

Appendix A – Objections to the physical alterations and proposed outcomes

Objections to the physical alterations	Council's response	Proposed outcome
People ignore the parking restrictions currently for both schools, so this will probably continue. The only time there is an issue is when they put a big funeral at school pick up time and people for the crematorium use the road parking. Where will 6th form students park? Will this move the problems to Bucknalls Lane? A safe crossing point and wider cycle path are a good proposal.	The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed. The limited wait restrictions will prevent crematorium visitors from using the spaces during pick up times. High Elms Lane is not considered big enough to accommodate all day parking for Sixth Form students as well as the demand for picking up and dropping off. The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner.	No change proposed
This seems completely unnecessary, a huge waste of money and will only lead to more chaos at the schools. Dreadful idea.		No change proposed
Do not widen the path and reduce the width of the verge. The verge keeps the children safe. Do not remove the hedgerow. Replanting a hedgerow will take years to get back to the ecology of the one removed. Hedgerows are important for wildlife, climate change and for the air quality in the school	No verges would be completely removed. The council considers that the grass verges create a buffer between the path and the busy lane to improve safety as well as maintaining the green aesthetic of the road. Most of the verges are already damaged by pedestrians and cyclists overrunning the footways. Additionally, five sections of grass verge outside Parmiter's School will be reinstated as part of the work. The hedgerow work is subject to a Hedgerow Removal Notice which will be submitted for approval or rejection of the removal of the hedgerow in line with The Hedgerows Regulations 1997. Due consideration would be given to bats and bird nesting season, especially given the dense ivy present. If this part is progressed, it is proposed that the tree works and associated path improvements takes place around the October half term when bird nesting season is over.	No change proposed
It's not good for people who need to park up and take longer	High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely.	

Appendix A – Objections to the physical alterations and proposed outcomes

Doesn't address the issues experienced during school drop off and pick up. The co-mingling of foot and cycle traffic on the footpath on high elms lane is problematic due to the speed some cyclists go. Thus making it dangerous for those walking. Can bike traffic not use the road? Concerns that the removal of chicanes on this path will make this worse. It is not safe or enjoyable to be a pedestrian along this pathway. The crossing points by the Shires and Hop Garden Way and further down by founders farm are dangerous and nothing in the proposal is addressing this. These crossings are used by children every day. My daughter is deaf and the only way she can check if cars are approaching is by looking - she has been subject to a few near misses recently. The hedges are never kept tidy (residents of the shires will tidy them on occasion) thus restricting view of road. putting in place restrictions on parking will result in parents using the roads around High Elms Manor to wait for their children. What is being considered to address this. The double yellow lines that are in place today are ignored during school drop off and pick up. Parents park along the road preventing cars from passing. They start arriving a hour before school finish. Children cross between cars. Unless these new restrictions are monitored they will be ignored as they are today. Will some form of camera system to monitor be put in place? Can't Parmiters use the field which already has a separate entrance to pick up their children thus removing the need to park on the road (they use for events). They can enter just past Hop Garden Way and exit into the	It is noted in the cycle design guidance that shared cycle paths should be carefully considered due to the difference in speed. However, High Elms Lane was considered a suitable place to install a shared cycle path due to the confidence of school children to cycle in the road and the current use of the lane. Installing cycle lanes on the carriageway would involve significantly more physical works and cost. The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council. The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner. Unfortunately, the council does not have camera enforcement powers, and these are only applicable to certain types of restrictions such as red routes. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed. Parmiter's School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	
---	--	--

Appendix A – Objections to the physical alterations and proposed outcomes

existing drop off zone near to the caretakers house. The direction cars are to park needs consideration. At times it is impossible for pedestrians to use the paths so are forced into the road. At times cars are sticking out into the road resulting in challenges passing. Has turning the Chequers Lane and High Elms Lane into one way roads been considered. I acknowledge school buses would be problematic but this would help the congestion often caused by the two way traffic. Chicanes along the road to prioritise traffic from one direction may be a consideration at the points along high elms lane and chequers lane where two vehicles cannot pass. Speed is an issue along high elms, chequers lane and Woodside road and this will only get worse (increase in number of vehicles using the roads) if the new houses are built - reducing the speed limit to 20 won't improve things unless it is enforced. As a resident I will not attempt to drive along high elms lane during school drop-off and pick-up times unless absolutely necessary - a minor inconvenience but shouldn't be necessary. I do not believe that the current proposal will address the issues experienced. However, i agree that something needs to be done.		
What are they going to do when there's another 300 cars coming from the new estate ?		No change proposed
I have lived in The Shires for almost 25 years so I am aware of the traffic situation in High Elms Lane and I think we need a long term traffic solution as both schools which are growing plus the traffic from the crematorium plus the anticipated extra traffic	Parmiter's School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

from the new development on Woodside Road means there has to be a comprehensive traffic assessment from the relevant authorities (County Council or the Highways Agency). My suggestion is that we need a very large one way "turning circle" at Parmiters school where the parents can use the field next to the school. The field is used for parking for Film events and needs to be adapted so that cars can go in one way and come out the other way. The current turning circle should only be used by the school coaches. A total replan is required for traffic flow. This will free up high elms lane as the parent should wait in the field next to the school rather than on High Elms Lane. See above suggestion. I think the current proposal is a sticking plaster and is not looking at the long term solution we need. The current solution cannot be policed and I am not sure removing the railing and placing bollards will achieve anything. It feels like TRDC wants to remove one short term measure (Yellow lines) with another shor term measures instead of really wanting to solve the issue. If there was serious feasibility on the measures I suggest of using the school fields, which inevitably helps the school as well then this could be implemented in the summer during the school holidays.		
It does not seem sensible to remove the existing and effective cycling chicanes - particularly where there are dangerous crossing points, e.g. at the north end of the shared cycle/pedestrian pathway, and particularly at the crossing points opposite The Shires and opposite Hop Garden Way. We have frequently seen small children and animals running towards the road with fast moving traffic - these chicanes are much effective at reducing risk of an accident than a simple bollard.	The removal of cycle chicanes is in line with national design guidance on walking and cycling infrastructure which has been cited. The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

Realistically there is sufficient space for "people on tandems, tricycles, cargo bikes and people with child trailers" as well as wheelchair users to navigate the existing chicanes. Protecting the verges against further damage is only really applicable to the chicane fence at the end of the path next to Parmiter's School (caretaker's house). This could be best achieved by extending the fence or placing an additional bollard, not by removing what is already there. Accessibility needs to be balanced with consideration for safety - particularly at crossing points. Also, the necessary cutting back of vegetation at the crossing point across High Elms Lane at the north end of the proposed scheme is notable in its exclusion from this scheme. Path to Fraser Crescent, 51.705242, -0.396377. The visibility at this crossing is very poor with overgrown vegetation; there have been numerous near misses of pedestrians attempting to cross the Lane with cars in both directions (but particular south to north) often travelling at excess speed.		
Ignore the response to Q2 and 4 - they had to be completed to allow me to submit the form. I neither support or reject the proposal as I do not think this will make a difference. The lane is simple too narrow and unable to support two schools and a crematorium. Parents will ignore any restrictions as they simple think they have the right to pick up their child at the school gate on the bell. Queuing starts from 2.30pm for a 3.20pm finish. The road is blocked and we have always had concerns if an emergency vehicle had to get into the school in the afternoon. Grass at the front will simply be trampled and students will walk over it.	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

Making the cars park along the roadside instead of angled across the grasscrete will reduce the number of parking spaces creating more chaos before and after school. The fact there are no safe controlled crossing anywhere on High Elms Lane is a scandal considering there are two school on the road. Yes it's a County Council issue but it needs to be addressed before there is a serious accident.		
Can the vegetation by the crossing from the footpath though the fields behind Fraser Crs where it meets High Elms Lane be cut back visibility improved there ? If you are driving up from the direction of the schools you can't see people waiting to cross. I've seen some close misses where cars have waited to let a car coming by in the opposite direction but children waiting to cross think the car is waiting to let them cross and stepping out without seeing the car coming from the other way. Many children walk this way to the two schools and i really think something should be done to make visibility better.	The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council.	No change proposed
Whilst the current proposals are an improvement they do not go far enough for a narrow lane used by thousands of children. St Michaels have suggested using part of their land which I think is the only safe solution albeit expensive. I did have a long conversation with council employee Tom at the community event on Wednesday 8 April. My understanding is that this current proposals works within a given budget and this is the best that can be achieved within this scope. Given that there is no money to expand any of my suggestions I would like the council to give the new option three months and then review. If there is still safety issues then the issue is raised to a higher level where there is a budget to sort	The creation of additional roads on private land is outside of the scope of this project. The council will conduct a Road Safety Audit (stage 3) after the scheme has been implemented to assess road safety implications.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

this problem out before their is a horrendous accident.		
I would like to see this done properly given we are about to have 190 home built on the corner of Woodside Road and High Elms. With a clear increase and traffic and HGVs deliveries and all sizes of vehicles in between its clear to me the schools roads need a clear 1 way system without impacting Woodside Road and chequers Lane which this plan will clear have. Its clear to me that the departments thats put this together jave no idea what its like around here during the school rush hour and even when there's a diversion off the m1 and m25 and they all come down elm lane Woodside Road and chequers lane. And now with all the extra vehicle traffic of contractors and massive lorries arriving and getting stuck as has happened this week in high elms lane due to the new 190 homes... your need to looks at re doing the whole road with the right amount of pick points utilising yhe vast grounds in the school that it has. Put some brains behind it and make the whole Road non parking for schools let thr parents pick up in the school grounds using the massive fields they have even for student parking that can especially be used within the parmiters and st micheals grounds.	These comments relate to matters which are outside the scope of this project. Both schools are private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed
St Michaels School has offered land to provide a safe area for the dropping off and picking up for the school children	These comments relate to matters which are outside the scope of this project. Both schools are private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed