

Appendix B – Objections to the parking restrictions and proposed outcomes

Objections to the physical alterations	Council's response	Proposed outcome
For the avoidance of doubt, I ask that this representation be treated as a formal objection under Regulation 8 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, and therefore be considered by the authority in accordance with Regulation 13 before any order is made. furthermore, I will also be expecting a response in order to prove that my account has been read beyond reasonable doubt I write to object to the current High Elms Lane proposals in their present form, not because I oppose road safety improvements, but because the scheme appears to place a disproportionate burden on St Michael's pupils and staff while failing to address the real source of the congestion problem in a fair, practical and evidence-based way. At the outset, I want to make clear that I do support measures that genuinely improve safety for pedestrians and cyclists. The drawings show a clear emphasis on shared-use footway improvements, bollards, verge protection, dropped kerbs, tactile paving and additional restrictions intended to manage unsafe parking behaviour. I understand and support that objective. The council has also stated that the purpose of the restrictions is to prevent inappropriate parking in unsafe locations and to complement wider road safety works on High Elms Lane. However, the current proposals do not properly distinguish between the different parking realities of the two schools on High Elms Lane. Parmiter's own published Travel Plan states that it has ample parking on site for staff, students and visitors, and that one of its aims is to minimise the number of vehicles parking on High Elms Lane. That is a materially different position from	Officers note that if the parking restrictions are progressed beyond this stage, a further statutory consultation known as 'Notice of Proposal' will be required prior to the decision to make the order. The disparity between current on-site parking allocation between Parmiter's School and St. Michael's Catholic School was considered during the development of this scheme. The impact of Sixth Form student parking was discussed with St. Michael's Catholic School during the early consultation, and it did not appear of significant concern. Despite the objectors claims this disproportionately impacts St. Michael's Catholic School, several objections have been received from Parmiter's School staff who park on the lane and would like to see this retained. The council considers that St. Michael's Catholic School have sufficient land to accommodate current demands for all-day parking. The objector has suggested the creation of a grass-crete area on the school grounds which would suggest this view is shared subject to make this suitable for parking. The council would suggest that, subject to any planning requirements, the school could consider this and combine with a permit-style system as suggested to recover costs over the longer term. However, St. Michael's Catholic School is private land and therefore the council does not control how they use their land for the provision of parking and are not in position to provide funding for this. 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. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.	Engagement with St. Michael's Catholic School regarding any plans to accommodate additional on-site parking.

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St Michael's, where the on-site car park is too small, teacher parking takes priority, and sixth form students do not have equivalent off-street parking provision. In practice, this means that a scheme which further restricts roadside parking may have a manageable impact on Parmiter's, but a severe and unequal impact on St Michael's students.

That imbalance matters. A lawful traffic scheme should not simply remove parking from one user group without properly considering whether suitable and adequate alternative parking is available. Under section 122 of the Road Traffic Regulation Act 1984, the authority must exercise its functions so far as practicable to secure the expeditious, convenient and safe movement of traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. In addition, the Traffic Management Act 2004 places a network management duty on traffic authorities to secure the expeditious movement of traffic on their road networks. In other words, the council's task is not only to improve safety, but to do so in a way that is balanced, proportionate and workable in real life.

My concern is that the proposals risk doing the opposite. The existing restrictions outside the school were only introduced recently, with a 2-hour maximum stay and 2-hour no-return period, yet many pupils still parked there because there was simply nowhere else realistic to go. That is the central issue. Restricting parking where demand remains unavoidable does not remove the demand; it merely displaces it into surrounding roads, creates longer walking routes, encourages risky last-minute stopping, and may worsen lateness and congestion elsewhere. That is not sound traffic management. It is displacement.

The practical effect on St

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Michael's pupils is significant. Our school day runs from 8:30am to 3:00pm, which does not align neatly with the proposed short-stay drop-off style controls shown on the plan drawings. The proposed limited waiting bays are plainly designed around brief turnover parking, not all-day or school-day parking. They are therefore of little or no use to sixth form students who drive to school and remain there for lessons. As a result, the scheme would remove existing availability without replacing it with a realistic alternative for those who have no viable off-street option.

This issue is made worse by the operational realities on High Elms Lane. The worst congestion is often caused not by properly parked sixth form students, but by large volumes of parental drop-off and pick-up traffic, particularly at around 3:00pm, when some drivers ignore existing restrictions, wait in unsuitable places, obstruct movement and create severe queuing. Parmiter's Travel Plan itself recognises the need to minimise car journeys and parking on High Elms Lane because of congestion and safety concerns. I therefore agree that stronger management of parent parking is needed. But a scheme that mainly removes space for longer-stay users, while relying on the same drivers who already ignore controls to suddenly comply, may not solve the real problem unless enforcement is robust and continuous.

There is also a fairness issue. There have been occasions when events at Parmiter's have taken place and parking has become so constrained that I have had to park 20 to 30 minutes away and arrive late to lessons. That is not a minor inconvenience; it has a direct educational impact. Where one school has substantial internal parking and the other does not, the council should be especially careful not to introduce a scheme that effectively transfers the parking burden onto

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pupils at the less well-provided school.

For those reasons, I object to the proposals as currently drafted and ask the council to reconsider them in favour of a more balanced package. In particular, the following alternatives should be seriously assessed:

1. A dedicated grasscrete student parking area at St Michael's

I understand that a proposal has been discussed for the council to fund a grasscrete parking area where the current minibus parking area/grass area is located. That appears to be a far more rational solution than simply removing available roadside parking. It would create formalised off-street capacity, reduce displacement into nearby roads, prevent the ground from becoming muddy, and directly address the reason students are currently not permitted to use that area. If the council is genuinely seeking a long-term safety and traffic solution, helping St Michael's create lawful off-street student parking would be more effective than relying solely on additional restrictions.

2. Student permit parking for St Michael's sixth formers

The council should consider a permit-based arrangement for eligible St Michael's sixth form students, potentially limited to certain bays or certain stretches, with strict conditions. That would distinguish between all-day school-related parking and short-stay parent stopping. It would also allow a more controlled and transparent allocation of the limited kerbside resource rather than a blanket approach that penalises everyone alike.

3. Financial contribution toward a small on-site student car park

If the authority accepts that the problem is structural rather than behavioural alone, then it should explore whether a contribution can be made, whether directly or in partnership with the school, toward a modest student parking area. If Parmiter's has ample on-

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site parking while St Michael's does not, equal treatment in practice may require different infrastructure solutions, not identical restrictions. 4. A one-way traffic system or timed traffic management arrangement If the primary concern is congestion and conflict at school peak hours, then the council should model whether a one-way arrangement, or another timed circulation measure, would better reduce vehicle conflict and queuing. This may be more effective than relying predominantly on waiting restrictions, especially during the 3:00pm peak when traffic volume and road obstruction are at their worst. Given the network management duty under the Traffic Management Act 2004, the council should at least demonstrate that it has properly considered options directed at traffic flow itself rather than only parking control. 5. Stronger enforcement of parent parking and stopping restrictions Restrictions without visible enforcement often become symbolic only. If the council's concern is genuine safety, particularly outside school entrances, then consistent civil enforcement is likely to be more effective than creating further restrictions that compliant users will follow and non-compliant users may continue to ignore. The issue on High Elms Lane is not simply the wording of restrictions but the reality of driver behaviour at peak times. 6. A phased or reviewed scheme rather than immediate full implementation If the council remains minded to proceed, it should do so only on a phased basis with a formal review after implementation, using evidence on congestion, displacement, journey times, compliance, and impact on both schools. A proposal of this scale should not proceed on the assumption that displaced		
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parking will simply disappear. In summary, my objection is not to road safety. It is to a scheme that appears to pursue safety without adequately providing for suitable alternative parking, and therefore risks being unfair, impractical and ineffective in relation to St Michael's. Parmiter's has published that it has ample on-site parking for staff, students and visitors. St Michael's does not. That difference should have been central to the design of any proposal affecting High Elms Lane. A lawful and rational scheme should improve pedestrian and cyclist safety while also making realistic provision for those who currently depend on parking because no genuine alternative exists. Section 122 of the 1984 Act requires the authority to consider both safe movement and suitable parking provision, and the Traffic Management Act 2004 requires it to manage the network so traffic moves efficiently. I therefore ask that the current proposals be reconsidered and amended to include a meaningful parking solution for St Michael's students, whether by funding a grasscrete area, introducing a permit system, supporting an on-site parking facility, or redesigning the traffic management approach altogether.		
Absolutely ridiculous to have no parking other than 10 minute wait time. How do you propose this to work when there is parents evening at the school or meetings at the school with no parking!! Common sense is obviously in scarce supply at the council. Maybe spend time fixing the actual problems with the roads I.e. the giant craters that keep opening up in them. Glad to see my council tax is being put to good use- NOT	Both school's were consulted before this scheme was designed and the report which was shared with them noted that 'The school's will be consulted to determine the impact of these restrictions on activities outside of drop-off and pick-up, such as parents' evenings and after school clubs.' Neither school raised this concern during the consultation, and it is thought that sufficient on-site parking is available for these purposes. Pot holes are the responsibility of the Highway Authority, Hertfordshire County Council. It should be noted that as part of the physical alterations proposed, many ageing highway assets will be replaced.	No change proposed

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There is no safe place to pick up or drop off – these new proposals will not improve this – 10 minutes is not sufficient. Where do people park when visiting school as currently you cannot use staff car park?	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn. With the staggered finish times of both schools, it is hoped that only one set of parents occupy the lane at a time. Both school's were consulted before this scheme was designed and the report which was shared with them noted that 'The school's will be consulted to determine the impact of these restrictions on activities outside of drop-off and pick-up, such as parents' evenings and after school clubs.' Neither school raised this concern during the consultation, and it is thought that sufficient on-site parking is available for these purposes.	
They are completely unrealistic and are causing more chaos than normal		No change proposed
This seems completely unnecessary, a huge waste of money and will only lead to more chaos at the schools. Dreadful idea.	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
It would make the traffic 100 times worse than it already is at pick up and drop off. As parents just stop on the road and put their hazards on.	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
There are parents waiting over 1 hour to pick up students as many come a long distance - not clear where they would go to wait if parking is restricted to 10 minutes. The road is chaos as neither school has a suitable turning circle or waiting space. Council will make lots of money from the fines but the proposals will not reduce the problem. As a teacher I can't even dream of leaving the school between 2 and 3.40 as I can't leave the carpark, which is a problem for dental or medical appointment	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn. Please note that the council does not profit from parking enforcement activities as the cost to provide the Civil Parking Enforcement service exceeds the income from penalty charges and other income. The council must adhere to the statutory guidance for local authorities which states that the primary purpose of penalty charges is to encourage compliance with parking restrictions.	No change proposed
I think there shouldn't be a maximum time people can wait for, 10 minutes is not long enough when your child gets held behind by the teacher or when they need	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	No change proposed

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the loo, you would then get a parking ticket. It is a busy road but it actually works quite well as some cars arrive early to get their children and others arrive slightly later.		
It's not good for people who need to park up and take longer	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	No change proposed
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 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	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. 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. One-way systems are outside of the scope of this project.	No change proposed

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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.		
Children could die . I'm a local resident people have to drop thier children off as there isn't a bus route anywhere near St Micheals and Parmiters .		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 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	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

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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.		
There needs to be a one way system in place with chequers lane. As high elms lane is used as a car park in school pick up times	One-way systems are outside of the scope of this project.	No change proposed
These restrictions will not work without enforcement. Parents who arrives early and cannot park in the turning circle already line up along the new double-yellow lines in both directions. They would consider themselves waiting to turn, not parked. Changing the parking arrangements to "parallel to the road" is likely to reduce the number of parking opportunities, unless either school makes provision on their land. Once waiting for pickup, parents will not depart after 10 mins unless they have their child; they know they would end up in more traffic and lose their place in the queue. This plan seems to be based around expecting more children to walk or cycle. Have either school provided stats about how far away children live, regularly commute or are picked up? This could inform the planning further. If there are excess cars at the crematorium, this exacerbates the problem further. As a resident of The Shires/Barley Brow, I would like to know what enforcement powers exist to stop parents parking on our estate (which I have observed recently). The problem is likely to get worse with the new development at the top of High Elms Lane, as observed following other recent developments.	The issues regarding waiting to enter the turning circle will be discussed with Parmiter's School. It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	Review the issues regarding waiting to enter the turning circle with Parmiter's School.
I don't believe the changes have considered the knock on affect to the surrounding areas ie bucknalls lane. Illegal parking is already occurring on there and these plans will only encourage parents to persist. This will result	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

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in the death of a student. This is very serious. The consultation should include bucknalls lane residents having a greater say in order to avoid this.		
There should be no restrictions to parking for the students whatsoever. Either restrictions should be completely removed or permits issued to students.	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.	No change proposed
The cost of enforcing the ten minute waiting rule is untenable. The scheme will cost more than the fine income provides. Plus, providing a parking attendant every day for two hours split, won't happen so on unmanned days chaos will ensue as drivers will take it into their own hands to police the spaces. On the days being manned people will guard their spaces from the road causing more chaos. Asking a driver after ten minutes to move on or get a ticket is like asking a Wimbledon fan queuing ten hours to get to the back of the queue. No one will drive around the block to get to the end of the queue. They'll just stop in the road causing further chaos.	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	
I agree the traffic and parking is awful in the lane but I think the problem should be resolved by providing more public transport. My children would happily get a bus to st Michaels from abbot's Langley but there isn't one. If I've read the plans correctly it appears that the off road parking spaces along parmiters will be blocked off with bollards. Without alternative forms of transport children will still be driven to school and without these bays to pull into to let children hop out or pick up , I think parents will just stop in the lane and block it.	Public transport is the responsibility of Hertfordshire County Council. There are parking spaces being blocked off which don't already have parking restrictions in front of them.	No change proposed
Short term parking for parents, for pick up and drop off is essential and more bays on Elms lane are necessary which can be used for this. Otherwise you are creating a significant diversion and traffic issue because people cannt park	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

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which puts children at greater risk, including being dropped off or picked up from the carriage way and also diverting traffic to the only available road opposite Elms lane on the otherside of the carriage way, Bucknalls lane. This road is already extremely busy with traffic and parents already use it, it should not be used as substitute for parents to use for school drop offs and pickups. This issue needs to be managed within Elms lane and the schools. The restricted 10 mins parking would work if children in different classes were staring and finishing school at different times. Because they don't, all year 7-11 leave at the same time, the restriction will cause significant traffic in in Elm lane, as people are not able to come slightly earlier fearing parking ticket if they do, hence resulting in significant traffic 5 mins before , also it would divert traffic to other already congested residential roads like Bucknalls one. You need to increase parking bays in Elms lane and increase parking time to at least 15 mins to avoid a huge flurry of traffic 5 mins before school starts or ends.	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn. With the staggered finish times of both schools, it is hoped that only one set of parents occupy the lane at a time.	
There are parking restrictions on Bucknalls Lane which do not work. As soon as a parent sees a parking attendant they drive off and hence no tickets are issued. I had a FOI a few years ago and only one ticket had been issued. In view of this the ten minute waiting limit will not work in High Elms Lane as the same behaviour will happen when a parking attendant appears. We know that their are a limited number of parking attendants employed and when we have in the past asked for more attendance the council have expressed that they cannot spread their wings everywhere. Unless cameras are installed in my view nothing will change.	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.	No change proposed

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I'm in favour of widening the path and changing the way cars can park, but am not in favour of the 10 minute waiting bays. As someone who parks on High Elms Lane and the section between lamppost this would mean I would no longer be able to park here which would be inconvenient for work. A number of Parmiter's staff park on this section, and changing this would have a huge impact. It wouldn't also save the main issue, which is the queue of cars, and in particular the cars further down the road by the cremetorian where it narrows that cause the main problem, not the ones parked off the road on the verges.	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.	
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	One-way systems are outside of the scope of this project. The 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

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parmiters and st micheals grounds.		
By implementing these changes you will creating problems to resdential roads close to High Elms Lane. (Bucknalls Lane)Bucknalls Lane is already a busy road and this is made worse with Parents dropping off and picking children up at the end of school time. These changes will force more parents to use Bucknallls Lane as their prefered method to drop off their children. The Lane already has yellow lines which are ignord by drivers who stop to drop children off, this has become very dangerous due to the volume of vechicles which use this road forcing drivers to park up on the pavement which then forces children and pedestrians onto the road. At peak times the inside lane of the A405 is brought to a stand still due to cars dropping children off again if you impement these changes this will only become more dangerous. It was my understandig that St Michaels School has offered land that could be modified to provide a drop of and pick up area in a safe environment, but was not taken up due to the cost. i believe that this is a majour mistake as these changes in my view will put children at greaer risk. Have you given any thought as to where the childre themselves who drive to the school will park?	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. St. Michael's Catholic 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. Creation of new access of changes on private land is not within the scope of this scheme. The council considers that St. Michael's Catholic School have sufficient land to accommodate current demands for all-day parking. 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.	No change proposed
The bays outside of the Parmiter's music centre gate are hugely needed for staff parking - especially as a member of staff who has to leave to take my father (he has Dementia) to appointments. The parking spaces mean I can leave quickly and return as quickly as possible. The only other parking available for this would be at the very end of the Parmiter's school car park which means that I would spend a	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. The bays mentioned are currently behind a school keep clear which is designed to minimise vehicles coming into conflict outside the busy entrance.	No change proposed

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long time having to travel to/from the car park when leaving and returning.		
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