

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

BRADMORE GREEN, BROOKMANS PARK – PARKING PLACES ORDER 2016

1 Executive Summary

- 1.1 The Borough of Welwyn Hatfield (Bradmore Green, Brookmans Park, Hatfield), (Parking Places) Order was implemented in January 2015. Subsequent to this date, the scheme has been monitored to consider any further representations from businesses and residents. As a result of this process, it is proposed that the original Order be amended to reduce the waiting restriction in six parking bays.
- 1.2 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action. One letter of objection to the formal consultation has been received.

2 Recommendation(s)

- 2.1 That the Panel considers the objection and recommends to the Cabinet to proceed with the creation of the Traffic Regulation Order (TRO) named in item 3.3 for the reasons outlined in items 3.5 and 3.6

3 Explanation

- 3.1 In January 2015, several new Orders were implemented to control the waiting restrictions in and around Bradmore Green, Brookmans Park; amongst which was a new Parking Places Order that limited waiting in certain areas to 2 hours, with no return within 1 hour. This was to accommodate the wishes of several businesses who required an extension to the existing 1 hour period, to facilitate the needs of their clients. The scheme has been monitored to consider any further representations made by residents or businesses.
- 3.2 Several businesses citing loss of trade have now requested that a proportion of the existing parking places revert back to the 1 hour waiting period, to engender a higher vehicle turnover.
- 3.3 On the 18th May 2016, **The Borough of Welwyn Hatfield (Bradmore Green, Brookmans Park, Hatfield) (Parking Places) Order 2016** was advertised in the Welwyn Hatfield Times and notices erected in the locality. Copies of the Notice were also delivered to all of the affected businesses.
- 3.4 There is one formal objection to the proposed traffic regulation order (Appendix A). Below is a summary of grounds for the objection.
 - *I appreciate there will still be some 2 hour spaces, just not enough for everyone, especially between 9-11am when the side roads have resident restrictions between 10-11am.*

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

- *The proposal is for 2 parking bays only to revert back to the 1 hour period. There still remains a further 6 separate parking bays where the waiting period is 2 hours.*
- *The surrounding roads subject to resident restrictions are split between 10-11am and 11am-12noon, offering visitors a suitable alternative.*

3.6 The proposals are in response to requests made to both locally elected officials and also to Parking Services. The additional presence of local worker parking has also reduced capacity for the casual shopper, denying many businesses the quick vehicle turnover essential to their trade. 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 through existing Parking Services revenue budgets.

6 Risk Management Implications

6.1 There are no significant risk management implications inherent to these proposals.

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 the existing Equality Impact Assessment (EIA) pertaining to the original scheme has been reviewed as part of this process (Appendix B). No significant differential impacts were found.

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Date *6th June 2016*

Background papers to be listed (if applicable)