

WELWYN HATFIELD BOROUGH COUNCIL  
CABINET PLANNING AND PARKING PANEL 10 MARCH 2022  
REPORT OF THE HEAD OF ENVIRONMENT

INTRODUCTION OF RESIDENT PERMIT PARKING SCHEME, PARKING PLACES AND OTHER WAITING RESTRICTIONS, IN VARIOUS ROADS, PEARTREE WARD, WELWYN GARDEN CITY

**1 Executive Summary**

- 1.1 In March 2021, the Council undertook a parking survey with residents and businesses in Peartree, Welwyn Garden City. The scope of the survey took in the majority of the Peartree ward barring the industrial area that will be worked on outside of the residents' consultation. The purpose of the survey was to engage with residents and businesses in seeking their views on parking options for the area.
- 1.2 Owing to the large geographical footprint of the survey, a decision was made to split the ward into 4 different areas to help focus on the more localised needs of the residents and businesses within the ward. This report focuses on the outcome of the consultation within Area 1 of the Peartree Ward.
- 1.3 Area 1 comprises of the north-west of the ward and includes the following roads; **Athelstan Walk North, Athelstan Walk South, Broadwater Crescent, By The Mount, Corals Mead, Creswick, Edgars Court, Goblins Green, Moatwood Green and The Reeds**. These roads are closest to the Biopark site and the Broadwater Road which are due to be considerably redeveloped for housing over the next few years where additional parking pressures may be imposed onto the area.
- 1.4 This report sets out the results of the informal consultation pertaining to **Peartree 1**, the statutory consultation and the recommended course of action.
- 1.5 It is now established practice that with all new parking restrictions, the Council monitor any reports as to their effectiveness for the first 6 months following their implementation. Should the Council receive reports requesting changes or amendments to the new restrictions, then a review of the restrictions would take place which may result in further recommendations.
- 1.6 Several objections have been received relating to the proposed order(s) which are set out below in Paragraph 4. All objections are contained within **Appendix A**.

**2 Recommendation(s)**

- 2.1. For the proposed traffic regulation orders "**The Borough of Welwyn Hatfield (Various Roads, Peartree, Welwyn Garden City) (Restriction of Waiting Places and Permit Parking Zones) Order 2021**" and "**The Borough of Welwyn Hatfield (Various Roads, Peartree, Welwyn Garden City) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2021**" that: the Panel considers the objections received in paragraph 4 in addition to the issues raised in paragraph 16 around equalities and diversity and recommends to Cabinet to

proceed with the creation of the traffic regulation orders as advertised; the Panel note that the Executive Member for Resources may exercise their delegated powers to authorise the creation of the traffic regulation orders as advertised, subject to unanimous recommendation of the Panel.

### **3 Explanation**

- 3.1 All residents of the Peartree Ward were written to in March 2021 inviting them to fill in a short survey requesting their views on any ongoing issues within their street as well as asking them to provide input on any improvements or restrictions that could be offered to improve the parking situation throughout the ward. To ensure the survey reached the current resident at that moment, all letters were addressed to "The Occupier".
- 3.2 2,452 households were written to asking them to participate in the parking consultation survey. After an initial low response rate of 16%, follow up letters were sent out to residents. Those who had already submitted survey responses were given an update that we were extending the deadline for survey responses whilst those we had not received an initial response from were reminded, they had additional time to respond.
- 3.3 When the extended survey response deadline closed, we had received 726 responses. From the responses received and the geographical layout of the ward, it was determined that the most efficient way of progressing with the consultation was to split Peartree into 4 areas.
- 3.4 Area 1 which this report focuses on has 386 consulted households. From these households, 116 responses were received, response rate of 30.05%. The highest response rate from area 1 was received from The Reeds and the lowest response rate was received from Edgars Court.
- 3.5 When asked about the existing issues within these roads, the following points are of note; Over 50% of respondents highlighted that parking issues occur during the mornings, afternoons and evenings which shows that residents are experiencing parking issues throughout the whole day
- 3.6 Most respondents identified that issues occurred throughout the week and did not single out weekdays or weekends as specific times of the week where there was an increase in parking issues.
- 3.7 46% of respondents reported that verge and footway parking was an existing issue in their road and 64% of respondents stated non-resident parking was an issue.
- 3.8 Of the 109 residents that completed the parking restriction section of the survey, 59.63% were in favour of a resident permit scheme whilst 33.03% did not want any restrictions at all. **Appendix E** shows all the summary results data for Peartree 1.
- 3.9 Although Goblins Green was not in favour of a resident permit scheme and a split vote in Corals Mead and Creswick Court, Parking Services looked to propose a resident permit scheme in those roads to remove the likelihood of parking displacement from the other interlinking roads that did have a majority response in favour.
- 3.10 Although residents were in favour of various times for parking restrictions to start and finish, the survey (**Appendix E**) clearly shows that the vast majority of residents preferred the restrictions start times 8-9am and finishing time 6pm.

#### 4 Traffic Regulation Orders (TROs)

4.1 On the 12 January 2022, a public Notice of Intention proposing the below orders was advertised in the Welwyn Hatfield Times. (See Appendix B).

**“The Borough of Welwyn Hatfield (Various Roads, Peartree, Welwyn Garden City) (Restriction of Waiting Places and Permit Parking Zones) Order 2021”**

**“The Borough of Welwyn Hatfield (Various Roads, Peartree, Welwyn Garden City) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2021”**

4.2 Notices were erected in the affected length of roads and letters delivered to residents and businesses. Plans illustrating the proposals for each Order are attached to this report. (See Appendix C).

#### 5 Objections

5.1 There are 38 household objections pertaining to the proposed permit and yellow line restrictions in Peartree Area 1 (See **Appendix A**). 43 objections were received in total, 12 objections came from 5 households.

5.2 When Parking Services commenced the consultation, several objections referred to points that were listed in a leaflet that was produced and hand delivered by a local resident. Towards the end of the objection period Parking Services received a copy of this leaflet (**Appendix D**) from a resident who is in support of the proposed restrictions. The leaflet encourages residents to object to the advertised proposals of an ‘all day’ permit scheme and instead request a 1-hour permit scheme as an alternative. We believe that this is a potential reason for the increased number of objections received, specifically in relation to operational times of the permit zone.

5.3 It should be also noted that although residents who are content with a proposed restrictions generally do not voice their support during the objection period, Parking Services received three comments from separate households expressing their support for the advertised changes (**Appendix G**).

5.4 No objections were received in relation to the proposed grass verge and footway parking prohibition.

5.5 The below table summarises the objections, number of objections and the council’s response.

<b>Objection</b>	<b>Number of Objectors</b>	<b>Response</b>
The public notices put up along the road read like formal terms and conditions and not a document that encourages reading and understanding. The letters are also addressed to “the occupier”	1 household objection received for this reason.	The public notices are defined in the Local Authority Traffic Orders (Procedures) (England and Wales) Regulations 1996 which states which details must be included in the public notice published in the newspaper and on site. Full details of the proposals are highlighted on the notice to be found on our website, and this is also contained within the letter sent to residents. Parking Services do send letters to residents as “To the Occupier” to ensure the document reaches the current occupier at the time and avoid the risk of the letter being redirected by a former resident or any other addressing reasons.
Resident / Household does not want any restrictions	1 household objection	The majority of residents who completed the consultation survey requested a Resident Permit

Objection	Number of Objectors	Response
introduced into their road as they already pay council tax and road tax and feel that there is no need for further vehicle related costs.	received for this reason.	Parking Scheme. When you include the data from the objectors who had not previously submitted a survey response, the data does not sway the results of the survey away from this majority. The Vehicle Excise Duty ("Road Tax") goes to Central Government's Consolidated Fund, but it does not fund parking restrictions. The cost of designing, introducing and maintaining a resident permit scheme is designed to be self-funding, partly by residents who will directly benefit from the removal of non-residents taking up parking space within the area.
Resident / Household does not want any restrictions introduced into their road as they state there are no parking issues there.	2 household objections received for this reason.	The majority of respondents requested a Resident Permit Parking Scheme, and taking into account objections, the majority of respondents are still in favour of a resident permit scheme. Whilst we recognise that some residents do not see the need for restrictions, they are in the minority in comparison to other respondents within the area and the proposed restrictions are designed to combat the pre-existing issues raised on the survey responses received.
Resident / Household does not want any restrictions introduced into their road to allow freedom to park for all visitors	1 household objection received for this reason	Whilst it is recognised that some residents may see these restrictions as a way of reducing their ability to have visitors to their households, the high volume of survey responses that reported non-resident as a pre-existing issue throughout the ward was also taken into account when the scheme was being designed. Visitors can still be accommodated by way of a visitor voucher purchased by eligible residents if the visitor needs to park on the road during the restricted hours. Visitors parking on driveways or out of hours would not require a parking permit or a visitor voucher
Resident / Household wants only the proposed junction protection (double yellow lines) introduced.	1 household objection received for this reason	The objector had previously completed the consultation survey and requested double yellow lines only. The majority of respondents to the survey did vote for a Resident Permit Parking Scheme however double yellow lines will be also in place.
Resident / Household wants proposed 8am - 6pm RPPS hours reduced to 1-2 hours a day but has not expanded on reason behind objection.	6 household objections received for this reason	As seen in <b>Appendix F</b> , the amended results table takes into account objectors views, as some did not respond to the original survey. Where a residents' objection contradicts their original survey response, amendments to the data were made so that only their objection is included in order to better the latest response per household. The table shows there is overall still a majority for a parking restriction that runs 8am to 6pm Monday to Saturday.
Resident / Household wants proposed 8am - 6pm RPPS hours reduced to 1-2 hours a day citing that there is not an issue with non-resident parking in their road.	2 household objections received for this reason	As seen in <b>Appendix F</b> , the amended results table takes into account objectors views, as some did not respond to the original survey. Where a residents' objection contradicts their original survey response, we have amended the data so that only their objection is included to better the latest response per household. The table shows there is overall still a majority for a parking restriction that runs 8am to 6pm Monday to Saturday. Many respondents in the survey highlighted several parking issues existing relating to non-residents parking.
Resident / Household wants proposed 8am - 6pm RPPS hours reduced to 1-2 hours a day citing the cost of visitor	5 household objections received for this reason	A reduction of the proposed restricted hours would not reduce the cost of residents permits which is set via Fees and Charges and would in fact make the price of resident permits less 'cost effective' when looking at

Objection	Number of Objectors	Response
vouchers and residents permits		the cost of each permit in comparison to the active hours of a scheme. We recognise that reducing the hours of the restrictions could see a correlating reduction in the need for visitor vouchers. As seen in <b>Appendix F</b> , the amended results table takes into account objectors views, as some did not respond to the original survey. Where a residents objection contradicts their original survey response, we have amended the data so that only their objection is included in order to better the latest response per household. The table shows there is overall still a majority for a parking restriction that runs 8am to 6pm Monday to Saturday.
Resident / Household wants proposed 8am - 6pm RPPS hours reduced to 1-2 hours a day as well as a reduction in days to Monday – Friday	3 household objections received for this reason	When consulting the survey showed an equal vote for Monday to Friday and Monday to Sunday. Whilst the data shows a minority vote for Monday – Saturday, Parking Services proposed Monday to Saturday to take into account the larger amount who wanted Saturdays included in restriction days. As seen in <b>Appendix F</b> , the amended results table takes into account objectors views, as some did not respond to the original survey. Where a residents objection contradicts their original survey response, we have amended the data so that only their objection is included in order to better the latest response per household. The table shows there is overall still a majority for a parking restriction that runs 8am to 6pm.
Resident / Household wants proposed 8am - 6pm RPPS hours reduced to 1-2 hours a day citing that this will be as much of a deterrent to non-residents as full day restrictions	14 household objections received for this reason	As seen in <b>Appendix F</b> , the amended results table takes into account objectors views, as some did not respond to the original survey. Where a residents objection contradicts their original survey response, we have amended the data so that only their objection is included in order to better the latest response per household. The table shows there is overall still a majority for a parking restriction that runs 8am to 6pm Monday to Saturday. We also have to consider that the proposed 1-2 hour restrictions raised in the objections many are not specifying a particular hour(s) of the day and makes it difficult in comparison with the pre-existing results to quantify when the best period for such a short restriction could be if there had been a majority appetite for it. Area 1 will still be quite large and it may not be feasible for our enforcement team to resource cover such an area within a 1 or 2 hour period, especially considering the other pre-existing restrictions that are already in place throughout the borough. The councils proposed enforcement hours have been designed to combat the issues raised by residents in the parking survey and for the time period that the majority requested in their submissions. With housing developments being carried out in the adjacent area, it is difficult to quantify the impact that an influx of additional residents and vehicles will have on the surrounding residential roads. We also need to take into consideration the changing ways in which we will be working in a post-COVID world, with many more people having the option of working from home for at least some of their work week, there is a high probability that there will be less movement of residents vehicles. Residents in new developments and roads outside of this proposal would not be eligible to buy parking permits or vouchers to park

Objection	Number of Objectors	Response
		here during restriction times.
Resident / Household wants only Verge and Footway Protection Order installed. Resident cites that even a 1 hour scheme would penalise residents and also objects to the proposed days of Monday – Saturday when the majority either wanted Monday – Friday or Monday – Sunday.	1 household objection received for this reason	The majority of respondents requested a Resident Permit Parking Scheme and highlighted several parking issues existing in the area. When consulting the survey showed an equal vote for Monday to Friday and Monday to Sunday. Whilst the data shows a minority vote for Monday – Saturday, Parking Services proposed Monday to Saturday to take into account the larger amount who wanted Saturdays included in restriction days
Resident / Household wants only Double Yellow Lines (Junction Protection) installed. Resident cites that the only parking issue on their road is dangerous junction parking	1 household objection received for this reason	The majority of respondents requested a Resident Permit Parking Scheme and highlighted several parking issues existing in the area. Whilst we recognise that some residents do not see the need for these restrictions, they are in the minority in comparison to other residents within the area and their individual streets and the proposed restrictions are designed to combat the pre-existing issues raised on the survey responses received.
240 visitor vouchers a year is not enough and residents would like vouchers to be uncapped.	2 household objections received for this reason	Most English Councils who manage parking permits limit visitor vouchers to ensure the system cannot be misused. Having no limits for voucher purchases would increase the likelihood of vouchers being sold on for financial gain, causing the effect of non-residents utilising space that was designed for residents and their visitors. At the current time, upon checking, we offer one of the highest rates of voucher limits, the equivalent of 40 weeks' worth. Many councils offer less than 20 weeks' worth per year. Residents in existing Borough permit schemes rarely get close to the annual limit especially when the number of days enforcement does not apply is taken into account and other factors such as days residents may not have visitors e.g. they are on holiday/day out etc. Welwyn Hatfield Borough Council do offer other parking solutions for professional health carers by way an annual "all zones healthcare permit" which is set at a lower cost whilst offering the holder parking access to ALL of our permit zones whilst carrying out home medical and care visits. Other very short term "visitors" such as a delivery company would not require a visitor voucher to deliver a parcel or a household item. Visitor vouchers are only required if a vehicle is parking on the road in a permit zone for more than 5 minutes during the restricted days and hours.
Resident does not want double yellow lines introduced in their road.	1 household objection received for this reason	Double yellow lines are being introduced as standard as a form of junction protection throughout the borough whenever Parking Services consults a ward for parking improvements. The proposed junction protection is compatible with the Highway Code guidance that no vehicle should be parked within 10 metres of a junction and is proposed to highlight this point to motorists and to provide enhanced junction visibility for road users and pedestrians alike.

## 6 Legal Implication(s)

6.1 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 (and amended by The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020). No other legal implications are inherent in relation into the proposals in this report.

6.2 The Council can amend proposals once advertised. Any proposals that are less restrictive can be done without having to re-advertise the Traffic Regulation Order.

6.3 Through the Agency Agreement with Hertfordshire County Council, Welwyn Hatfield can implement restrictions on any road and links in with Road Traffic Regulations Act 1984 powers to make certain Orders.

## **7 Financial Implication(s)**

7.1 The cost of TRO and Parking Improvement works recommended in this report will be funded through existing Parking Services revenue and capital budgets. Ongoing costs associated with enforcement activities will be funded through the income generated from parking fees (eg resident permits).

## **8 Risk Management Implications**

8.1 Changing the parking conditions could generate negative publicity. Some parking may be displaced into nearby roads where no restrictions exist.

8.2 It is standard procedure to monitor new parking restrictions for the first 6 months after any 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 will investigate and carry out the appropriate remedial action.

## **9 Security & Terrorism Implications**

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

## **10 Human Resources**

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

## **11 Communication and Engagement**

11.1 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.

11.2 Ward Members as well as emergency services and Hertfordshire County Council have also been consulted as part of this process and no objections have been received relating to the proposals recommended in this report.

11.3 In addition, Public Notices are required to be erected within all affected roads and advertised in the local newspaper, in this case the Welwyn Hatfield Times.

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

## **12 Health and Wellbeing**

There are no known Health and Wellbeing implications in relation to this report.

### **13 Procurement Implications**

13.1 There are no known procurement implications in relation to this report.



## **14 Climate Change Implication(s)**

- 13.1 There is a potential for a positive climate change implication, by restricting parking for part of the day to resident permit holders only can in some parts of the area, make it easier for residents to find available parking thus reducing emissions of driving further to look for a parking space. By prohibiting verge parking, verges are likely to recover leading to ecological enhancement.

## **15 Link to Corporate Priorities**

- 15.1 This report is linked to the Council's Corporate Priorities to engage with our communities and deliver value for money.

## **16 Equality and Diversity**

- 16.1 I confirm that an Equality Impact Assessment (EqIA) has been carried out.
- 16.2 The EqIA found that there is potential for both positive and negative impacts on Age, Disability, Pregnancy and Maternity. No issues were raised from any of these characteristic groups during the course of the consultation process; however, the use of yellow lines to prevent parking on junctions may have an effect on these groups in that they might have to park further away.

In mitigation there are statutory exemptions contained within the Order which allow for the unloading and loading of goods and passengers while parked on yellow lines. Blue badge holders can also park on double yellow line restrictions for up to 3 hrs. The introduction of resident permit parking will free up additional capacity which will allow these groups better opportunities to park closer to home. Visitor permits may be purchased at a 50% discounted rate for those persons in receipt of a state pension. Parking close to junctions creates a hazard in that it reduces visibility on entry and exit. The benefits accrued to the new restrictions outweigh the above-mentioned risks.

- 16.3 Parking Services believe that the benefits gained from double yellow lines far outweigh any drawbacks as it enhances the safe navigation of the highway for all.
- 16.4 In addition, during the monitoring period, should any unintended negative impacts arise Parking Services will, where possible, investigate and carry out the appropriate remedial action.

Name of author	Claire Nicholls
Title	Parking Services Officer
Date	11 February 2022

### **Background papers:**

- Peartree 1 Objections – Appendix A
- Peartree 1 Notice of Intention – Appendix B
- Peartree 1 Plans – Appendix C
- Peartree 1 Residents leaflet – Appendix D
- Peartree 1 Survey results table – Appendix E
- Peartree 1 Results table including objectors – Appendix F
- Peartree 1 Contacts of support during objection period – Appendix G

