

Part I

Item No: 0

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Brookmans Park and Little Heath Ward

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 9 NOVEMBER 2023
REPORT OF THE ASSISTANT DIRECTOR (REGENERATION AND ECONOMIC DEVELOPMENT)

INTRODUCTION OF PARKING RESTRICTIONS IN PINE GROVE, BROOKMANS PARK

1 Executive Summary

- 1.1 Eighty-eight postal addresses are contained within Pine Grove inclusive of Chancellors School. Most houses within the road are larger than average properties ranging from four to seven bedrooms. Each residential property has off street driveway hardstanding's with many set back from the road and all to accommodate a minimum of three vehicles.
- 1.2 Chancellors School opened in September 1964. A search was undertaken to identify a suitable site and finally settled on land off Georges Wood Road. The Drive was intended to be the access for the school's front entrance, but, according to local historical records such access was abandoned due to budget reasons. It is understood the school was one of the first properties within Pine Grove upon opening.
- 1.3 Chancellors School has off street parking to accommodate some but not all school staff. Parking can be seen accommodated behind gated areas, although due to lack of space, some parking does occur on the private school access. The school has a policy to prevent any students who may drive to park on school grounds, and as part of their travel plan holds the status of "good" and is working towards "very good," as assessed by active and safer travel team at County Council. The access road leading from Pine Grove into the school is also used for the school bus services to drive in and around a turning circle, which ensures closer access for students to board and alight buses.
- 1.4 An existing planning application 6/2022/2582/FULL at the writing of this report is under consideration. The planning application relates to the laying of an engineered surface for the provision of additional fifteen car parking spaces and erection of fencing. This application, if approved, would provide 118 spaces.
- 1.5 Parking Services previously conducted a parking consultation in Pine Grove in 2015 after concerns raised relating to parking issues. Following the consultation, yellow school keep clear markings and a single yellow line (Monday to Friday, 8am to 5pm) were introduced in November 2015.
- 1.6 This report's purpose relates to additional proposed parking restrictions in 2023 including a resident permit zone, double yellow lines to create passing points and a verge and footway prohibition.
- 1.7 This report sets out the results of the statutory parking restriction consultation which ran from 6th September 2023 until 29th September 2023 pertaining to Pine Grove and the recommended course of action.
- 1.8 It is standard procedure to monitor new parking restrictions for the first 6 months after any are implemented. A feedback form will be available on the Council's website after the introduction of any restrictions to monitor comments. All comments will be recorded.

If any issues are discovered because of the Traffic Regulation Order being put into place, Parking Services will investigate and consider remedial actions that can be implemented to address the issues.

- 1.9 One hundred and nine (109) objections have been received relating to the proposed orders which are set out in Sections 4 and 5. All objections are contained within **Appendix C.**

2 Recommendation(s)

- 2.1 **“The Borough of Welwyn Hatfield (Pine Grove, Brookmans Park) (Restriction of waiting and permit zones) Order 2023”**

2.2 That the Panel considers the objections received in Section 5 in addition to the issues raised in Section 16 around equalities and diversity and recommends to Cabinet to proceed with creation of the amended traffic regulation order to introduce restrictions as set out in **Appendix D** within this report;, and to note the delegated powers conferred to Executive Member for Environment to sign an executive member decision to proceed with the creation of the traffic regulation order provisions as amended, subject to unanimous recommendation of the Panel.

- 2.3 **“The Borough of Welwyn Hatfield (Pine Grove, Brookmans Park) (Prohibition of stopping and waiting on verge and footway) Order 2023”**

2.4 That the Panel considers that no objections were received in relation to the proposal to prohibit verge and footway parking in addition to the issues raised in Section 16 around equalities and diversity and recommends to proceed with the creation of the traffic regulation order as set in this report; and to note the delegated powers conferred to Executive Member for Environment to sign an executive member decision to proceed with the creation of the traffic regulation order provisions as advertised, subject to unanimous recommendation of the Panel.

3 Explanation

3.1 A survey was conducted with all eighty-eight properties 9th January 2023 to 12th March 2023. The survey was responded to by fifty-seven properties (65% response rate). Fifty-four responses indicated they were in favour of parking restrictions. Thirty-four indicated favour for resident parking permits. Overall, fifty-two responses indicated a preference for restrictions Monday to Friday. The largest favour of times was seventeen responses wanting 9am to 5pm. In the proposal, double yellow lines were also proposed at intervals along the road in order to create additional passing places as surveys indicated some congestion between oncoming traffic and school buses. This included a proposed upgrade of existing single yellow lines opposite the school entrance to double yellows to ensure clear access in and out of the school. Fifteen responses came forward with their own proposal of permit restrictions between 8am to 10am and 2pm to 4pm in order to prevent school drop-off/pickup.

3.2 A group of residents in their replies to our survey indicated a desire to bring in measures to prevent school parents from driving or waiting in the road. Indeed, in Georges Wood Road (a private road) there is no footway, and Bell Lane is a narrow rural lane which already sees some parents waiting to either avoid the rush to leave and alleged by some parents to avoid confrontation with Pine Grove residents. It has been reported that some parents in the past have attempted to pick up students along the A1000 which is a

50mph road or on the opposite side by the Dutch Nursery causing students to attempt to cross the A1000 where there is no official crossing point.

- 3.3 A smaller number of residents in the survey stages had suggested Chancellors School should build additional parking on the playing fields and build a new access road away from Pine Grove to benefit residents. The School and relevant Council's would be unlikely to be able to provide funds to progress such a desired request to remove trace of the School from the Public Highway. Budgets for schools would be prioritised on the provision of education.
- 3.4 The permit restrictions would not prevent parents from driving into the road to drop off or pick up school students as per exemptions in Resident Permit Zones to allow passengers to board and alight. Such measures would prevent all day parking school staff and sixth formers; however, road capacity is not witnessed as being affected by such parking at this time.
- 3.5 Officer inspection on Wednesday 6th September 2023 at 12:15, found the school to be open and as per the school's website all students were back from the summer holidays. Thirty-six vehicles were parked in the entire length of Pine Grove. The section of road between number 25 to 47 were devoid of any parked vehicles. No driveways were seen to be obstructed. One vehicle was witnessed parked on the existing single yellow line opposite the school access road, upon observation, this was linked to a visitor of a nearby residential property. Four vehicles in the road were vans seen to be undertaking building/improvement works in a residential property in the southern section of the road. Another vehicle parked was a Ukrainian registered vehicle. Photos of the site visit to Pine Grove on 6th September 2023, 6th October 2023, and a visit during the October half term holiday 2023 can be seen in **Appendix E**. Photographs were taken at 12:00-12:45pm
- 3.6 It is of the Officer's opinion that school day parking by students and teachers from the school is not causing the road to exceed capacity, indeed leaving sufficient space for residents to park upon the highway when their driveways may be filled to capacity. Parking seen is not exclusively school related and some is likely by residents, visitors or tradespeople who are not using available driveway space. All households within the road have a larger than normal off-road capacity. The road is not within walking distance of any other facilities that may warrant parking on the road other than the school and residential properties. Resident permit restrictions are usually introduced when there is a need to prevent non-resident parking to give capacity to residents with permits who would otherwise struggle to park.
- 3.7 Officers have spoken at length with officers from Hertfordshire County Council Active and Safer Travel team who are of the view that the school parking/traffic issues within the road, although not perfect, is much more controlled than seen at most other schools in the Borough and across Hertfordshire. Previous visits have noted how quiet the road is compared to other school roads. Their opinion is that a resident permit scheme is not needed in the location.
- 3.8 The Active & Safer Travel team have, over a considerable period of time, had ongoing correspondence in regard to parking and congestion issues in Pine Grove at school drop off and pickup times. Although many of the properties have capacity for parking more than one vehicle on their driveways, it has been observed that some residents park on-street at these busy times, which can contribute to the issues raised. To alleviate the situation, it has been suggested by this team, whenever possible during these peak times, residents, their visitors, and contractors use the opportunity to park on their driveways.

- 3.9 On their unannounced visit to the road in September 2019, from 7:40am they witnessed some inconsiderate stopping of vehicles whilst students got out of vehicles which prevented passing of vehicle though this self-resolved within a few minutes. The officer also visited two evenings over the same period and stated: *"I drove into Pine Grove on Monday evening (16th September) at 5.20p.m. and observed 29 cars parked, some of which could possibly have been school related, and on Tuesday evening at 6.10p.m. and observed 22 parked cars."*
- 3.10 Another officer from the same team also visited on 18th September 2019 and stated: *"15:10 6 coaches left the school turning circle in convoy. Although they were slow to exit Pine Grove, it was not the standoff I was expecting. There were some issues with van and a skip lorry which was coming the opposite way at the time but this due to the large number of renovations happening currently along Pine Grove. Whilst at the location I witnessed a large number of children exiting the school on foot and bicycle who proceeded to exit Pine Grove at the north end of the road, I can only assume this was along the private road/public footpath which links to Bell Lane."*
- 3.11 Chancellors School advised Welwyn Hatfield Borough Council on 22nd September 2023, that a road access issue was caused by a local resident pulling off their driveway and obstructing the Public Highway whilst carrying out a phone call, preventing access to the school grounds for open evening, where the school had already planned for additional temporary off-street parking upon the school playing field.
- 3.12 We would urge all drivers to be considerate of all users of the public highway, although residents have rights to access their properties and to park on the road in a considerate manner, they do not have rights to obstruct the public highway preventing access to premises such as the School which forms part of the community. Such behaviour cannot be condoned by Welwyn Hatfield Borough Council.
- 3.13 As part of further work, we would look to advise all residents of the outcome along with details on how to request reactive parking enforcement when a vehicle is parked alongside a dropped kerb leading to a driveway. As part of parking legislation, it is already a contravention to park alongside a dropped kerb of a driveway where the householder has not given permission. The school has already been observed at being pro-active of reminding parents in the school newsletter to park considerately and not obstruct driveways. The school also has an active travel plan in place. **(Appendix F)**
- 3.14 The Local Authority stipulates school parents have a legal duty to ensure a child attends school if they are well enough.

4 Traffic Regulation Orders (TRO)

- 4.1 On 6th September 2023, a Public Notice of Intention proposing the below Orders was advertised in the Welwyn Hatfield Times. **(Appendix B).**

THE BOROUGH OF WELWYN HATFIELD (PINE GROVE, BROOKMANS PARK) (RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 2023

THE BOROUGH OF WELWYN HATFIELD (PINE GROVE, BROOKMANS PARK) (PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) ORDER 2023

Notices were erected in the road and letters sent to all postal addresses within the road. A plan illustrating the proposals for the Orders are attached to this report. **(Appendix A).**

5 Objections

5.1 One Hundred and Nine objections were received pertaining to the proposed parking restrictions in Pine Grove. **(Appendix C)**.

The below table summarises the objections and the officer's responses. It should be noted that all objections were considered however for the purpose of this report, objections made on the same grounds were consolidated into one objection point and officers' response provided for each point.

<u>Objection Point</u>	<u>Response</u>
<i>"we recognise the impact on Georges wood road as it just means that pine Grove traffic will move to our road and nearby roads"</i>	It is correct that introducing permit restrictions in Pine Grove could displace non permit holders into adjacent roads.
<i>"The solution is to place one camera on pine Grove to capture anyone parked over the 10 minute legal guidance."</i>	ANPR cameras can only be used in limited circumstances such as school keep clear zig zags. Pine Grove does not have a provision to prevent anyone parking over 10 minutes. If there was a provision for permits, it would of course likely displace as mentioned above.
<i>"The extra double yellow lines are likely to cause more bottle necks along the road leading to more stagnant traffic and consequently increased pollution."</i>	The double yellow lines are proposed to create additional "passing points" to assist in relieving the road when it is a peak traffic flow.
<i>"as a resident I am expected to pay for parking permits to park outside my own house."</i>	If a permit scheme were introduced, any eligible property would need to buy permits or vouchers to park upon the public highway during restricted hours including residents and their visitors or tradespeople.
<i>"By you putting double yellow lines, or parking restriction and issuing permits, will not stop congestion."</i>	The double yellow lines are proposed to create additional "passing points" to assist in relieving the road when it is a peak traffic flow. Although the resident may feel it will affect the value of their home, the public highway is not as such owned or maintained by the residents.
<i>"the congestion is also created by double decker busses and coaches. You cannot get through due to their size"</i>	As above, double yellows are proposed to assist with traffic flow, for example to pull in to let a bus pass in the opposite direction.
<i>"how will you police it once you have lines in place?"</i>	Double yellow lines often tend to be more self regulating, as and when a Civil Enforcement Officer is in the road as part of their area wide patrol, they would check for any vehicle parked in contravention.
<i>"I have had a look at your plans for double yellow lines, it looks like it is directly opposite my house. I do not want double yellow lines where I live. It will devalue my property and it will look absolutely disgusting."</i>	Although the resident may feel it will affect the value of their home, the public highway is not as such owned or maintained by the residents.
<i>"this to me seems to me like a highway matter and yet, you have given no consideration as a council to the lighting of the road, I.E its dark."</i>	Lighting of the public highway is a function of Hertfordshire County Council, and such matters should be directed to them.

Classification: Restricted

<i>"Our house is in the middle of the road and has never been affected by adverse parking."</i>	On site visits, the middle and lower section of the road further from the school seem to experience less parking on the highway.
<i>"What concessions will be provided to those residents who have opposed this scheme?"</i>	If a resident permit scheme were to be introduced, it would have to apply equally to all drivers and households, a discount could not be provided for those who were not in favour of such restriction.
<i>"The school does not have enough parking for visitors or parents so we will have nowhere to park. The residents of pine grove have Purchased a house in this road knowing full well there is a secondary school in very close proximity and therefore is completely unfair that they are now pushing for some deterrents for the parents."</i>	As the school has been in situ for 60 years, it is likely most if not all residents were aware of the school being in location when their property was purchased.
<i>"The flow of traffic during school pick up and drop off is consistent with other locations in the county"</i>	Upon officer observations and feedback from Active and Safer travel team at Hertfordshire County Council, the road is in opinion not as severe as many other school locations.
<i>"ALL residents of Pine Grove enjoy very large drives and with the capacity to park many many cars. I am aware that the residents have started a co-ordinated, direct action campaign to park their cars on the Pine grove during school drop off and collection hours to exacerbate the traffic flow and cause unnecessary challenges."</i>	It is noted on site visits that each property does have driveways to park multiple vehicles which would reduce genuine resident parking demand upon the highway.
<i>"with more than one child at the school, the school bus is not financially viable for us and the same for many other parents with multiple children."</i>	It is understood such pricing for buses may be less cost beneficial with multiple children compared to by personal vehicle.
<i>"Perhaps a solution would be to provide reasonably priced buses and discounts for siblings"</i>	This would be a matter for Hertfordshire County Council and the school to provide or arrange any such discount on buses.
<i>"We are not all able to let our children walk home from school; some of us have children with anxiety, additional needs, physical disabilities, and many people do not live within walking distance"</i>	Introducing permits could impact on closer pickup for such students mentioned. The school does have a catchment area which goes beyond Brookmans Park, Welham Green and Cuffley.
<i>"The current 'Keep Clear' and single yellow lines could be changed to double yellow lines to deter people"</i>	The current single yellow lines are already within this proposal to change to double yellow lines. School Keep Clear markings are an effective deterrent to not park close to a school access point, and the location could be considered of any future fixed ANPR camera school keep clear provision.
<i>"Pine Grove has never been gritted with salt when there are extreme conditions of ice and snow."</i>	Gritting of the public highway is a function of Hertfordshire County Council and such matters should be directed to them.
<i>"The inclusion of Chancellors School as an eligible address is</i>	As the resident highlights, parking from non-residents is limited to school staff

<i>fundamentally flawed and contradicts the aim of the proposal. If every single pupil with a car plus every single member of school staff with a car applies for a permit the situation will remain unchanged."</i>	and pupils. As noted, not all school staff park on Pine Grove, a majority park off road on site.
<i>"We would also like to remind the council of the long established common law right of residents to the 'quiet and reasonable enjoyment of their homes'. The current proposal fails to support that right."</i>	This is a misunderstood right which was clarified in a case in 1888 "Jenkins vs Jackson" by Justice Kekewich. This relates to properties that are rented out and links to the tenants of a property to assist with landlords. In the case of tenant's rights "quietly" means "without interrupting their possession of a property" rather than a form of unwanted noise. Examples of what the covenant could prevent in such occurrences when a landlord enters the property with no notice, staying without reason, or arriving early in the morning or late at night for an inspection.
<i>"the school provides education to a wide catchment, which includes Hatfield. With 1500 pupils and a large staff team, I think it is inevitable that twice a day Pine Grove will experience high volumes of traffic."</i>	Secondary schools often have a wider catchment in order to facilitate education for those students who will live more than a walking distance from the school.
<i>"Is it possible that if there has to be a restriction, that it serves a helpful purpose to all. Perhaps 2-3 hours during the middle of the day, to prevent parking all day."</i>	As the objector themselves points out, there would be occasions where parents need to park to visit the school or to collect students for medical appointments. Although objections from parents and school staff are open to a compromise to appease residents, there would not as such be a time that would suit every circumstance. Even a restriction for one hour in the middle of the day would cause an impact on the staff who need to park for the day.
<i>"highlight the increasing numbers of children every year with learning difficulties/anxiety and mental health concerns. Parents and staff need to know that all students, but most importantly vulnerable students are safe in Pine Grove and able to be collected and dropped off safely."</i>	Introducing permits could impact on closer to school pickup for such students mentioned.
<i>"Georges Wood Road, Golf Club Road, Brookmans Avenue and Mymms Drive would all be roads that would be impacted the most if you introduce restrictions on Pine Grove"</i>	The Police officer who had placed this objection is correct that nearby roads would likely face displacement.
<i>"There are currently no pavements on these roads and residents often block off any grass verges to stop any foot flow on their frontage."</i>	Georges Wood Road does not have suitable footways to enable any displacement of students if a permit zone was to be introduced in Pine Grove.
<i>"Although some residents may feel that they are inconvenienced at certain parts of the day, this is for only a very short time during the day."</i>	Drop off period tends to stretch over an hour or so period in the morning, whilst pickup is more compressed with most students leaving at the same time.
<i>"if school transport was free for students (as it is in London and other areas) then perhaps more parents would use buses/trains to the school"</i>	This would be a matter for Hertfordshire County Council and the school to provide or arrange any such provision on buses.
<i>"Other than residents not wanting parents dropping off and picking up"</i>	Brookmans Park railway station is approximately 1.2 miles and 20-30-minute

<p><i>their children safely, there is no other reason to having restrictions in the road, it isn't a short walk to the train station or local amenities and therefore commuters do not use the road to leave vehicles whilst going into London."</i></p>	<p>walk from the southern tip of the road.</p>
<p><i>"Whilst I can see the benefit of yellow lines being placed on Pine Grove to allow passing places and therefore free passage of traffic"</i></p>	<p>The intention to propose double yellow lines are to allow passing places in case of any oncoming traffic such as buses to assist in the flow of traffic.</p>
<p><i>"Legally, people are still able to stop temporarily to drop off or pick up passengers and I believe this will cause erratic driving behaviour and potentially see drivers blocking driveways in an attempt to do it quickly."</i></p>	<p>It is possible with a permit zone restriction that drivers may feel more anxious to park within the road to pickup/drop off passengers which could lead to more erratic driving behaviours.</p>
<p><i>"Any enforcement that overlaps the core drop-off time of the school will force those vehicles to drive further up Pine Grove and queue and snake through the provided turning circle by the school. Doing this involves a slow crawl of traffic, not a long-stop wait. By pushing more traffic this way including traditional engined vehicles, emissions produced right next to the school will increase and could affect air quality around the school"</i></p>	<p>It is feasibly possible that such behaviour may occur if a permit restriction was introduced.</p>
<p><i>"Instead ask them politely to use their drives and don't park in street to prevent traffic in the school time"</i></p>	<p>It has been alleged by several residents and non-residents during the consultation of parking of vehicles by residents on the road to enhance any perceived parking issues and traffic flow concerns.</p>
<p><i>"The school also has a second exit via the field and a third towards Bell Lane, which is also widely used allowing students to disperse easing the congestion from the main school exit onto Pine Grove"</i></p>	<p>It has been noted that such a multi exit strategy has already reduced possible vehicle impact, whereas one exit solely onto Pine Grove could cause further parking and congestion.</p>
<p><i>"Cranborne School in Potters Bar has parking restrictions for 2-3pm on the surrounding roads, this alleviates the issue for residents and means that there is only slight congestion during a small time period. They also introduced a rule where in the morning parents park on one side of the road and for pick up they park on the other, this leaves the road wider and free for cars to enter/exit in a faster period of time. This time restriction works really well and the time frame of disruption for locals is for only half hour in stead of hours as parents can't get there early and sit in their car."</i></p>	<p>This parking restriction strategy works well if there were no other parking needs during the daytime such as from school staff. In the situation of Chancellors School, this type of restriction would impact on school staff and driving students in the even more than permits would do.</p>
<p><i>"Residential permits are usually put in place to allow residents to park freely at their own property whereby parking is limited and to prevent all day parking by non residents. The surrounding houses in Pine Grove all have large driveways of which can hold a number of vehicles and</i></p>	<p>This is correct in that permit zones are usually put into effect where the capacity of road by non-residents prevents residents parking near their homes.</p>

<p><i>therefore no resident would be currently prevented from being able to park their own private vehicle as well as having space for any guest vehicles"</i></p>	
<p><i>"In these circumstances, it is not appropriate to merely stop for a short period and not get out of the car. The parent would need to park and get out of their car to collect their child. Gates to the car parks are locked during the school day, meaning that part time staff and visitors need to use Pine Grove for parking"</i></p>	<p>Locking of access gates to school is widespread practice to ensure continued safeguarding of students. Gates would of course reduce visitors being able to drive onto site during the school day.</p>
<p><i>"It is part of a long-running battle between the school and residents over a few inconsiderate parents' parking."</i></p>	<p>We are aware tensions have sometimes run high, and unfortunately, drivers do occasionally make a conscious choice to stop or park briefly in an inconsiderate manner.</p>
<p><i>"on multiple occasions in the last year had my car vandalised when parked outside a particular house (I have no proof but two significant scratches and three nails in the same tyre at separate times is no coincidence)."</i></p>	<p>Any such damage to vehicles should be reported to the local Police in order to be investigated.</p>
<p><i>"Apply robust fines to anyone parking across driveways"</i></p>	<p>It is already a parking contravention on any public highway, and PCN's can be issued to vehicles upon request. Householders can however give permission to a driver to park in front of their dropped kerb to driveway if they so wish.</p>
<p><i>"In accordance with local council requests the school have provided more places for the local community which in turn has meant more students and more staff required. The current provision of parking has been adjusted however more spaces are required to support and maintain the education of the community"</i></p>	<p>It has been noted that the school has increased student intake in order to assist as part of a County wide strategy for educational provision.</p>
<p><i>"already a few parents use the "Dutch" complex on the A1000 as a dropoff/ pickup point, necessitating their children to cross the (50 mph restricted) road, with "near misses" of children being reported and the practice discouraged by the school. Clearly if parking near the school is made impossible then the number taking that option is likely to increase."</i></p>	<p>Such stopping by parents on the afternoon pickup by Dutch Nursery has been witnessed in the past, the road itself does not have a formal crossing point such as a pelican crossing.</p>
<p><i>"As a parent of a child in Chancellors, who has additional needs and in school for reduced hours, I need to park in Pine Grove to collect him from the school reception every day. Sometimes he is ready to leave, but there are times he is delayed and I have to wait in the school."</i></p>	<p>This highlights where there are numerous unique reasons why some parents may need to park at various times of day based upon circumstances.</p>

<p><i>"My suggestion is that there are parking restrictions at certain times of the day or that the school are given permits to give out to visitors"</i></p>	<p>Giving such a provision for non-residents to park would negate any reason for a resident permit scheme.</p>
<p><i>"The allocation of two business parking permits as detailed in the proposal is not sufficient for the school"</i></p>	<p>All resident permit zones within Welwyn Hatfield have a provision to limit business permits to a maximum of two per business priced at £255 per vehicle in order to limit the impact of business parking where larger amounts of business parking would cause impact on parking availability. In the case of Pine Grove, staff parking does not cause an impact on parking availability in terms of capacity.</p>
<p><i>"residents along Pine Grive are the only ones in favour of this proposal as they do not like people parking in front of their £million houses. If they didn't want this they should not have bought a house next to a school. The fact is being near the school probably benefited these people at some point for their children and now their children have gone through the school system it no longer suits them to be near a school and the parent parking is an irritant for them."</i></p>	<p>As the school has been in situ for 60 years, it is likely most if not all residents were aware of the school being in location when their property was purchased. As schools have grown to facilitate educational provision, it is of course likely more students will need to travel by car where they may live in more rural areas away from traditional public transport routes. School drop off and pickup times in the location is for two short periods during the day.</p>
<p><i>"If something can be put in place for disabled road users to consider children attending the school with disability I do currently hold a blue badge for my child"</i></p>	<p>If permit restrictions were not introduced, there would be available parking in most of the road with the exception of the school keep clear markings. In terms of double yellow lines, blue badge holders can park for up to 3 hours on a yellow line. The school may also be able to look into additional provision to pickup on site based upon disabilities.</p>

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.
- 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 Regulation Act 1984 powers to make certain Orders.
- 6.4 Section 149 of the Equality Act 2010 places an obligation on the Council to have due regard to the need to advance equality of opportunity between those groups who share protected characteristics and those who do not, when coming to a decision on the exercise of any of its functions.

7 Financial Implication(s)

- 7.1 The cost of the TRO and associated works recommended in this report will be funded through existing Parking Services revenue and capital budgets.

8 Risk Management Implications

- 8.1 Changing the parking conditions could generate negative publicity. Some short-term undesired parking may continue. By removing the permit scheme proposal would reduce the likelihood of parking or the pickup/drop off of students displacing into nearby roads which either is at a higher speed limit or lacks a footway.
- 8.2 It is standard procedure to monitor new parking restrictions for the first 6 months after any are implemented. A feedback form will be available on the Council's website after the introduction of restrictions to monitor comments. All comments will be recorded. If any significant issues are discovered because of the Traffic Regulation Order being put into place, Parking Services will investigate and consider remedial action that may be implemented to address the issues.

9 Security & Terrorism Implications

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

10 Human Resources

- 10.1 There are no known Human Resources implications in relation to the proposals in 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 stakeholders and a number of statutory consultees, such as the Police and Hertfordshire County Council. Formal objections can only be made during the period stated on the Notice of Proposal and stating the grounds on which they are being made.

- 11.2 Ward Members as well as emergency services and Hertfordshire County Council have also been consulted as part of this process and no written objections have been received from them relating to the proposals in this report.
- 11.3 In addition, Public Notices were erected within the area 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

- 12.1 There are no known Health and Wellbeing implications in relation to the proposals in this report.

13 Procurement Implications

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

14 Climate Change Implication(s)

- 14.1 There is a potential for a positive climate change implication, prohibiting verge and footway parking may reduce damage to grass verges.

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 In addition, the Council will monitor the effectiveness of the restrictions for the first 6 months and further recommendations may be made at a later date; should any unintended impacts arise, because of the new scheme being introduced.

Name of author Matthew McCann
Title Parking Services Team Leader
Date 6th October 2023

Background papers:

Plans – Appendix A

Notice of Intention – Appendix B

Objections – Appendix C

Proposed Plan for Double Yellow Lines without permits – Appendix D

Photos from site visits carried out in September & October 2023 – Appendix E

Chancellors' School newsletter 29th September 2023 – Appendix F