

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 11 JANUARY 2018
REPORT OF THE EXECUTIVE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

RESIDENT PARKING PERMIT SCHEME AND DOUBLE YELLOW LINES IN VARIOUS
ROADS WELHAM GREEN

1 Executive Summary

- 1.1 Residents and businesses in Welham Green were consulted about proposals to prevent drivers from parking too close to junctions.
- 1.2 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action. The residents and businesses at 272 addresses were consulted. Three formal objections have been received. See Appendix A.

2 Recommendation(s)

- 2.1 That the Panel consider the objections received, in particular the issues raised around equalities and diversity and having considered all the detailed issues in this report including any proposed mitigating actions, recommends to Cabinet to proceed with the creation of the Traffic Regulation Order (TRO) for all the reasons set out in this report.

3 Explanation

- 3.1 Following a review of the existing parking restrictions in Holloways Lane and adjoining roads, a number new parking restrictions were implemented in January 2017. These included two small permit schemes in Bulls Lane and Somers Road and double yellow lines at a number of other junctions. At the same time a double yellow line was introduced outside number 62 Nash Close; not for the purposes of road safety but to prevent obstruction of the access to the front door of number 62. This line was marked 10 metres long on the southern kerb and 7.5 metres long on the western kerb.
- 3.2 During the six month monitoring period following the introduction of the new parking restrictions, a number of residents reported incidents of cars parking on the junctions of Station Road and Dellsome Lane had increased.
- 3.3 Residents in Nash Close also requested double yellow lines opposite number 62 to prevent obstruction of the junction in front of numbers 51 to 22 Nash Close. This request was made on the grounds of roads safety.
- 3.4 Corporate Property also requested parking restrictions to prevent obstruction of the garage forecourt in Parsonage Lane.

3.5 One round of informal consultation was held, proposing double yellow lines at the junctions of Station Road and Dellsome Lane and for the front of the garage forecourt in Parsonage Lane. 208 addresses were consulted, there were 21 responses in favour of the scheme and there were six responses against the scheme.

3.6 Two rounds of informal consultation were carried out in Nash Close. The first round offered a matching double yellow line opposite number 62. 64 addresses were consulted, two were in favour of the scheme no responses were received against the scheme. A number of requests were made in the comments section to extend the double yellow lines further into the cul-de-sac and some to shorten the double yellow line outside number 51 and 52.

The second round gave an option for shorter yellow lines outside numbers 51 and 52 and for a continuous double yellow line that covered the entire west side and the turning-head in the cul-de-sac. The second round consultation split the residents. 64 addresses were consulted. A number of requests were made in the comments section. Four residents requested full double yellow lines at the junction, two of these phoned in to withdraw all support for the other restrictions and only wanted double yellow lines at the junction. The final tally for the Nash Close consultation was. Three in favour of short yellow lines at the junction, four in favour of 10 metre yellow lines at the junction, one against any junction protection, four in favour of the lines in the turning-head, five against lines in the turning-head.

Looking at the above results it was obvious that the residents who responded wanted different things. Having considered the results of both informal consultations in Nash Close, Parking Services decided to act on the safety concerns which were raised during the review and promote a parking restriction extending 10 metres on all sides of the junction which will improve the sightlines leading into and out of the cul-de-sac.

3.7 Residents and businesses in each consultation area were sent a notification letter in November 2017 stating the Councils intention to create the new parking restrictions. These letters contained plans showing the updated designs. The final design showing the extent of the proposed restrictions may be viewed in Appendix B.

3.8 On the 22 November 2017 the public notice proposing “**The Borough of Welwyn Hatfield (Various Roads, Welham Green) (Restriction of Waiting) Order 2017**” was advertised in the Welwyn Hatfield Times. Notices were also erected in the lengths of roads affected. The closing date for formal objections was 14 December 2017. See Appendix B.

3.9 **Objections**

3.9.1 There are two formal objections from the residents living on the junction of Nash Close see Appendix A. Below is a summary of the grounds for objection

- a) The proposed 10 metre restrictions will prevent the residents at one address from parking two cars at the side of their property and the residents at the other address from parking one car in front of their property.

- b) Only four out of twelve responses from the cul-de-sac voted in favour of the 10 metre double yellow lines

3.9.2 There is one objection from residents living in Welham Close

- a) The objection was made on the grounds that this proposal does not go far enough. They are requesting more double yellow line extending beyond the immediate 10 metres surrounding the junction.

3.10 The reasons for moving forward with this proposal are as follows:

3.10.1 Responses to 3.9.1

- a) The original requests for a second double yellow line in this part of Nash Close were made on the grounds of road safety.
- b) Only three out of twelve responses voted in favour of the shorter yellow lines at the junction. However, even if there had been a majority in favour of the shorter lines, Parking Services must give more weight to the request for 10 metres of double yellow line which was made on the grounds of road safety.
- c) Preventing cars from parking within 10 metres of this junction will improve the sight lines and help the residents enter and exit the cul-de-sac. In addition, the Highway Code advises drivers that they should not park within 10 metres of a junction.

3.10.2 Response to 3.9.2

- a) A number of residents have also requested substantial amounts of double yellow lines at other locations in Station Road and Dellsome Lane. However, it is not our intention to remove all parking space from these locations. Only to prevent parking at the junctions.
- b) Additional yellow lines would cause unnecessary displacement of parking into other roads in Welham 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.

6 Risk Management Implications

- 6.1 Changing the parking conditions in the above mentioned roads could generate negative publicity. Some parking may be displaced into nearby roads.

6.2 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. If any significant safety issues are discovered during the monitoring period, Parking Services will investigate and carryout the appropriate remedial action.

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 and 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 (EqIA) has been carried out.

11.2 The EqIA found that there is the potential for negative impacts on Age, Pregnancy and Disability. The double yellow lines will prevent parking at the junctions; this may force drivers to park further away from their destination. However Parking Services believes that the benefits provided by added road safety at the junctions out ways any dis-benefits. There is a slight positive impact for disabled drivers with a valid Blue Badge, as they will be allowed to park on the yellow lines for up to three hours.

11.3 During the monitoring period (6.2) should any unintended negative impacts come to light, Parking Services will investigate and carryout the appropriate remedial action.

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Background papers to be listed (if applicable)