Beslwains lane.

These properties were mainly built around the turn of the 20th century and as such did not require private parking at the time, consequently we do not now have anywhere to park our cars on this road, apart from the current single yellow line restriction in place. This is a very busy road so we understand the lack of unrestricted parking.

The vast majority of the residents on our part of Lawn Lane have no other place to park apart from Ebberns Road, when we purchased our property (2014) there was ample parking on Ebberns road, however this has reduced now due to the large amount of new builds which have been granted planning permission without adequate parking.

There is simply no other option but to park on Ebberns Rd , I would also like to point out that we have a number of elderly residents on The Nap who need care visitors/meals on wheels / family visits etc and the visitors park on Ebberns road too. In fact my neighbours in X do not have a car, but do rely on visits from family (who park on Ebberns Rd) .

If I was viewing a property to purchase that had no parking and the only parking nearby was residents only , then I would have taken this into account , however the proposed change to the parking regulations are coming in after I have moved onto Lawn Lane and will severely impact our circumstances and well being. I work partially from home on a day to day basis with some time spent visiting customers, flexible parking for myself is a must and this has always been the case.

The proposal has been based on the council holding a preliminary consultation with the surrounding areas and quite clearly this has not been done as neither I nor my neighbours have heard anything about this until it was brought up in the "kings langley news"!!

It is stated by Dacorum that :

The controlled parking zone is proposed to improve the safety and environment through **detering commuters from parking** inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a "safe zone" inevitably the amount of kerb line currently being parked on will reduce particularly around junctions and pavements. This is offset by the reduction of non-resident parking.

Ebberns Road is situated too far from the train station to be used by commuters to park and as I live here I can confirm that during the day , parking is simply not a problem at all (on Ebberns Road) which clearly shows that commuters are not using this area. It would appear to me that this is simply a combination of money making from the council along with appeasing a few vociferous residents of Ebberns Road (who like to leave notes on our cars!).

I would have expected that it was the duty of the council to listen to ALL parties involved not just the people that live on Ebberns Road , however they should also be taken to task for allowing the vast amount of development on this road without substantial objections being raised !

<p>I urge you to contact all the residents of Lawn Lane (affected areas) and The Nap and look forward to receiving this from the council, this is not simply a case of throwing teddy out of the cot but a question of taking a balanced view on the peoples lives that will be affected.</p>	
<p>I live in Lawn Lane and am one of the residents in Lawn Lane situated between Durrents Hill Road and the roundabout with St Albans Rd and Belswains Road. the majority of thee properties were built at the turn of the 20th century and as such do not benefit from any suitable parking . Lawn Lane is a busy road and as such cannot have unrestricted parking. The majority of the residents have no other place to park than Ebberns Road in addition non of us received any official notification letter from DBC regarding the proposals it was only due to a neighbour who had seen it on Facebook that it has come to notice. I understand from the council meeting minutes that residents both from Ebberns Road and surround area were to be canvassed . This did not happen is this a breach of process? There is no Parking for the resident and OAPs who live at the top end of Lawn Lane, Ebberns Road is the only option available to them. We have to park in Ebberns as there is no other Parking available not even within a reasonable walking distance due to the surrounding main roads and their parking restrictions to allow free-flow of traffic. Prior to all the development built in Ebberns Road (that the council passed without adequate parking allocation) there was ample parking along that road. Whilst I can understand the concerns for residents of Ebberns Road there has been no feasibility study as to teh impact of us local residents who have no alternative parking options- we have not even been given the options of applying for a permit. you state that :- <i>The Controlled Parking Zone is proposed to improve the safety and environment through detering commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a “safe zone”, inevitably, the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non- resident parking.</i> Ebberns road is situated too far from the station to be used for commuters to park and as I live here I can tell you that Ebberns road is empty of parked cars during the day ..so that is totally inaccurate reason to the proposed parking zones..It would appear that it is a money making excercise only and does not support your reasoning. If this was to be introduced then surely you have a duty to to hear the concerns that I raise in relation to where the residents of Lawn Lane and the OAPs bungalows will be able to park and support visiting vehicles and provide such amenities. I urge you to reconsider this proposal as whilst we do not live in Ebberns Road it will have a huge detrimental effect on residents living in the area of Lawn Lane/Belswains OAP bungalows) and their visitors.</p>	
<p>Please accept this as an objection to the proposed parking restrictions in Ebberns Road. Due to the poor provision of parking and continued construction of high-density residences in the area, there is increasing competition for such spaces as do exist in the area around Lawn Lane/Belswains Lane/Durrants Hill. There is obviously no on-road 24/7 parking at this end of Lawn Lane so residents have no option but to recourse to parking in one of the surrounding streets; notably Ebberns Road. Any restriction therefore placed on this option would be a severe disadvantage. Once the flats along Frogmore Road are occupied – and I’m assuming from previous developments they will be entirely under-supplied with parking – the situation can only deteriorate further.</p>	

<p>As the provision of public transport and support for cycling and walking in the town have been underfunded and neglected for so long there is little or no infrastructure for them, and with the short/medium term effects of covid 19 meaning people will be even more reluctant to use shared conveyances, car use will only increase. The council must start using some intelligence to the matter of on-street parking. What about free 24/7 use of the car-park by Frogmore Mill for residents? Perhaps an incentive to park there or other available off-road spaces?</p> <p>The argument for Ebberns Road restrictions based on commuter use evaporates as soon as you examine it. There are two massive car parks in Sainsbury's and Apsley Mills retail park much closer to the station and – thankfully – these are still free of restrictions so why would anyone park in Ebberns Road?</p> <p>The – now, sadly, vanishingly small number of industrial units along the road have been there much longer than most of the new housing and mostly only use the road for a small amount of overflow/visitor parking.</p> <p>To quote your own document: “These parking pressures have had an adverse effect on the local residents who can have difficulty finding parking opportunities near their homes.”</p> <p>Well what about the residents of Lawn Lane? I have been resident here for 20 years and used to be able to park next to my home, but am now lucky to get within 300 meters. As long as there are sufficient spaces within that sort of radius I don't have a problem, but if everyone decides they want to park right outside their houses – which seems to be the only logical justification for this proposal – we will have no “parking opportunities” at all!</p>	
<p>I live in Lawn Lane and am one of the residents situated between Durrants Hill Road and the St Albans Hill roundabout & Belswains Lane. These properties do not benefit from many suitable parking spaces, as Lawn Lane is a busy road & cannot have unrestricted parking. The Majority of the residence have no other place to park than Ebberns Road. I would request that this be taken into account and a response provided to all households living in this vicinity. The local area is restrictive of available parking making Ebberns Road the only easily available location. The controlled Parking Zone is proposed to improve the safety & environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone. As we have to provide a “safe zone” inevitably the amount of kerb line currently being parked on will reduce particularly around junctions and on the pavements. This is offset by the reduction in non-resident parking. Ebbers road is situated too far from the train station for commuters to park and as I live here I can confirm that Ebberns Road is usually empty of parked cars during the day, so the above is inaccurate, reason for the proposed parking zone..</p> <p>I urge you to reconsider this proposal as whilst we do not live in Ebberns Road it will have a huge detrimental effect on the residents of the top end of Lawn Lane & any visitors we may have.</p>	
<p>I reject the proposal on the basis that I do not believe that commuters are contributing to the problem entirely. Very early in the morning/late at night there is no where to park and many cars are parked dangerously (on corners where there should be yellow lines) so are clearly local residents and not commuters.</p> <p>There are many flats that are on Ebberns road but are not entitled to apply for a permit or even visitor passes- many of these flats only have 1 allocated parking bay so the CPZ would stop anyone having any visitors/work done to their homes as there would be no where for them to park. Especially as the CPZ is until 6pm and includes the weekend.</p>	

<p>If the CPZ was purely to stop commuters then all is needed is a short time frame when parking permits are needed such as Monday- Friday 10am-12pm and not including the weekend. This will then not effect local residents and will free up the road a little during the day. I do agree with the double yellow line proposals but unless these are enforced they may will be ignored.</p>	
<p>I live in Lawn Lane (XX) situated between XXXX and the XXX. My property (and many others in this section) was built around 1910 and therefore does not have any provision for parking. In my 13 years at this property I have always had to use Ebberns Road for parking and for visitors (including builders visiting the property), as there is no other parking available within a reasonable walking distance. I respectfully request that this is taken into account and that a response is provided to all affected properties on Lawn Lane. You state that: “The Controlled Parking Zone is proposed to improve safety and environment through deterring commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone.” I would wish to see evidence of this, because from my perspective, as somebody who lives here, Ebberns road is way too far for commuters to park. The road (in pre-covid times especially) has plenty of parking during the day. You have a duty to listen to the residents of this section of Lawn Lane as it is our only parking provision at this moment and if it went ahead, this controlled zone would have a massive detrimental effect on our way of life and the house prices.</p>	
<p>I live on Lawn Lane between XXX and XXX and I want to officially object to the proposed controlled parking zone in Ebberns Road. I have lived in Lawn Lane for approximately twelve years now and whilst the parking has become more difficult in Ebberns, it is mostly because of the excessive amount of new housing with inadequate parking which has gone up in the last few years. In our section of Lawn Lane, we have only four spaces for at least twice that number of houses who have no driveway and no possibility of one either. Even for those houses that have a driveway, many don't have space for visitors and because we don't have on road parking we have to use Ebberns Road. I would dearly love to know where you think we will park if we are unable to park in Ebberns Road? Your proposal will disadvantage many people, not least the elderly who live in the Nap, who have carers and relatives visit regularly. And the many people on our stretch of Lawn Lane who have young families. My husband and I had twins seven years ago and it was bad enough lugging two car seats up from Ebberns Road, let alone from several streets away, which would have been our only other option. With young children and as a full time key worker, who is now a single parent. I am reliant on elderly parents to drop off/pick up my children so that I can go to work. What are they supposed to do if they cannot park within half a mile of my house? And have you considered the impact on house prices in this section of road? I thought DBC was supposed to work for the benefit of residents? How can you plan this kind of parking zone, seemingly without even considering who lives nearby? Or the nature of the roads surrounding the CPZ? This affects far more people than you notified of the plan. Whilst I recognise that there are some commuters which park on Ebberns, the negative impact of this zone will far outweigh the benefit of getting rid of those few who park when they shouldn't. You need to consider scrapping this scheme or at the very least allow those living in this section of Lawn Lane and the Nap to obtain a permit? Or possibly increase parking on the road on Lawn Lane (unlikely since it is so busy) or at the top of Belswains? Offer residents and their visitors a permit to park in car park in Durrents Hill Road? But please don't ignore us and plough on with this ill thought out scheme.</p>	

<p>I live in Lawn lane, as such the old cottages and homes have currently no parking. I have a young family (2 year old child) and transport via our car are a vital bit of daily life in the area. Under no proposals, we wouldn't be able to get a permit to park. The majority of residents have no other place to park than Ebberns road. I respectfully request that this information is taken into account and a response provided to all households living in the aforementioned vicinity. This would majorly disrupt daily life for my family and I am sure others living on Lawn lane. The reasons for the controlled parking appear to be to improve safety and environment through deterring commuters from parking and causing safety issues. Ebberns road is stationed quite a distance from the station and as someone that commuted into London daily, I don't think this is where commuters are parking, if this was the key reason it would seem almost pointless as the road is quiet during the day and not an issue. It seems, like a move that will negatively impact more people than it will satisfy, I would urge you to reconsider these proposals and take into consideration those living on lawn lane and those in the OAP bungalows as well.</p>	
<p>I have lived in Lawn Lane for over 40 years and am one of the residents in Lawn Lane situated between Durrents Hill Road and the roundabout with St Albans Rd and Belswains Road. the majority of these properties were built at the turn of the 20th century and as such do not benefit from any suitable parking . Lawn Lane is a busy road and as such cannot have unrestricted parking. The majority of the residents have no other place to park than Ebberns Road in addition non of us received any official notification letter from DBC regarding the proposals it was only due to a neighbour who had seen it on Facebook that it has come to notice. I understand from the council meeting minutes that residents both from Ebberns Road and surround area were to be canvassed . This did not happen is this a breach of process? I will always try and park on the lower part of Deaconsfield road but since the council moved the double yellow line further up from Lawn Lane that has become more difficult to find parking . I have to park in Ebberns if there is no other Parking Deaconsfield not even within a reasonable walking distance due to the surrounding main roads and their parking restrictions to allow free-flow of traffic. Prior to all the development built in Ebberns Road (that the council passed without adequate parking allocation) there was ample parking along that road. Whilst I can understand the concerns for residents of Ebberns Road there has been no feasibility study as to the impact of local residents who have no alternative parking options- we have not even been given the options of applying for a permit. So going forward where do you suggest I park my vehicle.</p>	
<p>I live in Lawn lane with my family, just along from the traffic lights and the turning into Durrants Hill road. If this proposal goes a head, we will have no where to park. We need the option to be able to purchase a permit and to be allowed to continue to park in Ebberns road. With a primary age child and a teenager with a health condition, our daughter when having an episode struggles to walk, so safe near by parking is essential We were only informed of this proposed project, via a lady living in our road, at no time have we had a letter or information regarding this action, which will have such a negative impact on us and devalue our property. The argument that the road is being used by commuters, is a weak one as the distance away from the station doesn't stand up.</p>	
<p>I'd like to officially object to the controlled parking zone proposal on Ebberns Road, and urge the reconsideration of the proposal for the following reasons: Local residents around Ebberns Road (such of those like myself of Lawn Lane living between Belswains/St. Albans Hill Roundabout and Durrents Hill Road) are dependent on the parking spaces on Ebberns Road as they have no parking whatsoever outside their homes for personal or visitor parking.</p>	

I realise it may feel somewhat unfair to residents of Ebbens Road that others may park outside their houses, however many residents (and visitors) of Lawn Lane never have any opportunity to park near their properties, and to allow permits solely to those in Ebbens Road is completely unfair - as it leaves residents in Lawn Lane absolutely nowhere to park.

To quote your own communication:

"These parking pressures have had an adverse effect on the local residents who can have difficulty finding parking opportunities near their homes". As such **to go ahead with this proposal would be a complete disregard for all other residents** living outside of Ebbens Road.

The claims for the implementation of the this proposal is that the parking spaces are being used by local retail outlets (completely untrue - all retail outlets in the area have substantial car parks) and also, commuters leaving there cars whilst using Aspley Station. **I don't believe the lack of space is due to any commuter issues as the proposal suggests for the following reasons:**

I counted only 4 'parkable' spaces when I walked down Ebbens Road on Sunday morning (6 Sept approx 10:30am) outside of 'working commuter' hours.

Additionally, the recent lockdown had no impact on an availability of spaces when there were no commuters going into London from Aspley station at all - there was still only a very limited opportunity to park, with government advice not to leave home the fact there was still no parking there demonstrates clearly that the area is full to capacity by the local community (rather than retail/commuter use).

Also, it's worth mentioning, (and the council investigating the fact) that the road is far clearer during the day, than it is in the evening which again suggests it's local residents within walking distance (and their visitors) finding Ebbens road the closest possible feasible parking to their homes.

Obviously it goes without saying that Ebbens Road is over congested, but **there's no suitable alternative for other residents to park**, and the introduction of this scheme would merely make roads such as Deaconsfield road worse (and this is already far worse than Ebbens and basically impossible to find parking spaces).

For residents in Lawn Lane there is almost no alternative parking to Ebbens Road apart from:

Approx. 4 spaces outside the Lawn Lane/St. Alban's Hill/Belswains Lane roundabout.

Approx. 7 spaces on the verge by the Bus Stop (Lawn Lane).

Approx. 6 space at top of Durrants Hill Road (soon to be removed and replaced by double yellow lines).

This is literally the only parking to serve approximately 58 properties on Lawn Lane that are currently potentially reliant on parking on Ebbens Road - and this doesn't even take into account the lack of available parking on other roads - Such as The Nap or Belswains Close.

To summarise: I don't believe the congestion is caused by retail workers or commuters, and it being one of the **only places to park** for all residents nearby - **I firmly believe the current 'first come first served' system is the fairest allocation of parking spaces** and therefore **I strongly object against this (and any forthcoming) proposal to make Ebbens Road permit CPZ only.**

I would like to add that I don't believe this isn't a long-term solution as the constant development of flats in the area will continue to add to the issue. The only long term solution I can see would be better CCTV as a greater deterrent for theft thus increasing confidence in parking in the mostly unused car park on Durrants Hill road which should be offered at free/discounted rates (for visitors also), doing so would give better opportunities for all local residents to find a space to park.

I am responding as local resident and particularly as a concerned family and home owner of a property on Lawn Lane, situated in section of houses with numbers 182 -226. In front of our row of houses there is no parking because we live direct on Lawn Lane near the traffic lights.

<p>I am writing in protest regarding the proposal and the consultation process. I need to stipulate that as a council Dacorum is not operating in accord with the legitimate expectation based on established consultation principles (aka Gunning principles) – and that consequently the current consultation is prone to legal challenge. The Council has a duty to hear and weigh all interests in an open and fair way.</p> <p>Lack of communication: Lawn Lane residents are not directly consulted (we have not seen a letter, nor public announcement). It was brought to our attention by a neighbour in our street! Local parking restrictions will basically leave us without parking options. It may force us as a family to move house, while local parking restrictions will devalue our properties.</p> <p>Lack of inclusion: The current consultation about proposed parking restrictions on nearby Ebberns road is simply not a fair process (and therefore not legal) because not all relevant stakeholders have been included, particularly residents like us who will be directly affected. The proposals clearly go beyond residents from Ebberns road and should directly involve local residents who need to park on Ebberns road because of very limited parking spaces on Lawn Lane and nearby. Neither have we seen any evidence of a comprehensive Impact Assessment being undertaken. We do recognise that parking has become an issue in Ebberns Road, but this is due to other reasons than stated. We live on Lawn Lane for more than 15 years and over the years several housing properties have been developed in the area, but the infrastructure to support related traffic demand has not, and has gone beyond road capacity.</p> <p>Parking issues are apparent at the end of the working day. Invalid arguments are used in the proposals when stating that commuters occupy parking spaces during the day. Be aware that the part of Ebberns Road where we park is out of walking distance for commuting links. We would furthermore be severely restricted if double yellow lines are introduced just round the corner on Durrant’s Hill. Please bear in mind that we as good willing residents will have no place to go to, and may have to consider civil action.</p> <p>Our household situation is that we have two cars - one to travel to and from work, and one for picking up our children from school. One child is vulnerable and needs a safe location to get in and out of the car, and our other young child needs a safe space and parental guidance.</p> <p>Further observations</p> <p>Our local road situation is dangerous as it is with the small pavement, fast driving cars, and wide sized vehicles.</p> <p>There has been increased road use of Ebberns road, with cars fast driving through – and frequent anti-social and hostile behaviour</p> <p>Many Ebberns road residents have drives, so any parking would be for visitors only during the day. A luxury that does not weigh up.</p> <p>Note that previously the council has advised to use public transport regarding reduction of traffic intensity and pollution on our road. However this is not useful when public transport connections are poor, and not practical regarding picking up children from school.</p> <p>As it stands, the council will need to:</p> <ul style="list-style-type: none"> - Revise the proposals for restricted parking in Ebberns Road. - Step up communications and include all those who are affected by proposals following appropriate impact assessment. - Develop a coherent planning policy on parking in the area that is fair, transparent and inclusive. - Subsequently consider to invest into solutions for parking issues, e.g. pro-actively create new dedicated local residents parking spaces. 	
<p>I am emailing with regards to the proposed parking zone for Ebberns Road. I am a resident of Lawn Lane. I am opposed to a parking zone being introduced.</p>	

I moved to my home in September 2007. I do not doubt that the amount of vehicle traffic has increased since then and can understand the impact on residents within Ebbens Road. However the volume of cars in Ebbens Rd will have also increased because of a number of new developments in the road that all have their own parking areas.

These proposals make no consideration for those that live in Lawn Lane specifically those between the junction of Durrants Hill Road and the Belswains Lane roundabout. We are permitted just 4 parking spaces located outside Northridge Cars. This is clearly not enough for the Lawn Lane residents and as a consequence means that some of us have to park in Ebbens Road. We would dearly love to park near our own home and on occasion we can do so on a Sunday or in the evening. However this makes a busy road even more cramped and impacts on the lorries and other traffic passing through as well as hampering anyone trying to cross the road. If this proposal was successful, it would increase parked vehicles on a main road when they are permitted and thereby hinder traffic flow more and increase the risk of accidents.

The proposed parking zone if it were to be implemented has times which are illogical. If the aim were to prevent commuters this can easily be done by reducing the lengthy time frame to one for an hour or two mid morning. It doesn't need to be all day. Anyone who has been in Ebbens Road after 9 am will see that there are plenty of spaces because most people have left to go to work.

This proposal if implemented in its current form is likely to alienate the actual residents of Ebbens Road by charging them to park, upset those in Lawn Lane who have limited parking options and frustrate those who live in other nearby streets as it will push traffic and cars parking onto surrounding roads. DBC could remove the parking restrictions on Lawn Lane that exist during the day however this probably isn't wise given how busy the road is.

I would therefore suggest that if DBC are going to go ahead with this proposal, they offer one parking permit to those residents on Lawn Lane that would be affected as well (as mentioned above). This can be justified by not allowing as many permits as those that live in Ebbens Rd but recognising that those in Lawn Lane are affected, can do nothing about their predicament and are also council tax payers who should be able to park near their home.

Hi, I live at X Lawn Lane and have just discovered that there is a proposal to give residents who live on Ebbens Road (only) parking permits. I strongly object to this proposal.

I urge you to please, please read the exchange below, from an objection to a previous consultation that proposed to add double yellow lines to Durrants Hill. This latest proposal only serves to exacerbate and already untenable situation.

The parking situation where we live is now horrendous. Our house is no longer accessible. Because of restrictions and housing work that has developed over the years there is literally nowhere to park apart from Ebbens Road and even then sometimes we are 1/2 a mile away from our house. Every time new restrictions come into play, the upper end of Lawn Lane residents are not being considered. We didn't even receive a consultation letter to this latest one, even though if the proposals were to go ahead it would be extremely detrimental to our lives on a daily basis.

In recent years the very limited parking places have been squeezed and squeezed:

- The double yellow line on Durrants Hill have been extended, reducing available parking
- There's been additional yellow lines in Ebbens Road reducing available parking
- Permission was granted for one of the homes on Ebbens Road to put in a 2 vehicle driveway, taking up 2 more valuable parking spaces on Durrants Hill
- Due to new houses on Ebbens Road, there is often already almost nowhere to park down there

- Additional double yellow lines on Deaconsfield Road

For many residents on Lawn Lane, if we cannot park on Ebbens Road there is not one place left to park. This cannot be right, or OK. We can no longer access our houses - old people, people with children or any type of disability.

Put simply, it just isn't fair.

And the thing is, it's not the end of the story, I've also asked the council about the unsafe road (Lawn Lane is now used a major route by cars that speed down the road) , unsafe corner (Lawn lane/ Durrents hill) which will end in someone getting seriously hurt at some point and recent proposals make it easier for cars to speed round the corner, lack of safe crossings (even though it is a pedestrian route up to Tudor School).

When you add all of those things up, it does not look good for us does it? But no-one seems to be joining the dots at the Council - not one person seems to be looking at the holistic impact on residents of all the proposals.

It has become unsafe, polluted from the volume of cars and now inaccessible - it has not always been like this, but every change that is made by the council seems to disadvantage this little community further.

Outside Zone Responses (Excluded Flats)

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>Hereby we DO support the proposal of controlled parking zone.</p>	
<p>Thank you for the information regarding the proposed CPZ for Ebbens Road.</p> <p>We live in Bridgeview Close where we have a private road, paid for by the residents so, in principle, will not be affected by this but in practice, we will as non-residents will park within our road. This we will have to tackle with the residents association.</p> <p>I do support the CPZ. However, with the flats on Frogmore Road nearing completion, the whole area is going to be a complete nightmare. Approval for those is another issue and should never have been granted.</p> <p>I am not entirely convinced that double yellow lines will solve the problem, especially at the entrance to Bridgeview Close.</p> <p>In addition to these, as a matter of a safety precaution, I would like to propose an addition to the CPZ please.</p> <p>On the entrance to Bridgeview Close, the pavement, for some ridiculous reason, projects into a curve onto Ebbens Road and then narrows again. This causes an issue when there are cars parked on the opposite side and larger vehicles try to turn into the close and is exacerbated by people parking on the pavement of the curve. This causes health and safety issues with poor visibility when residents try to exit the Close. Double yellow lines won't help this as the wardens don't patrol early in the morning.</p> <p>I'd like to suggest a large bollard on the pavement either side of the entry road from Ebbens please. It will prevent parking on the pavement and potential accidents caused by lack of visibility as well as residents being blocked in by selfish individuals that have no consideration for others.</p>	
<p>As a resident of Waterside Court, one of the properties that will NOT be granted the opportunity to access a permit, I find your proposal absolutely ludicrous for the following reasons: You have <u>not</u> included our property within the proposed zone on the basis that it benefits from private off street parking and/or the property is not on Ebbens Road. With regards to benefitting from "off street" parking, we have access to <u>one</u> private parking place which is actually <u>less</u> than the houses on the opposite side of the street which benefit from private drives with parking for multiple vehicles. However, you deem these properties worthy to be included in your plans. With regards to out properties situation, I am unsure how you consider that we are <u>not</u> situated on Ebbens Road. For the record, our household owns more than one vehicle.</p>	

<p>You state that your aim is to prioritise local residents whilst “detering commuters from parking inappropriately which results in serious inconvenience to the residents living in the zone”. I <u>am</u> a local resident (regardless of your geographical understanding of the situation of my property), I definitely live in the “zone” and I am certainly <u>not</u> a commuter.</p> <p>I understand that there is a problem with parking on Ebbens Road, the road accommodates family homes of more than one bedroom, the majority of which do not have off-street parking but do, generally, home families which own more than one vehicle. Furthermore, the problem has been aggravated by the fact that the council has granted building licenses for buildings of multiple dwellings of more than one bedroom without ensuring that adequate parking space be included in the plans. The majority of modern families own multiple vehicles, it may have been wise for the council to take this into consideration when granting planning permission for numerous buildings of this sort on a road with the characteristics of Ebbens Road.</p> <p>The only circumstances under which I would consider your proposal acceptable would be if every household built along Ebbens Road were given the option to purchase a permit.</p>	
<p>As a resident of Bridgeview Close, just off Ebbens Road, I am writing to voice how I sincerely and utterly DO NOT support your proposals, for three key reasons. Firstly, we are struggling within the close to keep cars out of the development, as people decided to buy a house here with one driveway but two/three cars. As such, they permanently take up visitor spots within the close and we are at capacity, meaning overflow needs to be left on Ebbens Road. We have already had disputes within the close with people mounting curbs or double stacking their cars, so to prohibit anyone from the close parking on Ebbens Road would not only turn the close into a car park, but be incredibly dangerous for my young daughter and other small children in the close who currently have the space to run around and play outside.</p> <p>Secondly, the part of development that sits on Ebbens Road (numbers 70-80) are within the permit zone, yet they all have driveways for a car already. If they are within the permit zone, why have we been cut off?</p> <p>Thirdly and finally, due to the aforementioned issues with visitor parking being permanently taken by other residents, when it does come to us having legitimate visitors (for which we regularly have elderly relatives), our only option is to use Ebbens Road. If that option was taken away from us, there is nowhere to park within roughly 500m which is utterly disgraceful. We also have a relative looking after our daughter two days a week and we absolutely should not have to pay for her to park. I find that for Bridgeview Close to be omitted from the plans is also disgraceful.</p>	
<p>I have received a letter about a proposed Ebbens road controlled parking zone. I do not support the proposal.</p> <p>I live in Willow Court and therefore the application for permits is not extended to this property as there are allocated parking spaces. However this is only one parking space per flat and therefore the residents rely on the outside road space in order to park another car in a two car household. There are houses on the road that have driveways for 2-3 cars that will be eligible to apply for up to three permits, meaning that they could potentially be able to park 6 cars for one household. Whereas Willow Court will only be able to park one car. This is not representative for the road and is unjust and discriminatory on the residents in Willow Court. It will also detrimentally effect the resale value of all our properties if we are unable to apply for a permit.</p> <p>I am in agreement to restrict commuters from using the road to park cars, but not at the detriment of the permanent residents that live on the road and the resale value of our properties. If it cannot be changed that Willow Court can apply for even one permit then I strongly reject this proposal based on the above reasons.</p>	

<p>We are writing in response to the consultation mail we have just received with reference to the proposed controlled parking zone in Ebbens Road. I live at X Albion Court, Ebbens Road HP3 9DE and my one bedroom flat faces directly onto Ebbens Road and is no more than 2 metres from the footpath. We have one allocated parking space per flat but, as a couple, own two cars. One of us, therefore, is forced to park on Ebbens Road outside the flat and ALL of our visitors park on Ebbens Road. There are no visitor parking spaces available for our flats.</p> <p>In the Consultation letter we received it states that our property is not included within the proposed zone boundary and we assume that this is because we are entitled to off street parking. However, as mentioned above, the parking we have is for only one of our cars. We would need one more parking space but, under the proposal, it appears we would not be entitled even to purchase one additional car parking permit.</p> <p>We of course believe that this is totally unfair since other people living in the road are entitled to up to three parking spaces under the new scheme. This would include even those houses that have driveways or other off street parking opportunities. We wish to register our strong opposition to this scheme but, if it is felt necessary to introduce residents parking, there is absolutely no necessity to implement restrictions on Saturday or Sunday where we have no current parking issues.</p> <p>If the scheme does get introduced it must be fair and inclusive to all residents of Ebbens Road. We have only one resident parking space for our flat, and should not be penalised for our one space but should be entitled to purchase at least one other permit since all other residents can purchase up to three. The fact that we cannot even purchase visitors' parking sessions is disgraceful and totally unreasonable since there is absolutely no other parking in the vicinity that is a reasonable distance from our flat.</p> <p>It appears that the Council are happy to allow multiple new builds in this area but are not forcing the developers to provide adequate parking for the residents and their visitors and this is resulting in a parking problem in this area.</p> <p>We look forward to an urgent response as we are very concerned about this unreasonable proposal and the detrimental impact it will have on us. Since we are currently considering putting our flat on the market this decision will definitely impact our ability to sell.</p>	
<p>To whom it may concern,</p> <p>I am writing on behalf of myself and my partner who currently occupy Flat 1 Drew Court, Ebbens Road. Firstly, I would like to state that we firmly DO NOT support the proposed controlled parking zone on Ebbens Road based upon our reasoning below:</p> <ol style="list-style-type: none"> 1. If these proposals were to go ahead, you have stated that we would be exempt from applying for a permit because we have access to 1 private parking space. Like most within our block, we are a two-car household, so this where would we park our second car? I cannot understand the logic behind our exemption – especially considering you have included properties from the same development. As per other properties, we pay our council tax and road tax so feel as we have every right to be included and every right to park on the road of our property. 2. You are allowing up to 3 permits per household but are denying us the option to even apply. We cannot comprehend this considering everything we pay and receive is addressed to 'Ebbens Road'. we should have the same rights to park on the road. 3. Even though the road can be very busy and congested, we have never experienced a problem getting on road parking along Ebbens road for our second car. We personally don't see the need of introducing a controlled system as this is yet another added cost of living in a very tough time. 	

<p>4. As I have mentioned, it is extremely common for households to have 2 cars. We believe that our property will lose value when we go to sell by only having one spot to park in with no access to on-road parking.</p>	
<p>I am writing to object to the plans you have set out to make Ebbens Road a controlled parking zone. I live in Drew Court on Ebbens road, we have only 1 space per flat so my partner has to park on the road. While it is often annoying and extremely busy on the road, the fact that you have proposed to NOT include our block of flats but have included a few houses from the SAME development seems unjust. These are privately owned flats, We all pay council Tax, road tax and all should have the same right to park on the street as everyone else. You say in your letter we benefit from off street parking..... one space when most households have 2 cars, I don't see how you can justify us not being included, as I say the same development you've included 7 or 8 of the houses on Ebbens Road but refused to see us as the same. I also have a severe disability, so my parents or sister often need to come and help me or visit, now your suggesting they will be charged? How is that right? I feel it is only fair to include Drew court in your plans as we are residents of Ebbens Road as it states in our registered postal address and Council tax forms! I urge you to reconsider the plans, but as they are at present I DO NOT support your proposal. Please do contact me if you should need any further information.</p>	
<p>. This is to advise that I do not support it. It mentions that the flats I am in would not have access to the scheme and actually all flats would require access and as such consider this scheme unfair to these residents. This is for the following reasons:</p> <ul style="list-style-type: none"> - each flat has one parking space but most flats have multiple vehicles - no visitor parking so any guests have to park on the street - if works are happening, need for vendor access to street parking - property management company will need access to the system to allow for any vendors they organise <p>Until these concerns are addressed I do not support this scheme.</p>	
<p>I'm writing in regards to the bringing in of CPZ onto Ebbens road. I live within flats on Ebbens road with only 1 allocated space which my partner uses to drive to work. I now also have a car due to the arrival of our little one and makes use of the spaces on Ebbens road. Should we no longer be able to park on Ebbens road during the day; this would increase the difficulty of our everyday lives as the nearest parking will then be at least 10/15 mins walk away from our home which is very inconvenient with a young child. From being on Maternity leave and seeing the amount of spaces available on Ebbens road during the hours of a working day; I do not believe that the road is being used for train station travellers. The introduction of CPZ would cause inconvenience to residents only. I therefore oppose to the plans for CPZ on ebbens road.</p>	
<p>I own a property on Ebbens Road. Waterside Court, flat X. I'd like to register my concern that flats on Ebbens Road are not allowed to apply for permits or visitors passes. Why should we be excluded from having visitors? This seems very unfair. The issues on this road are not caused by the residents of Ebbens Road. They are caused by the surrounding roads. Development on Ebbens Road of new builds have been given with adequate parking. Please supply a parking zone purely for this road and all residents of the road, excluding residents of surrounding roads,</p>	

I am writing to register my concerns regarding the Ebbens Road CPZ proposal. I live in Rushmere Court which I understand residents of which will NOT be eligible to apply for a permit or for ANY visitors passes. I do not therefore support these proposals for the following reasons;

- Rushmere Court was built in 2002, so almost 19 years ago now. The development of Ebbens Road has increased massively since Rushmere Court was built and many many of the properties here now were built after Rushmere Court. Yet, those that are houses, even if only built in the last couple of years, will be eligible to apply for permits when we are not, which is totally unjust.
- Rushmere Court is a development of 24, two bedroomed flats with 1 parking space, behind electronic gates, allocated per flat. In addition to this, there are 8 visitor spaces, situated just outside the electronic entrance gates, but not on the main road. These spaces are used mainly by residents with more than 1 car per household - of which there are a number. These visitor spaces, are never empty in the evenings and weekends as it is, and residents and their visitors often need to park on the road.
- The 8 'visitor' spaces, just outside the main gates are already used on occasion by residents in the street, say at a weekend when there is a gathering in one of the houses. These visitor spaces cannot be 'policed' even though they form part of our development and I am certain that if the road becomes permit parking, there are households who will use these visitor spaces instead of purchasing permits. It will be impossible for CPZ to check who is parked in our visitor spaces and I believe we will end up with no visitor parking on our development as a result of this and are not even being allowed the option to purchase permits.
- Rushmere Court flats are all 2 bedroomed. You could easily have 3 adults in each flat (a couple and a teenage or adult child). I have my 19 year old son living with me and he drives and owns a car, which he requires for his job. We have 1 space and if he goes out in the evening, he often parks on the road when he gets home, which he will no longer be able to do. We all know that children are having to live at home longer, because of the every increasing house prices. So why are we not able to purchase permits when you clearly know we have only 1 allocated space per flat?
- When Rushmere Court was built, 19 years ago, a large part of Ebbens Road was industrial or park land and the developers at the time could be forgiven for thinking one space per flat was more than adequate, given the amount of road space there was for additional parking. It is not our fault that the road has been subsequently over developed and to penalise us by not allowing us to purchase permits or visitors permits is now completely unfair.
- Some of the more recent development has been for a number of 2 bed houses which I believe are owned either by the council or local housing association. Are these going to be allowed permits? I assume so, so why, when this additional building has caused so many of the issues, are they not penalised and we are? This appears to be blatant bias towards council/housing association tenants. The council has allowed more building and now we, living in a long established development are being excluded from the right to buy parking permits. You are intending to allow occupants of homes built in the past couple of years to have permits but not a long established development of almost 19 years next door? Surely parking should have been taken into consideration when planning was granted for these more recent, additional properties? I would like an explanation how that can be deemed as fair please, especially given we are already paying a higher council tax band than many of these 2 bed properties for far less services.

<ul style="list-style-type: none"> • There will be absolutely no way we will be able to have visitors to our home without them having to park at least a mile a way and walk uphill. Please explain how my 78 year old recently widowed Mother is supposed to visit? Where will she be expected to park? How is my profoundly physically and mentally disabled nephew meant to visit with my brother & sister in law? Where are they expected to park his specially adapted vehicle and are they expected to push his wheelchair in the rain and wind along with his breathing equipment and feeding pumps? • The Covid-19 pandemic has meant many many people are now working from home and I believe this will continue for the long term. Indeed the council offices remain closed with the majority of staff still working from their homes. This has meant even less available visitor space as many people don't leave their flat all week now. This is not going to change anytime soon. In view of the worldwide pandemic, this appears even more poorly thought out as it is going to mean people having to park far away from their homes (if they live in a flat in Ebbens Road) and park in adjoining roads. At a time we should all be keeping our distance, this seems totally inappropriate. • This appears to be nothing more than a money making idea. There does not appear to be any clear rationale behind this to ease residents issues. In fact, it will cause more issues than there ever were, so must be purely to make additional income. I understood this was NOT the point of parking measures so would be keen to understand how and where this idea has come from. <p>The proposed CPZ proposal seems to be extremely ill thought out and therefore appears to be purely a money making plan. It appears people living in the flat developments will be totally disadvantaged by not being allowed to purchase permits. I therefore strongly object to these proposals.</p>	
<p>I would like oppose the proposed permit parking in Ebbens road. I live at X Bridgeview Close, XXX XXX. I do not think the proposal would solve any issue as there are too many cars at night not during the day, it will cause unhelpful parking confusion.</p>	
<p>I DO NOT support the changes for parking on Ebbens Road. The Rushmere Court flats being excluded is ridiculous as they are not part of the problem that is commuters using the road. Rushmere Court flats have been on the road for a lot longer than the newer much larger flat developments, this should have been thought about when approving these new flats.</p> <p>Please reconsider allowing Rushmere court access to permits</p>	
<p>I live in Willow Court, a block of flats towards the far end of Ebbens Road. We have private parking (one space per flat, but no visitor spaces) within a gated car park. Today I spoke on the phone to Richard Plant at Project Centre, who confirmed that those of us in flats on Ebbens Road (eg. Willow Court, Rushmere Court etc.) will NOT be eligible to apply for a permit OR for ANY visitors' passes. If this goes ahead, we will not be allowed to park on the road (many of my neighbours have a second car) or have ANY visitors during the restricted hours. For this reason I would strongly oppose the proposal in its current form. I suggest the Council revisits the needs of flat residents who already live on the road. There is no alternative nearby parking for our visitors, many of whom are essential such as carers, cleaners and childcare nannies, not to mention family members.</p>	

<p>I am a resident of Ebbens Road living in Rushmere Court with my husband and 2 children. According to your proposed plan we are not entitled to residents parking or visitors parking permits as we live in rushmere court (outside of the blue line on your map). We have 2 vehicles in our family which most working families will have, im sure you will agree.</p> <p>Rushmere court does have residents parking however it is only for 1 vehicle. If you go ahead with this we will have nowhere to park our second car. We have rarely found an issue with finding a space on Ebbens Road for the second car so also feel it is unnecessary to enforce this on this road.</p> <p>However if you do decide to do that I really hope you will consider allowing residents of the flats to at least purchase 1 residents permit and visitor permits to allow us to have visitors.</p> <p>If not we may have to consider moving and uprooting my children from their home and my child from her school if we cannot find a suitable home within the area. This sounds dramatic but who would want the added daily stress of parking a mile away from your home in a non residents parking area (which would then cause parking problems for whoever lives on that road) everyday and walking the rest of the way.</p> <p>This situation will be replicated throughout all of the residents of flats on ebbens road.</p> <p>Again I stress that we have never had an issue parking on this road so that tells me there is no need for this here.</p>	
<p>Further to the proposal letter dated August 2020, I would like to strongly object to what has been proposed.</p> <p>I live in Rushmere Court and your letter advises that the residents here will not be entitled to apply for a resident permit as we have private off street parking.</p> <p>Each of our flats only has ONE allocated parking space and most of the flats' residents have two cars. I notice that you propose that the residents on Ebbens Road will be entitled to apply for up to 3 permits however our block of flats will be entitled to the one space we have allocated and will have no where to park a second car and no provision made for our visitors to park.</p> <p>I do not believe that the parking issue in Ebbens Road is due to commuter parking as you will notice that there are a large volume of commercial vehicles during the day which belong to the businesses on the road, also it is virtually impossible to park in the evening and weekends, this is clearly not due to commuters but due to the residents who live on Ebbens Road having excessive vehicles.</p>	
<p>I do not support the proposal.</p>	
<p>I am writing in response to a letter I received regarding a Controlled Parking Zone on Ebbens Road.</p> <p>I would like to state that I do not support the proposals.</p> <p>I live in a flat in the Drew Court property which, according to the map, would be excluded from having access to a parking permit.</p>	

<p>I understand the reason for this is that we benefit from having a private parking space however I believe the proposed plans are unfair.</p> <p>Firstly, a number of residents in this flat have two cars. I fully understand that there isn't enough space on this road for all the cars that all the properties have, but where are they supposed to park their second car if they aren't allowed to apply for a permit? So many of us are working from home and therefore need somewhere to park our cars between 9am and 6pm. Now, more than ever, it feels incredibly unreasonable to single out our properties and suggest that we should have to pay a visitor rate to park a second car at our own home whilst allowing other residents to get a permit. We are residents of Ebberns Road, our address is Ebberns Road and we pay council tax for this road. I think it's outrageous that we would be excluded from being able to get a resident permit.</p> <p>This is made worse by the fact that I note:</p> <ol style="list-style-type: none"> 1. That the houses next to us who also benefit from a private parking space are included within the blue line. I don't understand why we would be excluded if they are allowed to apply for a permit. 2. The residents who <i>are</i> entitled to a permit, are able to get up to 3 permits. I cannot see the logic in how they would be able to get up to 3 permits and we aren't allowed one. I do not understand how that is fair and I strongly object to it. <p>I appreciate that the proposal is to deter non-residents from parking on the road for commuting, etc, but I think it's wholly unfair that we are excluded.</p> <p>If the plans were to go ahead (and I would strongly prefer that they didn't, especially given it is another expense at a time when so many people are feeling their incomes squeezed), then I would insist that the residents of Drew Court should be able to apply for parking permits too.</p>	
<p>I respond to your consultation.</p> <p>I do not feel it necessary to impose controlled parking - i have not found the parking in Ebberns Road to be sufficiently problematic to necessitate such action with the result of actually reducing car parking space.</p> <p>Importantly, if the controlled parking is decided upon, it is completely unfair to allow the house owners on Ebberns Road (some with their own off street parking) to have up to 3 permits, whilst the flat owners are allowed none.</p> <p>Flat owners only have one car parking space - but have visitors too and sometimes have more than one car in the household.</p> <p>There is everyone reason to allow the flat owners to also obtain a permit.</p>	
<p>I do not support the proposal.</p>	

Responses with no adress given

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
I do not support the proposals	
I do not support the proposals	
I don't support this project as it says the yellow line in front of our house which is not required as no one will be parking in front of our parking space. Don't support his consultation.	
<p>As a resident of the local area I am opposed to the proposed CPZ on Ebbens Road Hemel Hempstead. I am a Decorum resident and from my own experience the road is not being used by commuters but is being used by the residents and this is another additional hidden tax on the residents attempted to be imposed.</p> <p>I also work in Amersham and know roads when have a 1 hour time slot which would force potential commuters to be unable to park on the road but allow the residents to move their car at the very least as a compromise... however no parking restrictions should be placed on this road or others.</p>	
We Do Not support the proposals.	
<p>I DO NOT support the proposed implementation of controlled parking in Ebbens Road in its proposed state for the following reasons.</p> <ol style="list-style-type: none"> 1) Hours of operation – I do not believe that the hours of operation will in any way ease the situation as they still allow for non residents to park in the road at times when parking is at a premium, Sunday evenings for example are especially difficult times to park anywhere near the house and the proposed weekend times are totally out of touch with reality. 2) Allowing households to have up to 3 permits will not ease the situation as the houses themselves are only the width of 1 car so space will very quickly run out for parking of vehicles, a maximum of 2 vehicles per household should be planned for. 3) No account taken of commercial vehicles which take up more room than a car and are at the moment taking up unfair parking room. 4) New build housing on the road, of which there has been many over the last few years and which have off road parking allocation should not be given on road parking allocation. 5) With parking permits being “virtual” unless proper policing by officials takes place it will be open to abuse by persons not registered in the scheme. 	

- 6) There has been no thought included for traffic calming measures which are needed in areas of reduced sighting, i.e. at the bend at the beginning of the road where traffic entering has reduced visibility often as a result of a parked minibus.
- 7) A reduction of available parking space will mean that the remaining areas will be over subscribed by the amount of vehicles that the residents of the road own, therefore not solving any parking problems.

I am not against parking regulations, indeed I would welcome it but both by the content of the consultation letter and previous council planning permissions allowing an over flow of new housing in the area shows just how out of touch the council is with the problems faced by Ebbens Road residents,

QUALITY

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

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

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

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

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





DOCUMENT CONTROL

PROJECT CENTRE

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

Job Number	Issue	Description	Originator	Checked	Authorised
1000006365	01	Final Report	James Grimsdale 06.10.20	Richard Plant 11.10.20	Richard Plant 11.10.20

File path: G:\Project Centre\Project-BST\1000006365 - DBC Ebbens Road CPZ\2
Project Delivery\3 Reports\3 Final Reports

Award Winning

**national
transport awards**

LTA LONDON
TRANSPORT
AWARDS



**british
parking
awards
2018
winner**



**british
parking
awards
2020
winner**

Certifications



Accreditations



Memberships



Contact

London Head
Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office
29-33 Old Street
London
EC1V 9HL

Edinburgh Office
12 Lower Gilmore
Place
Edinburgh, EH3 9NY

Brighton Office
38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Manchester Office
Bartle House
Oxford Court
Manchester, M2 3WQ
tel: 0161 914 9300

Slough Office
Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

info@projectcentre.co.uk • www.projectcentre.co.uk