

Proposed Change	Things to consider, including where applicable, the APRA Committee's viewpoint
Merging of Zones B, E, Q	<p>Zone B, in particular, is heavily oversubscribed – i.e., more cars than spaces.</p> <p>Based on the experience of residents who parked in the area before the current zones were implemented, it is possible that residents may find themselves parking further away from their homes following the merger; but at least finding a space is likely to be easier.</p> <p>The APRA Committee believes the merger is generally likely to be beneficial to residents. See special notes below regarding Zone E.</p>
Merging of Zone E (the road through the Abbey Gateway) to Zones B&Q	<p>There are underused spaces at the top of Abbey Mill Lane. SADC prefers to avoid single street zones.</p> <p>Merging Zone E into Zone B would therefore seem to be a good idea. The APRA Committee's view is mixed. Having access to more spaces brings benefits as well as potential concerns to consider which would require a higher level of innovation to mitigate:</p> <ul style="list-style-type: none"> • Because of the dead-end nature of this road & the narrow historic gateway through which traffic must pass to park there, this particular merger may create more congestion & pollution from cars 'trying their luck' & then having to reverse out or turn in tight spaces if they find there is no space. It may also result in additional pedestrian safety concerns from higher traffic load through the historic gateway. • A more innovative approach for this single street zone might be more appropriate. A 'smart' solution (parking spaces sensors notifying drivers at the Abbey Gateway whether there is space) would be good but costly. A simple innovation would be for a limited number of Zone B residents to be given an alternative permit to park there.
Extended hours: 8am-10pm, 7 days a week	<p>You would be less likely to compete for space with non-resident parking; you are more likely to be able to find space in the evening & for example, coming back after a weekend away. 8am start is 30 minutes earlier than the current start time in Zones B&Q.</p> <p>Annual cost of patrolling longer hours results in a higher permit charge.</p> <p>The APRA Committee believes the extended hours are generally likely to be beneficial to residents & with the increase in annual permit charges being good value for money. A possible exception is bringing the start time forward to 8am instead of 8.30am. 8am may be more inconvenient to residents' overnight visitors.</p>
Fishpool Street – moving the spaces at the Romeland end of Fishpool Street (beside no.7) from the south side to the north side of the street, adding 1 new space at the same time	<p>Whilst the move adds 1 new space, this removes what could currently be considered a traffic calming chicane.</p> <p>There is concern that improved sight lines may result in higher speeds and thus reduce road safety. The APRA Committee does not support this change.</p>

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Fishpool Street – 2 additional spaces opposite Welclose Street	<p>Currently marked up as double yellow lines, these spaces are proposed as dual-use bays: during term-time these would be school bus drop-off points between 8am & 9am; available to residents at all other times.</p> <p>Sight lines significantly reduced for traffic coming from Romeland & Abbey Mill Lane: we believe this creates a dangerous junction and that buses in particular should not be stopping or parking here especially without a safety audit. The APRA Committee does not support this change.</p>
Verulam Road – 20 new spaces opposite what are mostly currently Zone C driveway spaces; created by moving parking to the other side of the road	<p>Spaces to be shared with Zone C to compensate them for the loss of the 6 normal spaces; Zone C already often has spare capacity (eg, Hill Street).</p> <p>The APRA Committee welcomes the new spaces; sharing these new spaces with Zone C is hopefully not a problem as most Zone C residents would presumably prefer to park closer to their homes where it appears there is normally enough space. An improvement might be if only some of the new spaces were marked as dual zone.</p>
Mount Pleasant – 2 extra spaces on the south side George Street – 1 new space extending the current bays on the north side	<p>The APRA Committee supports these extra spaces.</p> <p>You may be aware of other opportunities for extra bays that SADC has not found; if so, do feel free to make a suggestion to SADC.</p>

Other Considerations	Things to consider, including where applicable, the APRA Committee's viewpoint
Romeland Hill – dual-use bays on the south side	<p>Currently used for school buses in term-time. No changes proposed but this is an opportunity for you to comment.</p> <p>Safety concerns as the absence of a pavement there means that to load or unload, the buses have to straddle the bay markings towards the middle of the road. The APRA Committee does not support this arrangement.</p> <p>Even if this arrangement continues, traffic officers have indicated that the 3 uppermost bays of this section are not needed in the afternoon for school buses & therefore could be returned to normal residents bays.</p>
Individual bay divisions	<p>Smaller cars take up less space, & getting one's wheels within an individually marked bay causes additional pollution from making minor adjustments.</p> <p>It is SADC policy not to put individual bay separators when roads are remarked; this is opposite to Herts Highways' policy which is why some recently resurfaced roads had their individual bay markings repainted.</p> <p>There are already examples of undivided stretches of parking bays working well, e.g., Verulam Road.</p>

	<p>The APRA Committee supports SADC's policy as our studies have shown that even quite small stretches of undivided parking bays, as little as 6 or 7 spaces, result in small increases in parking opportunities.</p>
<p>Single yellow line on College Street to become a double yellow line</p>	<p>This would remove the current tendency for up to 7 cars to park outside of single yellow line controlled hours (e.g., after 6.30 pm & weekends).</p> <p>The width of the road means that people parking on the single yellow line overnight currently have to park partly on the pavement. This provides useful overnight & weekend parking, but is not considered best practice. The proposed double yellow line would prevent this.</p>