

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 8 MARCH 2018
REPORT OF THE EXECUTIVE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

SINGLE AND DOUBLE YELLOW LINES IN HILL RISE AND SUTHERLAND WAY,
CUFFLEY

1 Executive Summary

- 1.1 During the six monitoring period of the recent changes to the parking restrictions in the roads close to Hill Rise. Some residents in Hill Rise reported vehicle displacement taking place on the junction of East Ridgeway and Hill Rise.
- 1.2 This location is particularly difficult to negotiate as a driver, as you almost double back on yourself to enter Hill Rise and any vehicle parked there obstructs your view.
- 1.3 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action. The residents at 24 addresses were consulted as part of the statutory consultation. Twelve formal objections have been received. See **Appendix A**.
- 1.4 The Council can amend proposals once advertised, as long as they make the scheme less restrictive. This can be done without having to re-advertise the Traffic Regulation Order.

2 Recommendation(s)

- 2.1 That the Panel consider the objections outlined in 4.2 and 4.4, in particular the issues raised in Section 12 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 amended proposals (**Appendix D**) and the creation of the Traffic Regulation Order (TRO) for all the reasons set out in this report including 4.3 and 4.5.

3 Explanation

- 3.1 Due to a number of requests from residents of Hill Rise and other roads users during the six month monitoring period. Double yellow lines were proposed in September 2016. During this consultation further concerns were raised by residents of possible displacement further along Hill Rise towards Tolmers Avenue.
- 3.2 The Council therefore extended the scope of the consultation area in November 2016 to include Hill Rise to the junction and including Highlands, as well as Sutherland Avenue, Sutherland Way, Leefe Way. There are a total of 104 residential properties in this area and they were asked if they wished to have single yellow lines or a resident permit scheme.

- 3.3 The response rate from the 49 properties in Sutherland Avenue, Sutherland Way, Leefe Way was very low with only four residents commenting on the proposals. Without a mandate to progress the proposals in their roads, they were removed from the consultation. Residents were notified of this in writing.
- 3.4 The section of Hill Rise which consisted of 31 properties; between Tolmers Avenue and Highfields, seventeen responses were received with seven requesting no changes to the restrictions outside their homes. These properties were also removed from the proposals and the residents were notified in writing.
- 3.5 The Hill Rise section of road between East Ridgeway and Tolmers Avenue however, received a majority response (Fifteen out of twenty four properties). With twelve properties responding in favour of restrictions, nine opted for a single yellow line.
- 3.6 Residents directly affected by the proposals were sent a notification letter in December 2017 stating the Councils intention to create the new parking restrictions. These letters contained plans showing the updated design. See **Appendix B**.
- 3.7 On the 3rd January 2018 the public notice proposing “**The Borough of Welwyn Hatfield (Hill Rise and Sutherland Way, Cuffley) (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 27th January 2018. See **Appendix B**.
- 3.8 During the statutory consultation period, the Council received six objections from residents in Hill Rise, these were in the form of a template letter. After contacting each resident to understand their concerns three of them retracted their objections.
- 3.9 Based on objections received by five residents directly affected by the single yellow line. The Council suggests to amend the proposals advertised and to reduce the amount of single yellow lines. See **Appendix D**, a section of the road will be left unrestricted on the request of those residents it affects.

4 Objections

- 4.1 The Council received twelve objections to the statutory consultation, these are contained in **Appendix A**. The objections raised were opposed to either single yellow lines, double yellow lines or both.
- 4.2 Nine objections were received from residents directly affected by the proposals. Below is a summary of the grounds for the objections:
- a) Visitors to our properties, who may be elderly or unable to walk far
 - b) The restrictions will make it difficult to receive deliveries
 - c) Trades people will be affected by the proposals
 - d) That placing yellow lines on Hill Rise would result in vehicles travelling faster along the road compromising safety.

- e) Also requesting Council implement resident permit scheme for the area, and not support Hill Rise residents who had voted for single yellow lines rather than permit scheme.
- f) The proposals will be an issue for my visitors and trades people as I have a smaller area for off-street parking.
- g) If double yellow lines were introduced in this section, then a possible five additional cars will be parking in the main section of Hill Rise.
- h) The proposed double yellow lines around the section of road within the island area is not needed as this is an access road for the residents who live in these properties
- i) Proposing double yellow lines outside my house means I will not be able to park across my drive
- j) No need to introduce the double yellow lines as this is just a money making exercise
- k) An issue of vehicles obstructing driveway.
- l) Double yellow lines proposed outside my house are not near a junction and would be an inconvenience for deliveries, family and friends that visit our property
- m) They saw no parking issues and wished for the parking to be left unrestricted (specific to the junction of Hill Rise and Sutherland Way)
- n) The objection was made on the grounds that this proposal does not make reference to responses from residents of Sutherland Way.

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

- a) Those with mobility issues who qualify for a disabled badge have an exemption to park on single or double yellow lines for up to 3 hours.
- b) Deliveries are able to take place on double yellow lines, as loading and unloading count as an exemption. The same applies to allowing passengers to board or alight from a vehicle. Once deliveries have finished vehicles would however need to find alternative parking.
- c) Trades people working on residential properties can apply for a dispensation to be able to park during the restricted hours.
- d) The single yellow lines if introduced will only be in operation for two hours a day, Monday-Friday to prevent all day non-residential parking. The proposals have been circulated to the Police and Herts County Council and they have raised no concerns relating to these proposals.
- e) During the November 2016 consultation only four responses from thirteen wanted a permit scheme in that section of Hill Rise. The majority response at that time was for single yellow lines.
- f) See response for c) and d)

- g) The highway referred to is public road and not a private access road or layby for residents. The road provides access and designed to enable turning of vehicles into residential properties and also in and out of Sutherland Way. See **Appendix C** of site visit photos showing the issues highlighted
- h) Parking in this section would cause obstruction to pedestrians or road users. It also states in the Highway Code that parking should not take place within at least 10 metres of a junction.
- i) In addition to the responses in g) and h), all properties affected by the double yellow lines have parking within their properties for at least three vehicles so there should be no need to park in this location, other areas within a reasonable walking distance have either have no restrictions or only the single yellow line between 11am-1pm
- j) Double yellow lines are known to be self-enforcing and the only income generated would if a Penalty Charge Notice was issued to vehicles contravening the restriction
- k) This contravention is already enforceable under the Traffic Management Act 2004 by Civil Enforcement Officers upon request from the resident to enforce.
- l) In addition to the response to b) and i) this location is opposite the access road entrance/exit. If double yellow lines were not proposed then it may encourage people to park opposite the junction which would compromise safety in this area.
- m) See response to g) and h)
- n) Since the consultation was carried out in November 2016, Parking Services received three responses from a possible forty two properties in Sutherland Way and Sutherland Avenue. There was no clear mandate to progress any proposals in this section of road.

4.4 The Council received three objections from residents not directly affected by the proposals. Below is a summary of the grounds for the objections:

- a) The proposed restrictions do not go far enough and commuters to park in other roads outside of the proposal increasing traffic and parking hazards on the pavement
- b) The Council should implement resident permit parking scheme for the road, or restrictions with limited parking hours. This was to allow residents can use the space and stop commuters parking.
- c) Parking on the junction of Sutherland Way and Sunderland Avenue would affect safety and lead to parking congestion by non-residents

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

- a) When the consultation was carried out in November 2016, the Council only received responses from five properties out of 49 wanting a form of parking restriction, therefore, there was no clear mandate to progress this further.
- b) During the initial consultation carried out in November 2016, the Council received seven requests (from a possible 104) for residents parking permits to be introduced. This provided no clear mandate to progress this further.
- c) Herts County Council have not raised any safety concerns with regards to the proposals, if there are any issues these will be picked up within the six month monitoring period

5 Legal Implication(s)

5.1 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.

6 Financial Implication(s)

6.1 The cost of TRO works recommended in this report will be funded through existing Council revenue budgets.

7 Risk Management Implications

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

7.2 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, the Council will investigate and carry out the appropriate remedial action.

8 Security & Terrorism Implications

8.1 There are no security & terrorism implications inherent in relation to the proposals in this report.

9 Procurement Implications

9.1 There are no procurement implications inherent in relation to the proposals in this report.

10 Climate Change Implication(s)

10.1 There are no climate change implications inherent in relation to the proposals in this report.

11 Link to Corporate Priorities

11.1 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

12 Equality and Diversity

12.1 I confirm that an Equality Impact Assessment (EqIA) has been carried out.

12.2 The EqIA found that there is potential for negative impacts on Age, Pregnancy and Disability.

12.3 The double yellow lines will prevent parking at the junctions; this may force drivers to park further away from their destination. However the Council believes that the benefits provided by added road safety at the junctions and reducing vehicles parking obstructing public footway outweighs any dis-benefits

12.4 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.

12.5 During the monitoring period (7.2) should any unintended negative impacts come to light, Parking Services will investigate and carry out the appropriate remedial action.

Name of author	Matthew McCann 01707 357304
Title	Parking Services Officer
Date	26 February 2018

Background papers to be listed (if applicable)