

## **ST ALBANS CITY AND DISTRICT COUNCIL**

**REPORT TO:** Christine Trill, Director for Community and Place Delivery and Councillor Helen Campbell, Chair for Public Realm and Lead Councillor for Parking.

**DATE:** 26/05/2026

**REPORT TITLE:** Parking Scheme Review Report, Traffic Regulation Order for Resident Permit Parking Zone GS – Goldsmiths Way

**WARD/S:** Batchwood

**CONTACT OFFICER:** Parking Development

**TRAFFIC ORDER TITLE:** THE ST ALBANS CITY AND DISTRICT COUNCIL (CONTROL OF PARKING) ORDER 2023 (PERMIT PARKING AREA) (AMENDMENT No.12) ZONE GS ORDER 2026

### **1. Purpose of Report**

- 1.1. The purpose of this report is to provide the Council's Strategic Director for Community and Place Delivery and the Chair of the Public Realm Committee with the background, consultation process and information relating to the proposed implementation of a resident permit parking zone and double yellow line restrictions in Goldsmiths Way, Batchwood Ward.

### **2. Background**

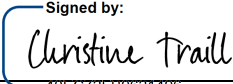

- 2.1. This report summarises the comments that were received in response to the two consultations, which were carried out between 07.08.25 to 28.08.25 and 13.11.25 to 04.12.25 to seek stakeholder views on the proposed implementation of a permit parking area and double yellow line restrictions in Goldsmiths Way, Batchwood Ward
- 2.2. The proposals which these consultations were based on were aimed at:
  - Acting on feedback gathered by local residents in the previous consultation;
  - Improving parking availability and access for residents and local businesses;
  - Enhancing road safety by reducing congestion and improving visibility; and
  - Supporting sustainable travel options, including walking, cycling, and public transport.
- 2.3. The proposed alterations to the parking arrangements in Goldsmiths Way are shown in Appendix A (map 1 of 1) and outlined below:
- 2.4. The general effect of the proposals would be to:
  - (a) Propose implementation of the new "GS" zone to Monday to Sunday between the hours of 8:30am and 10pm;

- (b) All properties eligible for resident and visitor permits (including, Waverley Lodge, Sisters Lodge, Harriet Heights, Falmouth Court, and Newmarket Court);
- (c) Implement double yellow lines at junctions and bends to reinforce Rule 243 of the Highway Code;

### 3. Recommendation

3.1. It is recommended that the Council’s Director for Community and Place Delivery, in consultation with the Council’s Lead Councillor for Public Realm, agree in proceeding to make the above Traffic Regulation Order in line with Section (14) of The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1966, following its advertisement on **13.11.25**.

### 4. Report Sign Off

<b>Strategic Direct for Community and Place Delivery</b>	<b>Lead for Public Realm</b>
Name: Christine Trill	Name: Helen Campbell
Date: 28 May 2026	Date: 28 May 2026
Signature:  Signed by: Christine Trill <small>40EC72FB9621496...</small>	Signature:  Signed by: Helen Campbell <small>104C1E96726F4D3...</small>

### 5. Consultation Details

- 5.1. Between 07.08.25 to 28.08.25, a statutory consultation took place where it was proposed to introduce a permit parking area and double yellow lines in Goldsmiths Way, with the eligibility of permits being restricted to those who front or live on only Goldsmith Way itself. Properties from Waverley Lodge, Sisters Lodge, Harriet Heights, Falmouth Court, and Newmarket Court were not eligible for permits.
- 5.2. 92 representations were received in total to this consultation. Out of this, 76 were email responses, 15 were through the Appyway portal and 1 response was received via post.
- 5.3. To aid the Council in analysing the responses effectively, we asked that anyone wishing to make a representation stated a level of support i.e. “Support”, “partly support”, “partly object”, “Object” or “Neutral” to the proposals.
- 5.4. A total of 64 residents, 44 from Goldsmith Way and 20 from Newmarket Court objected to the proposed Permit Parking Area. Other responses included 5 partly objected, 5 partly supported, 5 supported the proposals and 1 clarification was requested.
- 5.5. The main concerns related to the exclusion of certain properties, lack of information on permits and visitor arrangements, potential negative impacts on residents, and insufficient consultation. The summarised top themes from this consultation are listed in **Section 2** of the Decision Report.

- 5.6. Following the concerns raised by local residents, the scheme was re-advertised between 13.11.25 to 04.12.25 where the proposals in part remained the same, except for the addition of more double yellow lines on the bend opposite 43/45 Goldsmiths Way, and to allow all properties which were originally excluded as detailed in section 5.1, to be now eligible for permits.
- 5.7. Following this consultation, a total of 9 responses were received, 3 objecting, 3 supporting and 3 requesting for more information or clarifications.
- 5.8. All respondents which have requested for more information or for clarifications have either been responded to on email, or our response will be detailed in **Section 3** of the Decision Report.
- 5.9. Two concerns were raised with the proposed double yellow line restrictions opposite 43/45 Goldsmith Way, with one of those respondents requesting for alternative measures. The other response believed there was still a lack of clarity as to the purpose of the restrictions and the cost implications.

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**Section 4-** Additional suggestions and comments and Council response

**Appendix A-** Redacted representations

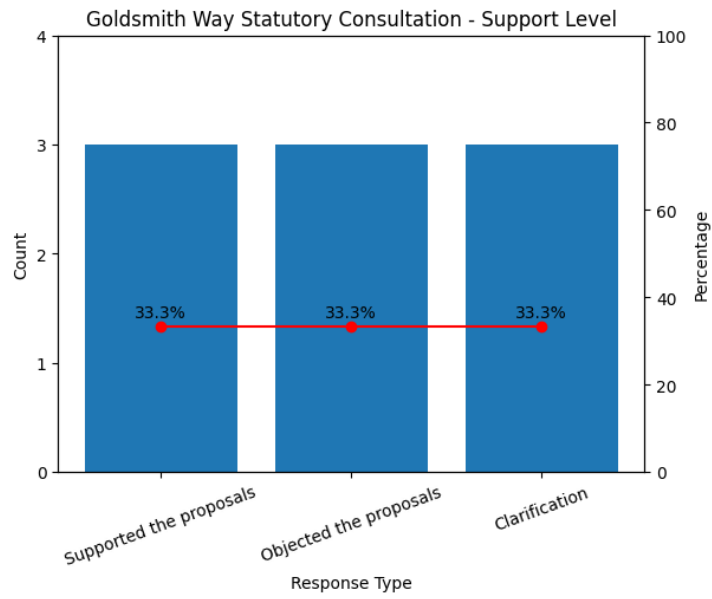
**Appendix B-** Map Schedule

## Section 1- Support Levels

1.1. Out of the 9 representations received during the consultation:

Support Level	Count	Percentage
Supported the proposals	3	33.3%
Objected the proposals	3	33.3%
Clarification	3	33.3%

Figure 1: Bar chart for support levels of proposed GS Permit Parking Area



## Section 2- Top responses identified - Consultation between 07.08.25 to 28.08.25

This section of the report concentrates on the analysis of the top responses identified to the original consultation between 07.08.25 to 28.08.25.

### 2.1. Top responses identified:

<b>Top responses identified</b>
Concerns about the exclusion of Newmarket Court, Falmouth Court and some Goldsmith Way addresses from the scheme, which is considered inconsistent with long-standing developer-provided arrangements. This exclusion fails to address the parking needs of all residents and creates a two-tiered system that may have a detrimental impact on a significant portion of the street.
Concerns that the removal of visitor permits will leave residents without sufficient provision for guests and tradespeople, with Newmarket Court highlighted as particularly affected due to having only four shared visitor bays for 23 homes.
Lack of clarity and completeness in the consultation documents, particularly regarding permit costs, limits on the number of permits available, and arrangements for visitor vouchers.
Lack of an effective consultation process, with a very short response window during the summer holiday period, minimal engagement with residents to understand local needs, insufficient opportunities for discussion or clarification, and inadequate follow-up to address issues or feedback raised in earlier communications.
Financial concerns for residents, with objections that the proposals could negatively affect property values and future resale, and that the cost of permits, particularly for second and third vehicles is excessively high.
The proposed scheme fails to consider the impact on Newmarket court. Residents of NMC have historically relied on the ability to park on Goldsmith Way, both for their own vehicles and for visitors, as the cul-de-sac itself has only six visitor parking spaces for 23 properties. Excluding NMC from the proposed PPA could result in a “free-for-all,” where Goldsmith Way residents and non-residents occupy the limited spaces, leaving no parking for NMC residents. The proposed scheme does not account for these longstanding arrangements, nor does it consider the practical or financial consequences for NMC residents.
Residents request a full and meaningful engagement process prior to any implementation of the proposed PPA. This should include in-person meetings with residents of Goldsmith Way, Newmarket Court, Falmouth Court, and other affected offshoots to observe current parking arrangements and understand local needs. Detailed information on permit allocations, costs, visitor vouchers, and restrictions should be provided in advance, with opportunities for discussion, clarification, and feedback. Engagement should also consider the historical arrangements established by Taylor Wimpey and ensure any new scheme preserves practical access for residents, visitors, and tradespeople, mitigating adverse impacts on daily life and property values.
The proposal offers no clear benefits and calls into question the need for change, as the existing parking arrangements are already effective and meet residents’ needs.
Limiting parking permits to only two per household creates challenges for larger households with multiple vehicles.
A safety issue has been identified at the bend just south of the Sisters Lodge entrance (opposite nos. 26–30). Vehicles parked in this area, often trade vans or lorries, force drivers onto the wrong side of the road, creating head-on conflicts and requiring reversing due to the tight

bend. It is suggested that this problem could be mitigated by introducing a short stretch of yellow lines, approximately the length of two cars, immediately south of the Sisters Lodge pedestrian entrance to improve visibility and overall road safety.

### Section 3- Top themes expressed by representations - Consultation between 13.11.25 to 04.12.25

This section of the report concentrates on the analysis of the top themes identified and provides the Council's response to these.

#### 2.2. Top themes identified:

Top themes identified		Council Response
<p><b>Objection to the proposed double yellow lines opposite 43/45 Goldsmith Way which will have an effect on overall parking capacity and family and friends visiting</b></p>	<p>2 out of the 9 representations raised concerns over the proposal to implement Double Yellow Lines opposite 43/45 Goldsmith Way.</p>	<p>Officers acknowledge residents' concerns that the proposed double yellow line restrictions on the bend opposite properties 39–49 Goldsmith Way will reduce the amount of available kerbside parking. However, this section of the road has been identified as a highway safety concern, as vehicles parked on the bend adversely affect visibility and forward sight lines for both approaching and oncoming traffic.</p> <p>Parking on bends increases the risk of conflict between vehicles and can result in drivers being forced to manoeuvre onto the incorrect side of the carriageway, particularly where visibility is limited.</p> <p>In accordance with Rule 243 of the Highway Code, motorists should not park within 10 metres of a junction or bend, as doing so can obstruct sight lines and compromise safe vehicle movement. Depending on the severity and geometry of the bend, including its gradient and curvature, it may be necessary to extend restrictions beyond the minimum distance to ensure that adequate visibility is maintained and that the road can operate safely at all times.</p>

		<p>The proposed double yellow lines are therefore considered necessary and proportionate to address the identified safety issues, improve visibility through the bend, and reduce the risk of collisions, while balancing the wider parking needs of residents.</p> <p>Overall, the implementation of the permit parking area is expected to reduce the number of non-resident vehicles parking on Goldsmiths Way, thereby freeing up kerbside space for residents and helping to offset the loss of parking resulting from the proposed safety restrictions.</p>
<p><b>Objecting on the basis that there is still a lack of clarity as to the purpose of the restrictions and the cost implications as are explained</b></p>	<p>1 out of the 9 representations raised concerns over the timings of the proposed permit parking area and unknown future changes to parking charges increasing over time.</p>	<p>Currently, the private enforcement of the road operates at all times, whereas the Council is proposing the times of the permit parking area to be Monday – Sunday, 08:30-22:00.</p> <p>These times have been chosen to ensure residents are still covered throughout from morning to evening.</p> <p>Lastly, parking fees and permit charges are set and approved by the Council’s Cabinet as part of the Council’s wider framework. As such, officers do not have delegated authority to determine or amend permit costs, or predict any future parking decreases or increases.</p>

## **Section 4- Additional Comments/ Suggestions**

This section of the report will present comments or suggestions to a number of responses and provide the Councils' response to them.

### **1. Eligibility**

Will the residents of Newmarket Court be able to purchase visitor permits without first buying Resident permits?

#### **Response**

We can confirm that residents of Newmarket Way will be able to purchase visitor permits without the requirement to first purchase resident permits. More details on how to purchase permits will be given once if a decision is made to proceed with the scheme.

### **2. Clarification on detail**

Your letter does not provide any timeline detailing when the Proposed Permit Parking Area is to commence. For the avoidance of doubt, it is my understanding that the scheme will not commence until Council formally adopts 100% of Goldsmith Way from the developer. If this is not correct, please advise details of Council's timeline.

Your letter does not provide any details regarding Council's plans to adopt 100% of Goldsmith Way. For the avoidance of doubt, notwithstanding the section of Goldsmith Way between properties 67 through to 83 are not included in the Proposed Permit Parking Area, that this section of Goldsmith Way will be adopted by Council at the same time as the rest of Goldsmith Way. If this is not the case, please advise why not and what arrangements Council is putting in place to ensure this section of Goldsmith Way, both the road surface and any/all utilities along and beneath the road, is maintained to the same standard as the rest of Goldsmith Way and in accordance with Council's maintenance policies and the Highway Code in general.

#### **Response**

Officers can confirm that, at the time of consultation, no commencement date had been identified for the proposed Permit Parking Area. The consultation was undertaken to seek residents' views on the principle and design of the scheme only.

The decision to implement the scheme is subject to the necessary statutory processes, funding availability, and advance notification to affected residents. Officers will ensure that residents are informed of any confirmed timeline should the scheme progress.

We acknowledge the resident's query regarding the adoption of 100% of Goldsmith Way, including the section between properties 67 and 83, which is not included within the proposed Permit Parking Area.

Any questions related to the adoption of the Highway would need to be directed at Hertfordshire County Council, as they are the Highways Authority. St Albans City and District Council can only answer queries related to parking.

### **3. Highway Definitions**

If you look at the land registry document attached for my property, you will see that the footprint includes the house/driveway and a section of the road opposite, which is two cars wide. Of course, in my case access for number xx and xx's cars has to be allowed. But essentially each

of the houses in our small off-road parks their car in the piece of road opposite their house on the far side as the road is two cars wide.

Looking at your drawing provided this distinction isn't shown and therefore another neighbour not in our small section would probably think it's a part of the overall scheme and OK to park there, when in fact it is part of our property.

### **Response**

Any section of road that forms part of the permit parking area will be signed in accordance with the Traffic Signs Manual and the Traffic Signs Regulations and General Directions (TSRGD) 2016, ensuring that the restrictions are clear, lawful, and enforceable.

The section of road referred to by the resident will not be signed, as it does not form part of the permit parking scheme. This section is understood to be private land and is therefore excluded from the Traffic Regulation Order and associated parking controls.

### **4. Clarification on permits and the costs**

It is noted that parking permits are permitted but how long will each ticket last (a day? Hours?) and how much will the book of tickets cost as different areas have different effects. It also isn't clear how much these tickets will cost to purchase. With the length of the parking restrictions, an overnight guest who needed to park on the road could therefore mean a home owner is incurring a significant cost to allow them to park. It also isn't clear how the permit application and charge rates apply. I have two vehicles at my property, one electric and one diesel but it isn't apparent how you determine the cost of the permits in this scenario.

### **Response**

All parking fees and charges for permits, including the terms and conditions, are published on the Council's website using the link below –

[Parking permits: costs and property eligibility | St Albans City and District Council](#)

### **5. Proposed adjustments to scheme**

- a) Apply double yellow lines only at the junction near No. 39 to improve visibility and turning safety.
- b) Retain unrestricted parking opposite 45–49, where the bend is less critical.

### **Response**

Officers acknowledge residents' concerns that the proposed double yellow line restrictions on the bend opposite properties 39–49 Goldsmith Way will reduce the amount of available kerbside parking. However, this section of the road has been identified as a highway safety concern, as vehicles parked on the bend adversely affect visibility and forward sight lines for both approaching and oncoming traffic.

Parking on bends increases the risk of conflict between vehicles and can result in drivers being forced to manoeuvre onto the incorrect side of the carriageway, particularly where visibility is limited.

In accordance with Rule 243 of the Highway Code, motorists should not park within 10 metres of a junction or bend, as doing so can obstruct sight lines and compromise safe vehicle movement.

Depending on the severity and geometry of the bend, including its gradient and curvature, it may be necessary to extend restrictions beyond the minimum distance to ensure that adequate visibility is maintained and that the road can operate safely at all times.

**Appendix A- Redacted representations**

**Support**

1	<p>Writing in to support the revised, proposed PPA area and conditions for Goldsmith Way.</p> <p>Thank you for the hard work and engagement with residents.</p>
2	<p>I welcome the following changes made by St Albans Council which are a substantial improvement on the last consultation:</p> <ul style="list-style-type: none"> <li>• The inclusion of ALL properties on or off Goldsmith Way in the Permit Parking Area. This includes Newmarket Court where I live.</li> <li>• The proposed yellow lines on the relatively steep corners in Goldsmith Way. This is required to maintain safety and accessibility.</li> </ul> <p>I also continue to support a Permit Parking Areas rather than Controlled Parking Zone (CPZ). A CPZ would be unworking in Goldsmith Way due to its layout.</p> <p>However, similar to previous consultations, I continue to have the following long-standing concerns:</p> <ul style="list-style-type: none"> <li>• Newmarket Court (NMC) will remain a private cul-de-sac at the end of Goldsmith Way, which I agree with given the layout and nature of NMC. There are no current parking restrictions in NMC, so the residents of NMC will need to pay for this to avoid residents of Goldsmith Way parking in NMC permanently for free to avoid the new paid parking controls.</li> <li>• Goldsmith Way has taken over 20 years to be adopted by the Council. I appreciate the challenges with the original developer, but after such a period of time and not paying any parking fees, introducing significant fees is perhaps unfair to residents and erode property prices.</li> </ul> <p>For completeness I have included below my response to previous consultations: St Albans Council (14 August 2025) and Hertfordshire CC (4 January 2025).</p>
3	<p>We have no objections to these proposals and would like to see them implemented as soon as possible.</p>

**Object**

1	<p>I am emailing to express my views and concerns around the proposed additional section of double yellow lines at the opposite 39/49 Goldsmith way.</p>
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	<p>I live at number xx and feel strongly that imposing double lines will not Impact the enhanced safety of street due to the critical bend in the road ending directly opposite the electrical out building/ alleyway.</p> <p>Our driveway can accommodate one car and if double yellow lines were imposed outside xx, xx, and xx would potentially create conflict as residents will struggle to park additional cars. This will be a concern when family and friends visit.</p> <p>Please see attached a picture of outside our house. Not one single car as incurred any inconvenience in driving past and you will see there is ample space on the road and in my view safety is not compromised.</p> <p>To summarise I object to the double yellow lines outside aforementioned houses.</p>
2	<p>Further to your additional consultation on the parking permits on Goldsmith Way, I still feel that the current proposal needs to be objected to on the basis that there is still a lack of clarity as to the purpose of the restrictions and the cost implications as are explained.</p> <p>I am a resident of Goldsmith Way, we have two vehicles which we park on our drive but we use the road when needed and when guests are at the property. I note that the intended time for parking restrictions is to effectively cover the entire day. What is the purpose of this when all other restrictions in the area are to prevent peak commuter parking. It is noted that parking permits are permitted but how long will each ticket last (a day? Hours?) and how much will the book of tickets cost as different areas have different effects. It also isn't clear how much these tickets will cost to purchase. With the length of the parking restrictions, an overnight guest who needed to park on the road could therefore mean a home owner is incurring a significant cost to allow them to park. It also isn't clear how the permit application and charge rates apply. I have two vehicles at my property, one electric and one diesel but it isn't apparent how you determine the cost of the permits in this scenario.</p> <p>I do not believe the parking restrictions need to cover such an extreme amount of the day and, with unknown future changes to parking charged, there is every prospect that once this provision has been agreed, the costs will escalate over time and become disproportionate.</p>
3	<p>I am writing to formally object to the proposal to introduce double yellow lines opposite numbers 39–49 Goldsmith Way, particularly in front of my home at number 47.</p> <p><b>1. Safety Justification</b>  Goldsmith Way already operates under a 20mph speed limit, which promotes safe traffic flow. The planned restrictions at the junction near number 39 will improve visibility and turning safety, reducing the risk of vehicles being on the wrong side of the road. Extending restrictions along the entire opposite side—especially in front of 45–49—appears unnecessary, as this section is on a less critical part of the bend.</p> <p><b>2. Parking Capacity and Family Needs</b></p> <p>I am interested to know what Equality Impact Assessment (EQIA) activity the council has undertaken for this proposal. We have a large extended family and regularly host gatherings with relatives travelling from various parts of the country. Reducing on-road parking will make these family visits challenging and could create tension among neighbours when displaced vehicles occupy spaces outside their homes.</p>

Additionally, my parents—both in their 70s—visit periodically to spend time with us and their granddaughter. Due to their restricted mobility, we always free up our driveway for them, which displaces our own cars onto the road. Has the council considered whether the road’s capacity can meet the parking demands of families like ours and others living on Goldsmith Way?

**3. Driveway Limitations**

While restrictions near 39–43 may be justified given their larger driveways, properties like ours at 47 have only a single-car driveway. We own two cars and rely on kerbside parking for the second vehicle. Removing parking directly opposite will force us to park further down the road, potentially inconveniencing neighbours and creating unnecessary friction.

**Proposed Alternative**

- Apply double yellow lines only at the junction near No. 39 to improve visibility and turning safety.
- Retain unrestricted parking opposite 45–49, where the bend is less critical.

**Conclusion**

We do not object to the principle of improving safety, but we strongly oppose the extent of the proposed restrictions. A more balanced approach would maintain safety while respecting residents’ parking needs and family circumstances.  
Thank you for considering our concerns.

**Clarification**

- 1 The information that we have to date about the above is as follows:-
- 1 Taylor Wimpy and HCC have agreed that Goldsmith Way will be adopted and the adoption process will be carried out by SADC
  2. The adoption will not include Newmarket Court or the other offshoots for reasons that are not quite clear
  - 3.. SADC have advised in their letter of 10/11/2025 that a PPA is proposed for Goldsmith Way only.
  3. It is also proposed by SADC that following the statutory consultation, eligibility of parking permits will be extended to all properties in the area i.e. properties in the offshoot roads including Newmarket Court.
- As yet the residents of Newmarket Court have heard nothing from Taylor Wimpy with regard to the ownership of this road - whether it will continue to be managed by their chosen management Company -Warwick Estates and insured by Pier Management.
- The residents of Newmarket Court are still in the dark about the future of this road - how will it be maintained, how will it be protected as a private road with a small number of private communal parking spaces and how it will be prevented from becoming a turning point at the end of a cul-de- sac which is Goldsmith Way?

From this limited information a number of questions arise for Taylor Wimpy/Warwick Estates/Pier Management and also for SADC

**Taylor Wimpy /Warwick Estates/ Pier Management**

If Newmarket Court is to remain a private road will signage stating this be placed at the entrances?

Will there be a parking infringement system in place to protect the few communal spaces available to residents and to prevent illegal parking?

Will the management of Newmarket Court - gardening, lighting and road maintenance - remain in place and on the same cost basis?

**SADC**

Will the residents of Newmarket Court be able to purchase visitor permits without first buying Resident permits?

It would be extremely useful and helpful for the residents of Newmarket Court to have direct contact form Taylor Wimpey or their agents about plans for the road post the adoption of Goldsmith Way.

These surely must have been discussed as a package with the adoption decision. Further information would dispel any speculation and real concern that the residents have about the future of the road where they live.

We appreciate that East London Customer services Taylor Wimpey may not have responsibility for this matter and would ask that they pass this message on to the responsible department.

2 In relation to your letter dated 10/11/2025, I request clarification in relation to the following matters:

1. Your letter does not provide any timeline detailing when the Proposed Permit Parking Area is to commence. For the avoidance of doubt, it is my understanding that the scheme will not commence until Council formally adopts 100% of Goldsmith Way from the developer. If this is not correct, please advise details of Council's timeline.
2. Your letter does not provide any details regarding Council's plans to adopt 100% of Goldsmith Way. For the avoidance of doubt, notwithstanding the section of Goldsmith Way between properties 67 through to 83 are not included in the Proposed Permit Parking Area, that this section of Goldsmith Way will be adopted by Council at the same time as the rest of Goldsmith Way. If this is not the case, please advise why not and what arrangements Council is putting in-place to ensure this section of Goldsmith Way, both the road surface and any/all utilities along and beneath the road, is maintained to the same standard as the rest of Goldsmith Way and in-accordance with Council's maintenance policies and the Highway Code in general.

3	<p>In terms of the consultation I just wanted to make one small point.</p> <p>If you look at the land registry document attached for my property, xx Goldsmith Way, you will see that the footprint includes the house/driveway and a section of the road opposite, which is two cars wide. Of course in my case access for number xx and xx's cars has to be allowed. But essentially each of the houses in our small off road parks their car in the piece of road opposite their house on the far side as the road is two cars wide.</p> <p>Looking at your drawing provided this distinction isn't shown and therefore another neighbour not in our small section would probably think it's a part of the overall scheme and OK to park there, when in fact it is part of our property.</p> <p>I hope that made sense ?</p> <p>Happy to clarify.</p>

## Appendix B- Map Schedule


[Back](#) [View consultation documents](#)

THE ST ALBANS CITY AND DISTRICT COUNCIL  
(CONTROL OF PARKING) ORDER 2023 (WAITING  
RESTRICTIONS) (AMENDMENT No.12) ZONE GS ORDER  
2025

Consultation ended Proposed 13/11/25 - 04/12/25

### ADDED

 No waiting at any time

 At all times

 Permit Parking Area (GS)

 Resident permit holders parking place (GS)

08:30-22:00

