

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

WESTLAND DRIVE, OAKLANDS AVENUE, THE GARDENS AND BLUEBRIDGE ROAD, BROOKMANS PARK, HATFIELD – REVIEW OF WAITING RESTRICTIONS

1 Executive Summary

- 1.1 The residents of Westland Drive, Oaklands Avenue, The Gardens and Bluebridge Road, Brookmans Park have been consulted about proposed 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. The Council has received ten letters of objection to the formal consultation.

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 3.6 for the reasons outlined in items 3.7 and 3.9

3 Explanation

- 3.1 Following the initial general parking survey conducted in Brookmans Park in July 2013, and the subsequent implementation of additional waiting restrictions in and around the village centre; a high degree of parking displacement had occurred in the surrounding roads.
- 3.2 For those who are not aware, parking restrictions in the form of a single yellow line are present in both roads but only part way. In addition, the restriction on one side of the road is Monday-Friday 10am-11am and Monday-Friday 11am-12pm on the other side. This 'tidal' restriction is very unusual and the only one of its type in the borough.
- 3.3 The first consultation letter was sent out to residents on 10th June 2015 (Appendix A) offering residents the choice of additional waiting restrictions or in the case of existing restrictions, the option to extend, amend or change them for another type of restriction eg Resident Permit Parking Scheme.
- 3.4 The letter of 10th July 2015 (Appendix B) illustrated the results from the survey of 10th June, with all locations requesting additional restrictions. In the case of Bluebridge Road, minor additions were requested to the existing single yellow line, No waiting Monday-Saturday, 8am-6.30pm restriction. Oaklands Avenue, Westland Drive and The Gardens all voted for additional restrictions, the majority for each location requesting an extension to the existing yellow line tidal system. Based on the information available at that time, Parking Services stated that they

would proceed with developing a traffic regulation order (TRO) based on the yellow line tidal system.

3.5 During July and August 2015, further consultation took place regarding the proposed resident permit parking scheme for Moffats Lane resulting in a far larger scheme than originally anticipated. Representations were also received from residents in Westlands and Oaklands Drive, to reconsider the decision by Parking Services to disregard the option of a permit scheme.

3.6 Several residents quoted the fact that for various reasons they were unable to move their vehicles from one side of the road to the other, thereby incurring penalty charge notices. As the greater part of the village was now controlled by resident permit parking, a decision was made to offer the residents of Westland Drive, Oaklands Avenue and The Gardens a last opportunity to vote for a resident permit parking scheme, operating for 1 hour only, in common with the other schemes in the village. A letter was sent out to residents to this effect on 11th February 2016 (Appendix C).

3.5 On 4th March 2016 a letter was sent out to residents giving the results of the final consultation (Appendix D). Both Oaklands Avenue and The Gardens had voted for a permit scheme whereas Westland Drive opted to remain with the yellow line system. Parking Services stated that the layout of the three roads were best suited to a single operating scheme and for that reason would proceed in developing the resident permit parking option. Residents were informed that they could tender formal objections at the formal consultation stage (Notice of Intent).

3.6 On the 4th May 2016, **The Borough of Welwyn Hatfield (Westland Drive, Oaklands Avenue, The Gardens and Bluebridge Road, Brookmans Park, Hatfield) (Restriction of waiting and permit parking zone) Order 2016** (Appendix E) was advertised in the Welwyn Hatfield Times with notices erected in the affected roads. Letters were also sent to all the residents.

3.7 There are ten formal letters of objection to the proposed TRO (Appendix F). Below are a summary of grounds for their objections.

- *The existing restriction of one hour for alternate sides Monday to Friday works well.*
- *Why is Saturday included when all other schemes in the village operate Monday to Friday?*
- *Why are the proposed double yellow lines active as far as No 7 Westland Drive?*
- *What is the point of consulting residents of our road not once but twice only to ignore the majority of people's views?*
- *I believe the current and proposed restrictions are too cumbersome and unnecessary for our village.*

3.8 The reasons for moving forward with the proposals are as follows:

- *The existing restriction only works well if residents are at home and able to move their vehicles at the time of changeover. Complaints have been received from residents who are unable to do so.*

- *There was an error in an earlier Notice. The proposal is for the scheme to operate Monday to Friday, and not Saturday as previously advertised.*
- *Residents in that particular locality requested for the yellow lines to be installed at that location.*
- *Consultations running at the same time in an adjacent area resulted in a far larger resident permit scheme than originally anticipated, producing a higher level of parking displacement. A previous scheme advertising yellow line restrictions resulted in a petition being lodged at a very late stage requesting a resident permit parking scheme. To prevent any such reoccurrence, a final opportunity was given to residents to vote for this option.*
- *With the notable exception of Westland Drive, all of the current and proposed waiting restrictions in the village are in response to the majority opinion of the residents who replied to the consultations.*

3.9 The people most likely to benefit from these proposals are the residents. Only a resident parking permit scheme (RPPS) has the benefit of allowing residents and their visitors to park on the road during the hour(s) of the restriction. With the removal of the yellow lines it will be less expensive to maintain and will be more in keeping with the look and feel of the rest of the village. There will be no requirement to move vehicles as there would be with a tidal system. Parking Services are firmly of the opinion that this is the best option for residents. All monies accrued are channelled into both the enforcement and operation of the scheme and are designed to be self-financing. Parking Services are therefore recommending this 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 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 addressed and dealt with following a 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.

11 Equality and Diversity

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

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Background papers to be listed (if applicable)