

Summary of comments received at Area Committee Meetings in January 2020 including further written comments received by Royston Town Council, Letchworth Garden City Heritage Foundation, Weston Parish Council, Knebworth Parish Council and Letchworth BID to the draft NHDC Parking Operational Guidelines.

Policy #	Comment	NHDC Officer response
Southern Rural Committee		
Policy 5	The deletion of point 7 on page 42 of the report as the resourcing cost was covered in point 5 on page 42 of the report.	Point 7 has been deleted.
Policy 6	Add 'if required' to the end of point 3 on page 42 of the report.	Point 3 has been amended to include 'if required'.
Policy 5	The deletion of 'and at least once during the life of NHDC parking strategy' under Policy 5 – Off-street Car Park Tariff Reviews on page 42.	Point noted, this forms part of the agreed policy contained in the adopted Parking Strategy. This refers to undertaking at least one full detailed review during the life of the Strategy and does not preclude other reviews from being undertaken in order to assess parking demand across the town centres.
Royston Town Council		
General	Members believe that parking arrangements work well in Royston and would not like to see them amended greatly.	Noted.
Policy 2	Members agreed that identifying more off street parking areas within Royston for short term free parking would be beneficial.	Noted. However, point 5. in Policy 2 states that NHDC will ensure that on-street and off-street parking should cover the cost of providing the service.
Policy 6	Members disagreed fundamentally with policy 6. There should not be parking charges for evenings, Sundays and Bank Holidays in Royston. There are no buses that run during these times and so members of the public have little alternative but to drive and park.	Noted; Officers are of the view that the policy remains appropriate given the life of the Strategy, in that it proposes to review these issues in consultation with relevant Members and key stakeholders. As the document states: 'any review will be carried out in consultation with relevant stakeholders'. This would include consulting Royston Town Council.
Policy 13	Members welcomed policy 13 – more provision of cycle parking as part of the parking review.	Noted.
Policy 16 and 25	More electric charging points would be beneficial.	Noted. Officers are currently working on an EV Charging Strategy, and the guidelines at Policies 16 and 25 will be updated accordingly to reflect this.
Hitchin Committee		
General	Fines should be proportionate to the parking offence.	Penalty Charge Notices (PCNs) are set under current guidance set out within the Traffic Management Act 2004

General	Implementing residential Electric-Vehicle charging points.	Officers are currently developing an Electric Vehicle Strategy. Once this work is completed, Policies 16 and 25 of the NHDC Parking Operational Guidelines will be updated to reflect this.
Parking Issues Reporting Pack	What would happen after a member of public had reported a parking issue.	Officers follow an internal process to review all parking issues submitted and will notify the member of public reporting the issue whether it will be taken forward on the NHDC Parking Work Programme. This process will be made clear on the Council's website.
Parking Issues Reporting Pack	Ways in which the Parking Reporting Pack would be publicised to the public.	Officers are currently working with NHDC Communication team to promote the pack subject to agreement by Cabinet to adopt the Guidelines and the Parking Pack. This will include an item in Outlook, and on the NHDC website and also informing the Parishes and Members through MIS.
Parking Issues Reporting Pack	Concerns over the requirement to keep a log of the parking issue for four weeks.	Noted; Officers are of the view that four weeks should be the minimum time to fully understand how the parking issue may change over time including at evenings and weekends. This timeframe also enables standardisation so that parking issues reported can be compared to determine their severity level and priority level on the Parking Work Programme.
Policy 4	Concerns over cashless parking.	This policy affords the Council the opportunity to investigate alternative payment mechanisms to keep abreast of changing technologies and customer demand. The intention is to provide a range of payment options to the customer.
Policy 6	Charging for parking at weekends, evenings and on Bank Holidays and the affect that this may have on the economy of the town. It was important that there was a district-wide consultation on the potential possibility of charging weekends, evenings and on Bank Holidays.	Noted; officers are of the view that the policy and assessment criteria remain appropriate given the life of the Strategy, in that it proposes to review these issues in consultation with relevant Members and key stakeholders. 'Relevant stakeholders' are referenced in the adopted Parking Strategy and would include the relevant ward and parish councillors, relevant organisations involved in town centre management, Hertfordshire County Council and Hertfordshire constabulary. This does not preclude other local stakeholders from being consulted such as other car park operators.
Policy 6	The need to increase public transport services after a certain time especially in the evening.	This falls outside of the scope of the Parking Operational Guidelines but is covered in Hertfordshire County Council's Hertfordshire Local Transport Plan (LTP4).
Policy 8	The time limit imposed on on-street parking and the possibility of increasing this especially on Hermitage Road.	Noted; The Parking Operational Guidelines allows the flexibility to look at on-street parking on a case by case basis.
Letchworth Garden City Heritage Foundation		
Policy 1	We would appreciate if sufficient resources could be made available to review TROs and CPZs, particularly linked to Letchworth Garden City Station, as promoted in the later policies	Noted; completion of the current town-wide parking review of Letchworth is a short-term goal on the strategic action plan within the NHDC Parking Strategy. This includes reviewing some of the parking issues in streets in close proximity to the railway station.

Policy 2	We would suggest that there is an depth review that sets out a clear parking strategy, something that has been looked at recently and not published.	The NHDC Parking Strategy was adopted in January 2019 and as stated in Policy 2, will periodically review the level of off-street parking capacity in town centres.
Policy 2	It is essential that at the heart of this is the need to combine alternative modes of travel, in line with Herts County Council policy, and how the Council can help facilitate this, for example by supporting improvements to buses and the station forecourt, as well as pedestrian and cycle links. Car parking should be considered against the needs of the town as a whole and as part of a multi modal approach, which can support the vitality of the town centre.	This falls outside of the scope of this document. However, the Parking Strategy recognises the need to manage the volume and type of on and off-street parking in a balanced approach to meet more sustainable modes of transport whilst helping to support the vitality of the town centres. This is listed as one of the Parking Strategy objectives. The Council is working together with the Heritage Foundation and HCC in developing a Sustainable Travel Town which accords with the policies in LTP4.
Policy 3	Part of the reason that car parks and in particular the multi storey car park are underutilised is that they are unstaffed and unappealing. If the multi storey was made to be a safer, more usable and an attractive place, it would be far better used and could serve a greater range of activities, including long term commuter parking.	Noted. The Council has an ongoing maintenance programme to ensure that its car parks are safe and fit for purpose. The Council is also investigating other types of payment and permit options to improve usage. The Council is also working together with the Letchworth Bid, the LGCHF, the Garden Square Shopping Centre and the Hertfordshire LEP to consider options to encourage more visitors to the town centre.
Policy 3	The Council should look at how this could be facilitated (e.g. pedestrian access on to Gernon Road), better staffing and upgrading, to ensure that this asset is better used to the benefit of business and the local community.	Noted. This is outside the remit of this document and forms part of the work associated with the review of the Letchworth Town Centre Strategy and the Bid to HCC to consider making Letchworth a Sustainable Travel Town.
Policy 3	The answer is not to close these facilities, which solely means that those who perpetrate the anti-social behaviour win, and the local community loses.	Noted. The Council has policies in place to deal with anti-social behaviour in our car parks. The Council is also investigating other types of payment and permit options to improve usage as a means of controlling anti-social behaviour.
Policy 5	Any increases in the car parking tariffs will be to the detriment of local businesses and those members of the community that are less well off and need to access the town centre. As with all town centres, Letchworth Town Centre is feeling the effects of a shift in shopping habits and the role of town centres. This places many businesses at risk and it is essential that the Council support these by encouraging visitors to the town by a range of transport modes. Increases to the parking fees will be harmful to the vibrancy and vitality of the town centre, which Council's policies	The criteria as set out in Policy 5 do not preclude the Council from taking into consideration all users of the town centre. Any Signiant tariff review would involve consultation with key stakeholders including local businesses.

	otherwise support. We would therefore be concerned about further increases to parking charges.	
Policy 6	There has been significant investment in the leisure offer for the town centre, which relies on evenings and weekends. To extend the charging hours could only be harmful to these businesses, particularly when competing businesses in for example Stevenage Leisure Park provide free car parking and easy station access. Inevitably, there would also be an impact on local residents as people would seek to park in residential areas to avoid charges, as this would be outside CPZ time restrictions, causing disturbance and parking issues for residents in the evenings and Sundays. We would therefore strongly object to any extension of car parking charging hours.	Noted; officers are of the view that given the life of the strategy the policy remains appropriate; in that it proposes to review these issues in consultation with relevant stakeholders.
Policy 9	Letchworth has retained much of its service provision, e.g. banks and building societies and this is in part to the ability for customers to park for a short period on Leys Avenue, Gernon Road and Eastcheap. These quicker visits also help to sustain a number of businesses and to introduce charging would be harmful to the local economy and also to the detriment of the local community. This would also introduce a street clutter in Letchworth that the Foundation invested heavily to reduce.	Noted; Officers are of the view that the policy is appropriate in that it refers to careful consideration on a case by case basis and in consultation with relevant Members and key stakeholders.
Policy 10	We are of the view that there is an opportunity to review the location of disabled and loading bays with local stakeholders and users to check that these are in the correct locations.	Noted; this doesn't preclude the Council from reviewing the locations of disabled parking bays as required. The Council is currently working with HCC regarding the current restrictions for disabled parking in the town centre.
Policy 16	We have provided an electric car charging point in the town centre and would support further provision.	Noted; Officers are currently developing an Electric Vehicle Strategy. Once this work is completed, the NHDC Parking Operational Guidelines will be updated to reflect this.
Policy 17	As many employees in the town centre rely on their cars and are on lower incomes, we support the provision of subsidised parking for these people. Many of these employees are forced to park on street and a scheme of this nature could improve problems associated with this.	Noted.

Policy 18	It is disappointing that the Council is not looking at this issue in the round. The problem of commuter parking is in part due to demand and supply as indicated in the guidelines, but there is a failure to recognise that the problem is also linked to poor provision of safe and convenient non-car modes. In particular bus provision is poor and not suited for many commuters, cycle lanes are patchy and there can be problems of safe cycle parking, which means that most commuters have no option other than to use their cars and try to park nearby. Therefore, a more strategic approach is necessary to ensure that alternative modes of transport are supported, in addition to car parking.	The Parking Strategy recognises the balance that needs to be struck between parking and more sustainable modes of transport. It is acknowledged that a more strategic approach could be taken. The Parking Strategy covers the period 2019 - 2031 and it is recognised that Strategy and its associated Operational guidelines should be kept under review during this period as technological and transport patterns change over time.
Policy 19	We welcome the aspiration to address parking issues, but this should be in the context of comments made regarding Policy 18. We would welcome a comprehensive review of the CPZ linked to the town centre and station. There are significant problems on certain roads, such as Bedford Road, and the current CPZ in places can appear piecemeal. We would therefore recommend a comprehensive review of the CPZ for Letchworth.	Noted; completing the town-wide parking review of Letchworth is a short-term goal on the strategic action plan within the NHDC Parking Strategy. This includes reviewing some of the parking issues in streets in close proximity to the railway station.
Policy 21	We would welcome a review of the Letchworth CPZ to ensure that roads presently affected by daily on-street parking are addressed, but also a more strategic approach is taken including an understanding of the bigger picture regarding parking habits, the implications of putting some roads in the CPZ and the promotion of alternative travel modes.	Noted; while completing a town-wide parking review of Letchworth is a short-term goal on the strategic action plan within the NHDC Parking Strategy, and broader more comprehensive review taking into account other sustainable modes of travel would form part of a longer term project arising out of the sustainable travel town initiative.
Policy 23	We would object to this proposal. The CPZ has been created because of problems arising from on-street parking and not as a fee income generator. There are important amenity, safety and environmental reasons for restrictions on certain streets and selling spaces with the residents gaining no benefit from it, would be harmful at a number of levels and places the question why restrictions were imposed in the first place. This measure will only encourage car use, clog up residential	Noted; Preparatory work for a commuter parking strategy is scheduled as part of the short-term goals within the NHDC Parking Strategy.

	streets and create conditions prejudicial to the visual and environmental amenity for residents. We are therefore of the view that this is unacceptable and are strongly against this recommendation.	
Policy 24	<p>The Council's parking policies must reflect the aspirations of the County Council to promote modal shift. Therefore, car parking should be considered against encouraging of alternative modes of transport, discouraging additional car use, which creates issues for the wider highways network. Car parking standards should reflect this approach and become less rigid, encouraging innovation and alternative approaches. Therefore, different models should be accepted by the Council, where if alternative sustainable travel solutions are proposed or exist, there should be an encouragement of reduced car parking or the use of parking lots that can be re-purposed in the future, should car usage decline.</p> <p>Town centre developments should have the potential for reduced or zero car parking provision, particularly if the Council takes a more strategic approach to the provision of public transport and cycling, as well as maximising the use of the car parks, with spaces having a dual purpose (for example daytime shoppers and workers, evening residents).</p>	Noted. The Parking Strategy recognises the need to manage the volume and type of on and off-street parking in a balanced approach to meet more sustainable modes of transport whilst helping to support the vitality of the town centres. This is listed as one of the Parking Strategy objectives. The Council is working together with the Heritage Foundation and HCC in developing a Sustainable Travel Town which accords with the policies in LTP4.
Policy 25	We support the provision of additional car charging points in the street, but would wish to seek to ensure that this is not harmful to the quality and character of important Letchworth street scenes and does not lead to the loss of trees and hedges. We would be very happy to contribute to further discussions and consultations and if you would like to discuss this further, please do contact me.	Noted.
Baldock and District Committee		
Parking Issues Reporting Pack	The reporting pack seemed over complicated and not user friendly.	Officers are in the process of developing an online version of the reporting pack to address user issues raised.

Parking Issues Reporting Pack	There should be an easier way to feed back information. Some problems only affected very small areas and this was not the way to provide solutions.	The Parking Issues Reporting Pack provides the most robust solution to enable members of the public to report a parking issue and have their say as to which parking measure they would like implemented. Adopting this process provides a higher likelihood of the parking measure being implemented after the formal consultation has taken place, as consensus has been sought from those who are likely to be impacted by it before the legal process of implementing a Traffic Regulation Order begins. Regardless of the size of a parking issue, a legal process has to be followed in order to implement a Traffic Regulation Order.
Parking Issues Reporting Pack	There should be a facility to upload photographs.	Officers are in the process of developing a facility to enable applicants to submit their application online which also enables photos to be uploaded.
Parking Issues Reporting Pack	If people can only complete part of the reporting pack it should not invalidate the information given.	Applicants are encouraged to complete the full application in order to provide sufficient information to Officers to be able to review and understand the parking issue. The parking issue will also be compared to other parking issues reported to assess whether there is a genuine parking issue and determine its priority level on the Parking Work Programme.
General	There did not seem to be any connectivity between the document and the Local Plan.	The Parking Strategy and the Operational guidelines have been prepared taking into consideration national and local policy including making reference to policies in the submission Local Plan , the Hertfordshire LTP4 and the NHDC Transport Strategy. The Parking Strategy covers the period 2019 - 2031 to accord with the Local Plan, and it is recognised that the Strategy and its associated Operational guidelines should be kept under review during this period as technological and transport patterns change over time and not least because of the implications of major development opportunities and any resultant policies or strategies.
Weston Parish Council		
General	<p>Weston Parish Council are concerned that the emphasis of the proposals is towards making parking as difficult and inconvenient as possible. In an ideal world where people work close to where they live and there is good inexpensive and frequent public transport this may be acceptable. In reality Hertfordshire does not deliver this.</p> <p>In these guidelines, there is no recognition that residents in Weston, an other villages for that matter, have no alternative other than to use private cars. This is unlikely to change anytime soon because the NHDC Local</p>	Due to the concerns raised by Members and stakeholders regarding the apparent lack of guidance within the NHDC Parking Strategy. The NHDC Parking Operational Guidelines have been developed to provide the necessary guidance and assessment criteria on how the policies would be implemented. Policies 18 - 25 are applicable to all residential areas, including Weston. Alongside this, s Parking Issues Reporting Pack has been developed in order to provide the public with a formal structure to report parking issues. Although the Parking Strategy and Operation Guidelines reference the Hertfordshire Local Transport Plan (LTP4), public transport falls out of the scope of this document.

	<p>Plan is providing more houses than work opportunities and it accepts that there will be an increased commuting need and when the Plan gets implemented. Equally the HCC Transport Plan makes no provision for better public transport in rural areas. The upshot of this is that rural residents in particular need to be able to park at transport hubs and in town centres. It is the lack of convenient cheap parking that encourages us to shop online or at out of town venues.</p>	
Policies 19 and 20	<p>Your parking should include the creation of car parks with plentiful provision of charging points for electric cars; this would encourage the move towards electric and reduce the appetite for on street parking that causes grief to local residents.</p>	<p>Officers are currently developing an Electric Vehicle Strategy. Once this work is completed, the NHDC Parking Operational Guidelines will be updated to reflect this.</p>
Policy 24	<p>Weston (Parish Council) believes that this policy is not in line with the NHDC Local Plan 2011 - 2018 parking policy; T2; Parking and Appendix 4: Car Parking Standards. Weston Challenged the adequacy standards during the Local Plan consultation and we feel that NHDC guidelines should ensure that these albeit inadequate, parking provisions are enforced. We would like to see NHDC planning refusing applications to turn garages in new builds to living accommodation unless an equal amount of suitable 'on site' parking is provided.</p>	<p>Policy 24 in the Parking Strategy and the Operational guidelines recognise the need to review parking standards alongside new developments as parking patterns, technology, and more sustainable modes of transport changes over time. Depending on the evidence base and the outcome of any review this could result in the need to review the policy in the Local Plan and would need to follow the correct statutory requirement.</p>
Knebworth Parish Council		
Parking Issues Reporting Pack	<p>We would also like specific information on how to use the Parking Issues Reporting Pack referenced throughout the consultation document, as we have significant existing (parking) issues.</p>	<p>Noted; Parking Projects Officer can provide support to facilitate this.</p>
Policy 1	<p>we welcome Knebworth's inclusion in bullet point 6 to review the specific approach across the settlement and request that this is prioritised, noting the limited resources but considering the above context of Knebworth's position described above and current lack of significant solutions for commuter management.</p>	<p>Noted.</p>
Policy 2 -17	<p>We have assumed that apply to towns only.</p>	<p>Policies 2-17 also apply to Knebworth.</p>

Policy 18 and 19	We note Knebworth will be considered settlement-wide under Policy 1 but wish to note the importance of these policies on commuter parking and on-street parking given the above context. Consideration for Knebworth needs to factor in the additional loads placed on it from surrounding villages (current and Local Plan driven growth). This requires that the Council works with neighbouring authorities to determine demand and solutions, namely Stevenage Borough Council (Bragbury End) and Welwyn & Hatfield Borough Council (Woolmer Green).	Noted. Policies 18 and 19 are also applicable to Knebworth.
Policy 24	Knebworth is scheduled for significant Local Plan new developments and the implementation of suitable parking solutions via planning policies and their enforcement on developers will be critical to the success of both traffic management in Knebworth as well as the impact on the built environment. Our Neighbourhood Plan team have gathered evidence from around the district of good and bad examples of implementation. We therefore ask the Council to work specifically with the Parish Council, Neighbourhood Plan team and the respective land owners at the appropriate time to review the adequacy of solutions.	Noted.
Letchworth BID		
General	What research did they do with local businesses/BIDs to build this policy?	Consultation was undertaken with key stakeholders including BID managers in preparing the Parking Strategy.
Policy 2	Are they looking at increasing or decreasing the amount of parking?	Any new management system that the Council may look to implement would require a full review of current car park usage together with a business case before any decisions are made. As per point 6 of Policy 2, any review would be in partnership with key stakeholders.
Policy 5	What is the revenue raised currently by NHDC in parking charges (and fines) annually, and how is that money utilised on the carparks/ parking spaces currently provided? and what revenue are they projecting for this new policy?	Parking revenue is reported as part of the Council's budget process, these are reported on a quarterly basis to the Council's Cabinet. The parking income where possible should cover the cost of the parking service so as to ensure that the car parks are maintained and the parking function/service is retained, is seen to be, fair, efficient, effective and responsive to change, i.e. in the case of keeping abreast of new technological changes.
Policy 5	The council will benefit short term, until majority of customers get fed up and go elsewhere.	It is in the Council's interest to ensure the ongoing vitality and viability of its town centres.

Policy 5	The local council from where we have just moved from Huntingdon DC increased parking fees in the town centre car parks from 1 hour to 2 hours minimum at £1.60 rising in increments with vehicle registration recognition so you cant pay forward a ticket anymore either. It has seriously damaged the footfall to the towns trade was down considerably. Although evenings, Sunday & BH are still free at the moment. It will kill the town if implemented.	Noted. See comment above regarding Sunday and evening charging.
Policy 5	How will they assess fees against the average income? (or, if not, how do they build fees?)	The Council will use the criteria as set out in Policy 5 to review tariffs.
Policy 5	Will the fees be flat-rate per hour?	The Council will use the criteria as set out in Policy 5 to review tariffs.
Policy 5	Will they take into account the types of business in the area? or will it be a blanket charge across all areas?	As set out in Policy 5, the Council will monitor the usage of its car parks and undertake discussion with the relevant town centre managers and organisations to understand the impact of proposed tariff changes.
Policy 5	What is the goal behind this new policy? Is it to sustain/support public transport (more sustainable modes of transport)? If so, what improvements will be made to these locally to support customers and businesses?	The Policy seeks to strike the balance between making provision for visitors to the town centre, both by private car and also by encouraging alternative modes of transport to ensure the vitality of town centres.
Policy 5	How do they balance this against the potential benefit/detriment to businesses?	As set out in Policy 5, the Council will monitor the usage of its car parks and undertake discussion with the relevant town centre managers and organisations to understand the impact of proposed tariff changes.
Policy 5	Are they looking at changing the charges more flexibly, not necessarily just as an increase but possibly decreasing charges where appropriate?	As set out in Policy 5, the Council will monitor the usage of its car parks and undertake discussion with the relevant town centre managers and organisations to understand the impact of proposed tariff changes.
Policy 5	I would like to know what research they have done with local businesses (which I'm sure we are all pretty aware is none!) and how they have, and will, take this into account when setting out these prospective new charges too. We all know that town centres are evolving and entertainment is becoming a huge part of what drives people into towns, especially at weekends etc...these plans could really scupper that for Letchworth.	<p>Consultation was undertaken with key stakeholders including BID managers in preparing the Parking Strategy.</p> <p>As set out in Policy 5, the Council will monitor the usage of its car parks and undertake discussion with the relevant town centre managers and organisations to understand the impact of proposed tariff changes.</p>
Policy 5	I can only see this as a money grabbing exercise. I will want to see all the above and justification for it. Especially with so many out of town facilities now that have free parking.	As set out in Policy 5, the Council will monitor the usage of its car parks and undertake discussion with the relevant town centre managers and organisations to understand the impact of proposed tariff changes.

Policy 6	Most evening entertainment takes longer than the 3hr restriction most of our car parks hold during chargeable hours (especially cinema/meal) so would make an impact on our evening trade eventually. The NHDC car parks are full on “uncharmable” days.	The introduction of Sunday and evening charging is an option for consideration which would be in accordance of the criteria set out in Policy 6.
Royston and District Committee		
General	There was support for the positive environmental proposals i.e. sustainability.	Noted.
Parking Issues Reporting Pack	Whether keeping the log of parking issues over a four week period could be reduce to two weeks;	Noted; Officers are of the view that four weeks should be the minimum time to fully understand how the parking issue may change over time including at evenings and weekends. This timeframe also enables standardisation so that parking issues reported can be compared to determine their severity level and priority level on the Parking Work Programme.
Parking Issues Reporting Pack	Whether an introductory note could be added to the Parking Reporting Pack in order to provide members of the public with an explanation of what they should and should not expect from the reporting pack;	Noted; this is already included in the text within Part 1 of the Parking Issues Reporting Pack. It also outlines the role of NHDC and Hertfordshire County Council.
Parking Issues Reporting Pack	Whether a contact number could be added to the reporting pack to enable members of the public to contact the department in case there was a need for clarification or explanation;	Noted; there is already a telephone number and email address in Part 1 of the Parking Issues Reporting Pack
Policy 2	In relation to item 8 under Policy 2 on page 44 of the report, users of Council car parks in Royston were, at present, not required to take and display a Pay and Display ticket during the ‘Free after 3pm’ period;	Noted; In order to understand car park usage this procedure will be implemented across all NHDC car parks.
Policy 5	Each town and each individual car park was different and this should be respected when considering charges	As set out in Policy 5, the Council will monitor the usage of its car parks and undertake discussion with the relevant town centre managers and organisations to understand the impact of proposed tariff changes. The Strategy recognises that each of its towns have different characteristics and environments. Any review in tariffs will recognise this.
Policy 6	The added financial cost of Parking Enforcement Officers working at weekends, evenings and Bank Holidays as a result of the proposed changes to the charging period would negate any benefit;	Noted; resource implications are covered in Point 3 of Policy 6.
Policy 6	Charging for parking at weekends, evenings and on Bank Holidays would have a negative effect and exasperate existing problems on residential roads;	The criteria set out in Point 4 of Policy 6 addresses this concern.
Policy 19	The possibility of implementing dedicated parking in the town centre	Noted.

	for residents living in properties without parking;	
Policy 23	It was a good initiative to sell non-resident permits especially on streets such as Victoria Crescent, Baldock Street and London Road or streets that were situated near the train station;	Noted.
Policy 23	Existing zones could be extended to incorporate nearby roads not covered;	Noted.
NHDC Officer comments		
Policy 2	Point 7. Does this relate to things like “free after 3pm” in some carparks in Royston where driver can park without a ticket? If it does, have we considered the environmental impact of trying to get everyone to take a ticket?	Noted; the Council also operates a cashless parking system which has also been referenced in this point. The cashless parking system does not require the customer to display a ticket.
Policy 2	Options to consider various types of permits including resident permits.	Noted; an additional point (point 10) has been added to policy 2.
Policy 3	Point 2. We currently do resurfacing and lines on a needs basis.	Noted; This point has been removed. Regular site inspections and maintenance is already covered within point 1.
Policy 3	Point 3. A lot of work has already gone into addressing anti-social behaviour in the multi-storey carparks. Measures that help to deter criminal activity and anti-social behaviour are regularly reviewed.	Noted; the wording for this point has been amended to acknowledge that there is a management plan already in place. Points 2 and 5 highlight that additional investigations will be undertaken to further enhance the management plan.