

WELWYN HATFIELD BOROUGH COUNCIL
CABINET – 5 AUGUST 2020

Recommendation from the Cabinet Planning and Parking Panel on 30 July 2020:-

PARKING STRATEGY 2020-2030

Members considered the report of the Corporate Director (Resources, Environment and Cultural Services) on the Parking Strategy 2020-2030 for the borough of Welwyn Hatfield. The Parking Strategy has been developed to enhance traffic management and support the local community and its environment. It will guide Parking Services in their planned work for the next ten years. Nine core strands have been identified with several objectives and associated actions that will need to be explored in each of the following areas:

1. Traffic Management and Road Safety
2. Economic Vitality of Town Centres and Shopping Centres
3. Environment
4. Residential areas/On-street Parking
5. Resident Parking Permit Policy
6. Schools
7. Communications and Engagement
8. Business and Employment Areas
9. The Future

The Council will initially investigate electric car charging points alongside its regular parking programme. When the Parking Strategy is adopted, reports when required will be presented by Officers to the Cabinet Planning and Parking Panel, which will provide updates on the objectives and progress in meeting the aims within the Strategy.

Members raised and discussed the following points:

- Members congratulated the Parking and Cemetery Services Manager on the report in terms of the readability and layout. A comment was made on point 3 above in terms of having the 'Environment' running throughout the report. It was confirmed that the strands listed above do interact with each other.
- The possibility of having electric charging points installed at all new developments. It was clarified that each new development would be assessed within its infrastructure layouts in terms of charging points. The need will be examined as in the future there may be more people working from home so less travel.

- Questions were raised on who will be paying for the installation and running costs of charging points. The Council would look to enable infrastructure being installed.
- Would be possible to have express charging points in the vicinity of block of flats, as normal electric charging can take up to 12 hours for a car to be fully charged? The Officer explained that this would be considered alongside other infrastructure deliberations.
- Most charging points will be installed in destination locations and the town centre will be avoided, as parking time limits may not be suitable. The impact on substations was debated. Clarification was provided on the term of 'destination' location – referring to car parks.
- Restrictions should meet the needs of an area, as some areas/roads require different parking restrictions due to commuter areas and/or schools. It was confirmed that residents are given options and the opportunity to consider the proposed restrictions and put forward their ideas before any decision is made. All new parking provisions are monitored to establish the take up and whether certain parking areas need to be revisited for residential parking limits/permits.
- As the government has been encouraging walking, cycling and use of public transport since 2016, it was felt that local authorities should work together to investigate this to make it workable. Also the take up of these amenities during bad weather.
- The need to encourage residents back into the town centre, would it be possible to provide a free period of parking at some point between Monday to Friday? This could be monitored to see if it is practicable. The Officer advised that a period of free parking was available and other options were being considered to promote businesses in the Town.
- The future of car usage was considered and it was felt that there may be commercialisation of electric charging points, whereby large companies may approach the Council for planning to install charging points in car parks. Also there has been an increase in E-car sharing schemes especially in large cities. It was agreed that it would be a gradual advancement and would not be viable to provide free charging points.

RESOLVED:
(Unanimously)

That the Panel recommends to Cabinet to adopt the Parking Strategy 2020-2030 (Appendix A).