



WELWYN HATFIELD

EXECUTIVE MEMBER DELEGATED POWERS DECISION NOTICE

LOCAL GOVERNMENT ACT 2000 SECTION 9E

1. DETAILS OF EXECUTIVE MEMBER TAKING THE DECISION

Councillor Duncan Bell

2. TITLE OF REPORT

Amendment of Resident Permit Parking Schemes, Verge Protection Order and other Waiting Restrictions in Various Roads, Handside, Welwyn Garden City.

3. DECISION TAKEN

For the reasons set out in this decision notice, and following full consultation in which no formal objections were received, I agree the following:

1. To introduce the following proposals (see Appendix A and B):

- a) THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, HANDSIDE, WELWYN GARDEN CITY) (PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) ORDER 2020 (AMENDMENT NO.2) ORDER 2022
- b) THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, HANDSIDE, WELWYN GARDEN CITY) (RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 2022

4. IF URGENT, REASONS FOR URGENCY

Not applicable.

5. DETAILS OF EXECUTIVE MEMBER(S) CONSULTED

Name Councillor Duncan Bell

Signature _____

Date this decision was taken ___ 17 March 2022 ___

Date of circulation/publication of this decision ___ 18 March 2022 ___

6. EXPLANATION/BACKGROUND

- 6.1. In April 2018, the Council undertook a parking survey with residents and businesses in Handside, Welwyn Garden City. This followed on from work already completed in the Longcroft Lane and Parkway areas of the Ward. The scope of the survey included all roads to the west of Parkway and extended south from Brockwood Lane to its boundary with Lemsford Lane. The purpose of the survey was to engage with residents and businesses in seeking their views on parking options for the area.

- 6.2. Owing to the large geographical footprint of the survey, the area was further divided into 4 distinct areas; Handside 1, 2, 3 and 4 have all now progressed through the statutory consultation phase to full implementation. Handside 4 was the last area to be completed, with new restrictions commencing in September 2021. New resident permit parking schemes (RPPS) started in Applecroft Road and Elm Gardens (Zone A15), Little Youngs (Zone A16) and Scotts View (Zone A17). A number of roads and other locations were also added to the existing Zone A13 Permit Parking Zone. Double yellow line junction protection and other yellow line restrictions were also introduced at several locations.
- 6.3. 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.
- 6.4. As part of this process, at the conclusion of the Handside 4 consultation, several new requests were made of the Council to either amend or provide new waiting restrictions as set out in Paragraph 6.5.

6.5. **A) Marsden Close/Marsden Green**

At the conclusion of consultation work in Handside 3, a new resident permit parking area was created in the Stanborough area (Zone A13). Included in the list of applicable roads was Marsden Road. The majority of residents in both Marsden Green and Marsden Close had successfully petitioned to be excluded from the permit scheme. Officers had argued that these roads would be susceptible to parking displacement thereafter.

In due course this proved to be the case and both Marsden Green and Marsden Close were reconsulted. The majority opinion in Marsden Green was to remain outside the permit scheme. The majority of residents in Marsden Close however voted to become part of a new permit area, Zone A14, Mon-Sat, 8am-6pm. In response to a resident request, further yellow line protection was proposed for the turn around area at the top of the close. An additional short section of yellow line protection was also proposed to safeguard access to a footway in Springfield House (Marsden Green).

One formal objection was received in relation to the proposed yellow line protection in Marsden Close.

B) Brockett Close

Residents had previously requested that a section of the verge protection order affecting Brockett Close be removed (Agreed in previous amendment). In keeping with the same aim of maximising the available parking capacity, residents have now requested the removal of a section of yellow lines from the northwest kerbline in the wider section of the access road. The yellow lines on the opposite side of the road will remain in place.

One formal objection has been received to this proposal.

C) Stanborough Green

Officer and resident requests have been received to install yellow line restrictions in the off-street parking areas of Stanborough Green, to prevent obstruction and to allow access to individual garages.

One formal objection has been received to this proposal.

D) Guessens Court

Yellow line waiting restrictions are proposed for the entrances to the off-street parking areas in Guessens Court, improving access to these locations.

No objections have been received to this proposal.

E) Lemsford Lane

It is proposed to extend the boundary of Zone A13 in Lemsford Lane for a short distance to provide more parking space in what remains a heavily parked area.

No objections have been received to this proposal.

F) Stanborough Road

During a period of unusually hot weather in Summer 2021 and changes in COVID restrictions, the area immediately surrounding Stanborough Lakes and Splashlands was subject to a high level of off-street parking with vehicle manoeuvres resulting in local congestion and obstruction, requiring the assistance of Roads Policing Units and Civil Enforcement Officers to free up traffic flows. It is now proposed to include an additional section of Stanborough Road in the existing verge protection order to prevent these incursions.

No objections have been received to this proposal.

6.6. The above changes as a public notice were advertised on 12th January 2022 in the Welwyn Hatfield Times. The deadline for objections was the 3rd February 2022. Three objections have been received in response to these proposals.

6.7. Full reports together with the above objections were considered at a meeting of the Cabinet Planning and Parking Panel on 10th March 2022

These can be viewed at

<https://democracy.welhat.gov.uk/ieListDocuments.aspx?CIId=266&MIId=1348&Ver=4>

6.8. Legal Implications:

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. The above-named Orders have been modified under Regulation 14 of these provisions. The effect of the modification is to change the date of the Orders from 2021 to 2022. No other legal implications are inherent in relation into the proposals in this report.

6.9. Financial Implications:

The cost of Traffic Regulation Order advertisements and associated costs, such as any signage and lining works, will be funded through existing Parking Services revenue and capital budgets.

6.10. Risk Implications:

Changing the parking conditions in these areas could generate negative publicity. Some parking may be displaced into nearby roads.

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. Many of the adjacent roads are also contained within

the current parking services works programme and residents there will be consulted in due course.

6.11. Communication and Engagement

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 several statutory consultees, such as the Police and Hertfordshire County Council.

- 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.
- Ward and County Councillors have been consulted and no objections have been received regarding these proposals.
- The relevant residents have also been consulted and informed of the proposals. Three objections have been received.
- This process has been carried out and there are no known implications in relation to the proposals in this report.

6.12. Equality and Diversity

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

- The EqIA found that there is potential for a positive impact on Disability and Age. Blue badge holders may park without a permit in resident permit parking schemes and can park on double yellow line restrictions for up to 3 hrs
- Visitor vouchers may be purchased at a discounted rate for those persons in receipt of a DHS Pension

6.13. Alternative options considered and reasons for their rejection (if any):

No alternative options were considered.

7. **BACKGROUND PAPERS USED TO INFORM THE DECISION**

Notice of intent, traffic regulation orders, plans and statement of reasons advertised on 12th January 2022.

8. **DETAILS OF ANY MEMBERS OR OFFICERS WHO HAVE DECLARED AN INTEREST IN THIS MATTER AND NATURE OF ANY SUCH INTEREST AND ANY DISPENSATIONS GRANTED**

8.1 No members or officers declared an interest in this matter

9. **ADDITIONAL CONFIDENTIAL OR EXEMPT INFORMATION CONSIDERED**

9.1. None

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