

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 14 DECEMBER 2017
REPORT OF THE EXECUTIVE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

MULTI-STOREY CAR PARK, THE COMMON – HATFIELD PARKING STRATEGY

EXECUTIVE SUMMARY

- 1.1 The Council have added a project to the Capital work programme, to seek planning approval for the construction of a multi-storey car park (MSCP) in The Common, Hatfield. This will release other sites within the town centre which have been highlighted as development opportunities by the multi-agency Visioning group as part of the Hatfield 2030+ project.
- 1.2 The sites which have been highlighted are mainly surface car parks and the creation of the MSCP will enable these to be developed.
- 1.3 To minimise displacement during construction, a temporary upper deck will be installed in Lemsford Road car park which will provide up to 100 of the 148 parking spaces that will be lost from The Common car park.
- 1.4 It is crucial to consult residents and businesses as efficiently as possible to ensure parking restrictions are introduced in roads surrounding the town centre before the multi-storey car park is operational, to reduce the effect of any displacement.
- 1.5 There are a number of private roads which have yet to be adopted by Hertfordshire County Council (HCC). Restrictions in neighbouring roads increases the likelihood of displacement of vehicles parking into these roads. If this eventuality happened, then the Council would need to consider any practical and legally allowable solutions to assist residents in these roads, especially if the solution cannot be a TRO.

2 Recommendation(s)

- 2.1 That the Panel recommend to Cabinet the inclusion of the Aldykes (Appendix A) and surrounding roads within the scope of the project.
- 2.2 That the Panel note the risks as indicated in 6.1 – 6.5 and recommend to Cabinet to proceed.

3 Explanation

- 3.1 The Hatfield Central and East project was paused until a decision on the MSCP had been made and funding secured. This has now been agreed and tentative dates for possible construction (depending on planning approval) is Winter 2018.

- 3.2 Hatfield Central and East Wards are currently on the Parking Services work programme. Work has already begun with the introduction of three resident parking permit schemes (RPPS) in the Galleria area, The Ryde and Heyford Way.
- 3.3 Aldykes and surrounding roads (Appendix A) are not with Hatfield Central and East Wards, officers are recommending that they should be included in the project due to their close proximity to the town centre.
- 3.4 The restrictions currently within the car parks will need to be amended to cope with the loss of The Common car park in time for the construction to begin. As mentioned 1.3 the Council will be providing a temporary deck for Lemsford Road car park. It is the intention for this car park to become the long stay car park, specifically for the local workers or shoppers wanting to spend more than 3 hours in Hatfield town centre.
- 3.5 The remaining operational car parks (Link Drive, Kennelwood Lane and Dog Kennel Lane) would be changed to short stay, and consultation will take place with the businesses to gauge opinion on whether this should remain at 3 hours as it is currently or changed to a slightly shorter period possibly 2 hours.
- 3.6 The benefit of a shorter stay period, is that there is likely to be more customers to the town centre due to a higher turnover of car parking space. It is intended to hold a number public consultation events to engage with the businesses and provide them an opportunity to understand the reasoning behind any proposals.
- 3.7 Residents in some roads are already experiencing difficulties with parking due to one of a number of reasons; increase in car ownership, vehicle displacement in response to recent changes in parking restrictions and the roads are not able to accommodate them.
- 3.8 The intention is to send out a letter to residents in roads within scope of the project. The letter will also explain about the MSCP and the likely impact on residential roads during and after construction.
- 3.9 Therefore, there will be plans enclosed with the letter which indicate the minimum of 10 metres of double yellow lines at all junctions. These may be increased dependent on the location and the response from residents in the area.
- 3.10 There are some options for residents to consider, including to leave the restrictions as they currently stand and do nothing. Parking Services are aware that there are limited off-street facilities for residents in most roads surrounding the town centre. In most cases, a single yellow line is unlikely to meet the needs of residents as they will not be able to park on the carriageway during the days and times the restriction would operate.
- 3.11 The council are intending to propose, a RPPS. These will be zonal and include a number of roads within the same zone. Residents will also be able to feed into the consultation, the days and times they would like the restriction to operate.
- 3.12 In addition, a verge protection order will be promoted alongside other restrictions. This order facilitates the enforcement team and enables them to issue parking tickets to vehicles which are parking on the verge, pavement (including dropped kerbs) and other areas of green.

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.
- 5.2 As part of the Capital project for the MSCP funding for an additional officer for the Parking Service team is included within this capital budget.

6 Risk Management Implications

- 6.1 Changing the parking conditions in the above mentioned roads could generate both negative and positive publicity. Some parking will likely displace into nearby roads and is likely to move to area outside the scope of this project.
- 6.2 It is the Councils intention to add Hatfield West and South to the work programme when this project is completed. However, there may be a period of time in which residents experience significant displacement until the consultation commences. The Council will try and do all it can to address this as soon as possible.
- 6.3 It is standard procedure to monitor new parking restrictions for the first 6 months after they are implemented. During this period all reports of safety issues or parking displacement will be recorded. Any significant issues discovered during the monitoring period will be dealt with as part of the review process.
- 6.4 In recent parking consultations in Hatfield the response from residents has been lower than in other areas. Officers may need to use their experience to make recommendations using limited information.
- 6.5 The temporary upper deck which is to be installed in Lemsford Road car park will not eliminate some displacement. However, it will provide up to 100 parking spaces of the 148 spaces that will be lost in The Common car park.
- 6.6 Some businesses are likely to be against changing the restrictions in Link Drive car park from long stay to short stay. As this means their employees will have slightly further to walk into work.

The Council may be limited to what they are able to implement in private roads. Depending on the outcome of the discussions with Herts County Council, it could mean residents in private roads may not be included within the scope of this project. Residents in these roads are likely to be against the introduction of restrictions into neighbouring roads, as this will likely displace those vehicles into their road.

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 I confirm that the subject of this report is linked to three of the Council's Corporate Priorities:

- Protect and enhance the environment – Deliver effective parking services;
- Help build a strong local economy – Revitalise our town centres and other shopping precincts and;
- Engage with our communities and provide value for money

11 Equality and Diversity

11.1 An EqIA was not completed because this report does not propose changes to existing service-related policies or the development of new service-related policies.

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| Date | 4 th December 2017 |

Background papers to be listed (if applicable)

Cabinet Report – 7 November 2017