

## **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:** 14/01/2026

**REPORT TITLE:** Traffic Regulation Order for no waiting in Morris Way, London Colney.

**WARD/S:** London Colney

**DEPARTMENT:** Parking Development

**TRAFFIC ORDER TITLE:** THE ST ALBANS CITY AND DISTRICT COUNCIL (CONTROL OF PARKING) ORDER 2023 (AMENDMENT No.13) WAITING RESTRICTIONS MORRIS WAY 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 above titled Traffic Regulation Order.

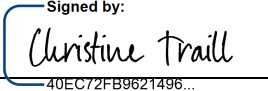
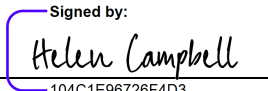
### **2. Background**

- 2.1. This report summarises the comments that were received in response to the consultation, which was carried out between 27/11/25 to 18/12/25 to seek stakeholder views on proposed amendments to waiting restrictions in Morris Way, London Colney.
- 2.2. The proposals outlined in this report were developed in response to safety concerns raised by a Ward Cllr and residents of Morris Way.
- 2.3. The proposals which this consultation was based on, were aimed at:
  - Improving road safety
  - Reducing instances of inappropriate or inconsiderate parking
  - Improving visibility at road junctions, and
  - Maintaining access.
- 2.4. The proposed alterations to the existing parking arrangements in Morris Way are shown in Appendix B (map 1 of 1) and outlined below:
- 2.5. The general effect of the proposals was to:
  - Extend the existing no waiting at any time (double yellow lines) at the junction with the High Street into Morris Way by a total of approximately 40m

### 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 Experimental Traffic Regulation Order permanent, in line with Section (14) of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1966, following its advertisement on **27/11/2025**.

### 4. Report Sign Off

<b>Strategic Direct for Community and Place Delivery</b>	<b>Lead for Public Realm</b>
Name: Christine Traill	Name: Helen Campbell
Date: 14 January 2026	Date: 18 January 2026
Signature:  Signed by: Christine Traill <small>40EC72FB9621496...</small>	Signature:  Signed by: Helen Campbell <small>104C1E96726F4D3...</small>

### 5. Consultation Details

5.1. 16 representations were received in total, 4 via email, 11 online and 1 via post. Out of the 11 submitted online, 1 was a duplicate that had been received via email, we have therefore amended the total to 15. The redacted response are listed in Appendix A to the Decision Report.

### Report Contents.....

**Section 1-** Support Levels

**Section 2-** Top themes expressed and Council response

**Appendix A-** Response

**Appendix B-** Map Schedules

### Section 1- Support Levels

1.1. Out of the 1 representation received during the consultation:

Support Level	Count	Percentage
Support	8	53.33%
Partly Support	4	26.67%
Partly Object	1	6.67%
Object	2	13.33%

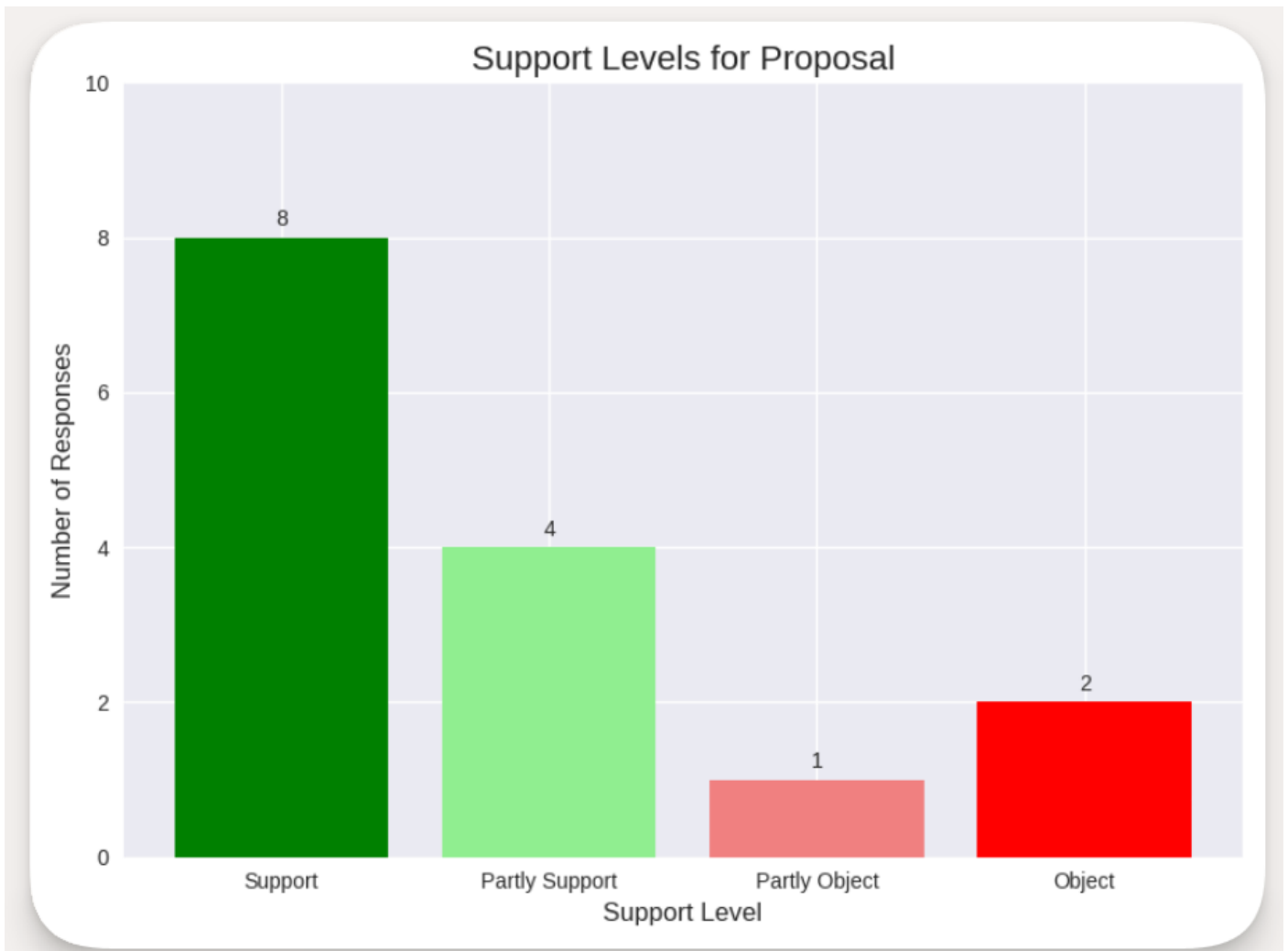


Figure 1: Support levels for proposals in Morris Way, London Colney.

**Section 2- Top themes expressed by representations**

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

2.1. Top themes identified:

Top theme identified		Council Response
<p><b>Loss of Long-Standing Residential Parking Rights</b></p>	<ul style="list-style-type: none"> <li>Residents of the High Street flats and Phoenix Court have historically used the car park behind the shops.</li> <li>The landlord has removed these rights without consultation, restricting parking to selected businesses.</li> <li>Residents have received parking charge notices despite long-term use and no communication from the landlord.</li> </ul>	<p>The Council cannot intervene in private contractual or land-ownership disputes, nor can it compel a private landlord to provide parking or reinstate previous arrangements. Residents pursuing legal remedies regarding deeded parking rights should continue to do so through the appropriate channels.</p> <p>The purpose of the proposed waiting restrictions on Morris Way</p>

	<ul style="list-style-type: none"> <li>• As a result, displaced residents are now forced to park on Morris Way.</li> <li>• The “red area” behind the High Street shops is legally designated for residents’ parking according to property deeds.</li> </ul>	<p>is to address long-standing road safety concerns on the bend, where visibility is limited, and inappropriate parking has created hazards for drivers, pedestrians, and emergency vehicles. These issues exist independently of the private parking dispute and have been highlighted by a significant number of supportive representations, including from local residents and elected members. While the Council appreciates that displaced parking has increased pressure on Morris Way, highway safety must remain the primary consideration when determining waiting restrictions.</p>
<p><b>Increased Pressure on Morris Way Parking</b></p>	<ul style="list-style-type: none"> <li>• The displacement from the High Street car park has directly increased the number of cars needing to park on Morris Way.</li> <li>• Morris Way currently only just meets residents’ needs; removing further spaces will make the situation unmanageable..</li> <li>• The proposed restrictions would remove approximately six essential overnight parking spaces.</li> </ul>	<p>These safety concerns have been raised consistently over a number of years and were strongly reflected in the supportive representations received during consultation.</p> <p>Although the loss of some on-street parking is regrettable, the proposed measures are considered necessary and proportionate to mitigate the risks associated with parking on the bend.</p>

A number of respondents expressed support for the proposed extension of waiting restrictions on Morris Way, citing persistent road safety concerns.

Supporters highlighted that vehicles, particularly larger vans, frequently park on or close to the bend near the High Street junction, creating a blind spot that restricts visibility for drivers and pedestrians and obstructs access for emergency services, delivery vehicles, and healthcare professionals attending vulnerable residents.

Several comments noted that the volume of traffic and overnight parking has increased in recent years, exacerbating these issues.

Respondents also reported regular non-compliance with existing double yellow lines at the lower end of Morris Way, with vehicles parking on restrictions and in some cases mounting the pavement, forcing pedestrians, wheelchair users, and those with prams into the carriageway.

While supportive of the proposed measures, many emphasised that their effectiveness will depend on consistent enforcement, with some suggesting the use of physical measures such as bollards to prevent obstruction.

One respondent felt the southern extent of the proposed restriction may be unnecessarily long, but overall supportive comments focused on improving safety, visibility, and access along the bend.

**Appendix A- Redacted Responses**

<b>Email- Objection</b>	
1.	<p>My name is REDACTED and I am the homeowner of REDACTED. Myself and my neighbours who live on top of the high street shops and Phoenix Court have been going through distressing times as the landlord who owns the building and car park has stripped our rights to park there especially when some residents have been living there for a very long time. The landlord for their own financial gain only allows certain businesses to park there. All of the residents who live here have received several parking charge notices where we have had no communication with the landlord.</p> <p>There has been residents who have had to park on Morris Way.</p> <p>I object to this proposal.</p>
2.	<p>I am objecting to the yellow lines out side number 6&amp;8 Morris way as I don't feel there is a safety issue along there the problem is further along on the bend because of the stupidity parking. Yellow lines will just create people parking on the pavement which causes another issue.</p> <p>I would also like you to consider the removal of the existing yellow lines across my driveway REDACTED Morris way and 1&amp;2 millfield drive we were never informed about these they just appeared over night I did contact back then in 2023 but like true council style no one ever got back to me and with a busy life style did not have time to chase this. They have no purpose as people generally don't park across drive ways so don't really get the point of them, surely a white line would have made more sense.</p>
<b>Email- Support</b>	
3.	<p>Dear sir's,</p> <p>Thank you for your letter ref; parking proposals in morris way your letter states proposed alterations to waiting restrictions in morris way. there are no waiting restrictions at present in morris way proven by the fact that a left hand drive transit van has been parked half on the pavement for now 3 months outside NoS 6 and 8 and never moved..it is i understand owned by a couple who live in the flats over the shops a stones throw away and they use this van as a garden shed. come and go taking things out and in...D.V.LA. has it recorded as road taxed may- may 2026. so the councils parking now proposed restrictions on parking in london colney cannot come quick enough as far as i am concerned...end...</p>

4.	<p>Hello</p> <p>Further to reviewing the corner map of Morris Way (closer to the London Colney High Street end...</p> <p>I support to have No Parking on the street corners.</p> <p>It is difficult to see coming round the corner of Morris Way.</p> <p>I am a resident of Morris Way.</p> <p>Outcome: SUPPORT</p>
<b>Online- Wholly Support</b>	
5.	<p>Only any good if there are representatives to uphold these changes. We get a lot of cars parking on the double yellow lines opposite the entrance to the white horse pub by the shops, which makes entering morris way an accident waiting to happen.</p>
6.	<p>I support as a district councillor for London Colney</p>
7.	<p>Should of not been missed in 2023 when first bend done and this is far worse and a blind spot. It should follow on as in drawing as as you come from the top the road is not seen and cars can park round the bend and meet another oncoming car and dangerous. Closes road for emergency access, right and dangerous</p>
8.	<p>Safety of road and the residents who use the road daily and elderly people. Blocking the bend and coming into it is unacceptable and dangerous, bends should not be parked on and access as a blind spot . Wife sent pictures already</p>
9.	<p>The level of traffic and parking has increased greatly in Morris Way over the past few years. This includes work vans and cars parked overnight in morris way and particularly on the bend where the extension to the double yellow lines is proposed. Quite often parking is on both sides of the bend. This is dangerous for pedestrians and car users. The vans obscure my sight lines, so making reversing out of my drive more difficult and hazardous, and blocking free passage way round the bend. This particularly affects ambulances and health care professionals who attend some of our neighbours who are poorly and confined to their homes (my neighbour at REDACTED and another at REDACTED in particular). Although daytime cars using the shops sometimes ignore the present yellow lines and park (some parking on the pavement) the current yellow lines do deter some from parking, and with some measure of patrolling i feel extending those double yellow lines will help resolve the current unsatisfactory, and frankly, dangerous state of affairs.</p>
<b>Online- Partly Support</b>	
10.	<p>Whilst I feel this is a much needed proposal to improve safety on the road I am unsure how the council plan to enforce it. There are double yellow lines at the end of Morris Way leading to the high street where individuals park daily. The yellow lines are ignored and never enforced by the council. Therefore I am unsure how this plan will be any different unless there are traffic wardens to enforce.</p>
11.	<p>Whilst I support this proposal as the the corner in question can be dangerous when cars / vans are parked there, it will make little difference without regular enforcement. The bottom end of Morris Way already has double yellow lines, but this does not stop cars being parked there regularly as it is known that there is seldom anyone around to enforce the restrictions. This makes it dangerous when turning in to Morris Way from the high street, or when driving down Morris Way. It also makes access for delivery lorries for the shops very difficult. Without regular enforcement, the same will happen in the proposed area. My other concern about</p>

	the proposed new parking restrictions is that it will just push parked cars further up Morris Way. At certain times of the week, cars are already parked up beyond 37 Morris Way, and, with parking becoming more restricted in many areas of London Colney, this is only likely to get worse.
12..	I support your recommendations on restrictive parking in Morris Way. However, how would these restrictions be policed ? We have had yellow lines at the bottom end of Morris Way for some time and still cars park on them. Having more yellow lines is good, but unless itl is policed in the correct way, it will be inafective, cars will still park on the lines because there is nobody to stop them. I could also comment on more and more cars in Morris Way are parking with all four wheels up on the pavement, my wife is a wheelchair user and if I was walking down Morris Way with her I would have to go into the road, the same would apply for young mums with small children in buggies. What about people who are partially sighted?
13..	I support the need for additional restriction due to the corner becoming a blind bend due to dangerous parking, but I do not feel the restriction on the south side needs to extend so far down to outside number 2 Morris Way as this is past the actual bend and will reduce parking at this location and cause more congestion along Morris Way. I also ask the Council to install bollards, because existing restrictions further along Morris Way near the junction of High street are ignored almost 24/7 and these new restrictions will also be ignored by selfish drivers, so a physical barrier will be a big help.

**Online- Partly Object**

14.	Please take note in this comment the reasons as to why there are more parked cars on Morris way than usual and what does the council propose these residence do if more parking is taken away. Morris way currently has spaces available to park on the street for approximately 2 cars, then space for two drive way's then two cars and so on. This repeats up the street and just about fulfills the parking needs for the street. The proposed permanent yellow lines will take away at least SIX parking spaces that are clearly needed for residence over night. The spaces already created for cars to park there are fine for space and visibility in this area when driving. The main problem is the area attached and shown in blue. The hedges from this address are not maintained and protrude over the pavement causing parked cars on this side to have to park further into the road. In summary if the cars are able to park as intended in the areas in question there would be no problems for traffic or space. The property that owns the hedges marked in blue need to be cut back allowing pedestrians to walk and cars to park. Its a matter or property maintenance rather than parked cars. Cut the hedges back and cars can park properly with space for traffic and pedestrians. I have attached a photo named "parking space" that shows plenty of space for cars to pass even when cars are parked and the hedge in question preventing pedestrians walking. Secondly to all of this the area marked in red is intended parking for residence from 184 to 198 highstreet and the apartments above the shops. This parking has been taken away from the residence due to the freeholder applying for planning permission (reference 5/2025/1919) This is being taken up legally as its stated in our deeds that we have the right to park here. As it stands, we cannot due to parking restriction put in place so the residence here are parking on Morris way. Where does the council propose we park if we can no longer park at our property and six parking spaces are taken away?
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**Post- Support**

15.	Dear Sir Madam, Thaks for your consultation on new proposed parking plans. I fully support your suggested plans to extend the yellow line markings that we already have in Morris Way. The new suggested road markings would enhance road and footpath safety and make it much easy for police, ambulance or fire brigade to attend.
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	Thank you again Your sincerely
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## Appendix B- Map Schedules



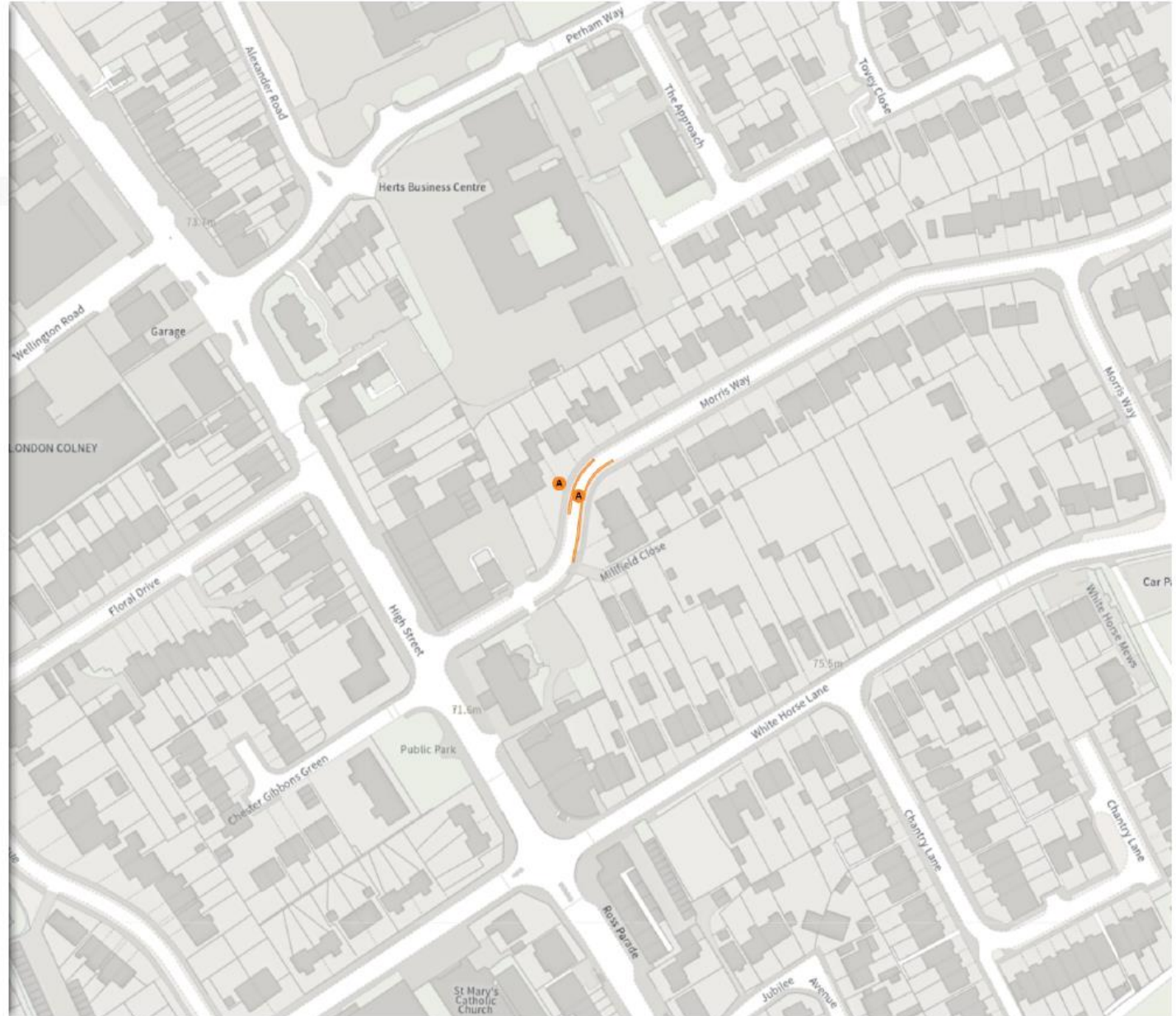
THE ST ALBANS CITY AND DISTRICT COUNCIL  
(CONTROL OF PARKING) ORDER 2023 (AMENDMENT  
No.\*\*\*) WAITING RESTRICTIONS ORDER 2025

Map 1 of 1

ADDED

 No waiting at any time

 At all times



Scale: 1:1250 0 20 40 60m

NW 517611.355, 204477.819 SE 518051.972, 204110.975

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