

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 6 JUNE 2019
REPORT OF THE CORPORATE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

INTRODUCTION OF WAITING RESTRICTIONS IN VARIOUS ROADS, HANDSIDE
WARD, WELWYN GARDEN CITY

1 Executive Summary

- 1.1 This report primarily concerns two separate locations, the area of Lemsford Lane directly outside Stanborough School and Stanborough Close, a small residential cul de-sac.
- 1.2 Lemsford Lane – a number of residents living opposite Stanborough School have complained of congestion and unnecessary obstruction. They maintain this occurs not only at school drop off/pick up time but also out of hours, particularly at weekends when the school is hosting sporting activities.
- 1.3 Stanborough Close – elderly and less mobile residents living at the top end of the cul-de-sac, have reported difficulties in manoeuvring in and out of their parking bay due to the close proximity of vehicles parked opposite.
- 1.4 This report sets out the findings of the informal consultation, the statutory consultation and the recommended course of action. Approximately 100 properties and businesses have been consulted. This report also outlines a modification notice (**Appendix B**) the Council served upon residents and the objections which were received in response to the advertised Orders.
- 1.5 Two objections have been received relating to the proposed waiting restrictions. One pertaining to Lemsford Lane and the other from Stanborough Close; please see **Appendix A**.

2 Recommendation(s)

- 2.1 That the Panel consider the objections received in 4.1 and 4.3; and in addition the issues raised in Section 15 around equalities and diversity. Having considered all the detailed issues in this report including any proposed mitigating actions; the Panel recommends to Cabinet to proceed with the implementation of the proposed waiting restrictions (**Appendix C**), for the reasons set out in this report.

3 Explanation

- 3.1 Lemsford Lane – A number of residents living opposite Stanborough School have requested double yellow lines to replace the existing single yellow line Monday to Friday restriction. They cite the fact that many of the participants for the Saturday sports activities, park on each side of the road, at times blocking their driveways and also making it difficult for the through passage of buses.

- 3.2 A meeting with Stanborough School, local councillors, residents and Council Officers took place, and it was agreed that an investigation into the possible construction of a lay-by on the school side of the road be undertaken. Council officers from Landscape & Ecology subsequently recommended refusal of the planned parking improvements as it would necessitate the removal of several mature trees.
- 3.3 Following the publication of the Notice in the Welwyn Hatfield Times on 3rd April 2019 (see 3.4 below), further representations were submitted by residents requesting an additional length of double yellow lines on the school side of the road in lieu of the fact that a lay-by was no longer an option.

Traffic Regulation Order (TRO)

- 3.4 On the 3rd April 2019 the public notice proposing “**The Borough of Welwyn Hatfield (Various Roads, Welwyn Garden City) (Restriction of Waiting) Order 2019**” (See Appendix B) was advertised in the Welwyn Hatfield Times. Notices were also erected in the lengths of roads affected and letters delivered to residents and businesses.
- 3.5 On the 10th April 2019, The Council published a Modification Notice (**Appendix B**), advertising an additional length of double yellow lines. The letters were hand delivered to affected residents and notices erected in the locality. The draft traffic regulation order has now been amended to reflect this addition.

4 Objections

- 4.1 One objection has been received from a resident in Stanborough Close which can be summarised below:
- There are approx. 6 spaces for seven council bungalows. If all these spaces are filled there will be nowhere for carers and visitors to park.
- 4.2 Response to 4.1
- The changes are essential to improve the access of disabled users.
 - A letter was received from a further resident to say the Council had not gone far enough with their restrictions and that all of the top section in the turn-around area should be subject to yellow lines.
 - Double yellow line (junction protection) is also proposed for the corner with Stanborough Road. Parking Services have agreed to shorten these lengths at the request of a resident.
- 4.3 One objection has been received from a resident in Lemsford Lane which can be summarised below:
- We require on-street parking to accommodate differing family parking requirements.

4.4 Responses to 4.3

- Parking Services will agree to omit a section of double yellow lines from outside this property. The resident is fully aware that they cannot reserve this area for their own use.

5 Legal Implication(s)

- 5.1 TROs are created under the Road Traffic Regulation Act 1984. Consultations follow a statutory legal process as set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. No other legal implications are inherent in relation in to the proposals in this report.

6 Financial Implication(s)

- 6.1 The cost of the TRO recommended in this report will be funded through existing Parking Services revenue.

7 Risk Management Implications

- 7.1 Changing the parking conditions in the above mentioned roads could generate negative publicity. Some parking may be displaced into nearby roads.
- 7.2 It is standard procedure to monitor new parking restrictions for the first 6 months after they are implemented. During this period all reports of safety issues or parking displacement will be recorded. If any significant safety issues are discovered during the monitoring period, Parking Services where possible will investigate and carryout the appropriate remedial action.

8 Security & Terrorism Implications

- 8.1 There are no known security & terrorism implications in relation to the proposals in this report.

9 Human Resources

- 9.1 There are no known Human Resources implications in relation to the proposals in this report.

10 Communication and Engagement

- 10.1 When making any changes to parking restrictions there is a statutory consultation process set out in the Local Authority Traffic Orders (Procedures) (England and Wales) Regulations 1996 which the Council needs to adhere to. This includes consulting directly with all affected parties and a number of statutory consultees, such as the Police and Hertfordshire County Council.
- 10.2 The Modification Notice (**Appendix B**) was published in accordance with Regulation 14 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
- 10.3 In addition, Notices are required to be erected within all roads affected and advertised in the local newspaper, in this case the Welwyn Hatfield Times.

10.4 This process has been carried out and there are no known implications in relation to the proposals in this report.

11 Health and Wellbeing

11.1 There are no known Health and Wellbeing implications in relation to the proposals in this report

12 Procurement Implications

12.1 There are no known procurement implications in relation to the proposals in this report.

13 Climate Change Implication(s)

13.1 There are no known climate change implications in relation to the proposals in this report.

14 Link to Corporate Priorities

14.1 This report is linked to the Council's Corporate Priority Protect and Enhance the Environment, and specifically to the achievement to Deliver Effective Parking Services

- Protect and enhance the environment and deliver effective parking services;
- Engage with our communities and provide value for money

15 Equality and Diversity

15.1 I confirm that an Equality Impact Assessment (EqIA) has been carried out.

15.2 The double yellow lines will prevent parking at the junctions; this may force drivers to park further away from their destination. However, the Council believes that the benefits provided by added road safety at the junctions and reducing vehicles parking obstructing public footway outweighs any dis-benefits

15.3 There is a potential for a positive impact on Disability.

15.4 During the monitoring period (7.2) should any unintended impacts come to light, Parking Services will where possible investigate and carryout the appropriate remedial action.

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Background papers to be listed (if applicable)