

WELWYN HATFIELD BOROUGH COUNCIL
CABINET HOUSING AND PLANNING PANEL – 30 JUNE 2016
REPORT OF THE DIRECTOR (FINANCE AND OPERATIONS)

ARM AND SWORD LANE, HATFIELD – RESIDENT PERMIT PARKING SCHEME

1 Executive Summary

- 1.1 As part of the redevelopment of Salisbury Square, Hatfield, the landowners, Gascoyne Holdings Ltd (Hatfield Park Estate) requested that the Council consult the occupiers of a newly completed residential development in Arm And Sword Lane, Hatfield on new waiting restrictions. The purpose of the consultation was to prevent long term parking by non-residents.
- 1.2 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action. Three letters of objection to the formal consultation have been received.

2 Recommendation(s)

- 2.1 That the Panel consider the objections received and recommends to the Cabinet to proceed with the creation of the Traffic Regulation Order (TRO) named in item 3.4 for the reasons outlined in items 3.6 - 3.8

3 Explanation

- 3.1 Gascoyne Holdings Ltd has commenced a redevelopment of Salisbury Square, Hatfield which will entail the closure of the car park and the construction of a new residential estate. The first newly completed properties are located in Arm And Sword Lane, directly opposite the main entrance to Hatfield Railway Station. The presence of the Railway Station and a nearby public house has created parking pressure in this area.
- 3.2 The first consultation letter was sent out to residents on 9th October 2015, offering the choice of yellow line waiting restrictions or a resident permit parking scheme (at this stage of the development there are only 6 applicable properties).
- 3.3 Replies were received from all six properties, with all of them voting for a resident permit parking scheme.
- 3.4 On the 27th April 2016, **The Borough of Welwyn Hatfield (Arm And Sword Lane, Hatfield) (Restriction of Waiting Permit Parking Zone) Order 2016** (Appendix A) was advertised in the Welwyn Hatfield Times and notices erected in the affected road. Letters were also sent out to the residents.
- 3.5 There are three formal objections to the proposed traffic regulation order (Appendix B). Below is a summary of grounds for their objections.

- *The advertised hours of operation are Monday to Saturday 8am-6.30pm. This will not prevent non-residents from parking in our spaces before we get home from work. We would wish 24/7 enforcement, 365 days a year.*
- *The proposed Zone B07 would give a handful of properties in Arm & Sword Lane more than two parking spaces per dwelling.*
- *The proposal is prejudicial to existing residents of Old Hatfield, reducing the number of spaces currently available for business workers and existing residents.*

3.6 The reasons for moving forward with the original proposal are as follows:

- *A number of residents will have need of permits/vouchers as their vehicles will be on the road during the hours of the restriction.*
- *The Councils current enforcement resources do not provide 24/7 enforcement. The proposed days and times of operation are as extensive as the council can practically manage*
- *Improvements will be made to the existing council car park signage, advertising its availability after 6pm.*
- *The proposed permit parking bay is 36m in length, equating to 6 x 6m. A standard parking space is 6m. Therefore each property has been allocated 1 parking space.*
- *Existing residents of Arm and Sword Lane are currently purchasing permits for Zone B01 (Old Hatfield) – the creation of this new scheme will free up parking space.*
- *Business workers and existing residents would not have access to park on the proposed resident parking bay as this has been created specifically for residents of Arm and Sword Lane. No changes are proposed within this report to the Salisbury Square car park, which the business workers and existing residents currently use.*

3.7 The people most likely to benefit from these proposals are the residents. It is standard procedure to monitor new parking restrictions for the first six months after they are implemented. During this period any reports of safety issues or parking displacement will be recorded. Any significant issues will be dealt with as part of this process. This may lead to further consultation or amendments to the existing parking restrictions.

3.8 The primary objective of this scheme is to reduce the number of commuters parked on the road and thereby ease parking pressure for the residents. Parking Services are therefore recommending the scheme to proceed and be implemented as advertised.

4 Legal Implication(s)

4.1 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.

5 Financial Implication(s)

- 5.1 The cost of TRO works recommended in this report will be funded in part from Gascoyne Holdings Ltd and through existing Parking Services revenue budgets.

6 Risk Management Implications

- 6.1 There may be an element of parking displacement due to the loss of some car parking space in the existing car parking areas. The risk is minimal but any significant safety issues will be reviewed and dealt with following the six month monitoring period.

7 Security & Terrorism Implications

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

8 Procurement Implications

- 8.1 There are no procurement implications inherent in relation to the proposals in this report.

9 Climate Change Implication(s)

- 9.1 There are no climate change implications inherent in relation to the proposals in this report.

10 Link to Corporate Priorities

- 10.1 The subject of 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 – Deliver effective parking services;
 - Engage with our communities and provide value for money;
 - Revitalise our town centres and other shopping precincts.

11 Equality and Diversity

- 11.1 I confirm that an Equality Impact Assessment (EIA) has been carried out (Appendix C). No significant differential impacts were found.

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Date 8th June 2016

Background papers to be listed (if applicable)