

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 7 JUNE 2018
REPORT OF THE CORPORATE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

RESIDENT PARKING PERMIT SCHEME, DOUBLE YELLOW LINES AND VERGE
PROTECTION ORDER IN CROP COMMON & CECIL CRESCENT AREAS, HATFIELD

1 Executive Summary

- 1.1 In November 2016, the Council delivered parking survey forms to all residents within the Birchwood area. Residents were asked if they required any resident permit schemes or double yellow lines. Birchwood was split into three areas. This report focuses on Area Three. See **Appendix A**.
- 1.2 Area Three is mainly residential, with some commercial premises on the edge of the consultation area along St Albans Road East. Just outside of the consultation area is Beaconsfield Road which has many industrial and office premises. Hatfield Railway station is only a short walk away.
- 1.3 Residents within the consultation area had previously contacted Parking Services highlighting significant parking demand in certain roads, with commuters and/or local workers parking on the roads in the residential streets. This parking demand for on-street parking has created concerns with local residents, due to already limited on-street parking availability.
- 1.4 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action. The residents and businesses at 634 addresses were consulted as part of the statutory consultation. Three formal objections have been received. See **Appendix B**.

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. Having considered all the detailed issues in this report, including any proposed mitigating actions, recommends to Cabinet to proceed with the proposals (**Appendix C**) 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 The majority response from residents in Cecil Crescent, Clarkes Road and the Stonecross Court section of Stonecross Road opted for a resident parking permit scheme.
- 3.2 The rest of Area Three had a lower response, with minimal requests for a resident permit scheme. However, the majority response from residents supported the proposals for junction protection (in the form of double yellow lines) to improve

road safety and visibility. A significant number of residents within Area Three also highlighted parking issues occurring on the verge and footway.

- 3.3 The Council therefore proposed to introduce a Verge and Footway Order, which will enable Penalty Charge Notices to be issued to vehicles that are parked on the Verge or Footway. This Order can be enforced at any time and will help preserve the verges, reduce maintenance and improve accessibility for pedestrians.
- 3.4 On the 14 March 2018 the public notices proposing “**The Borough of Welwyn Hatfield (Various Roads, Birchwood, Hatfield) (Restriction of Waiting and Permit Parking Zones) Order 2018**” and “**The Borough of Welwyn Hatfield (Various Roads, Birchwood, Hatfield) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2018**” were advertised in the Welwyn Hatfield Times. Notices were also erected in the lengths of roads affected. The closing date for formal objections was 6 April 2018. See Appendix B

4 Objections

- 4.1 The Council received three objections to the statutory consultation, these are contained in **Appendix B**. The objections raised was opposed to double yellow lines, or the resident parking permit scheme. No objections were received against the Verge and Footway Order.
- 4.2 One objection to double yellow lines was received from a resident directly affected by the proposals. Below is a summary of the grounds for the objection:
- a) *“In order to provide suitable and adequate parking facilities” ...There seems to be a mistake that painting yellow lines will improve and provide adequate parking*
 - b) *Residents are at this time forced to park on the corner of the roads...and will have no available place to park.*
 - c) *Green areas...which could provide extra spaces*
 - d) *Vehicles using this area have a reason to be here*
- 4.3 The reasons for moving forward with these proposals are as follows:
- a) *The reason of suitable and adequate parking facilities in this Notice’s advertisement is in relation to the resident permit scheme proposals not the double yellow lines*
 - b) *As in the Highway Code, parking should not occur within 10 metres of a junction as parking in this manner causes visual obstructions especially for drivers needing to exit the road.*
 - c) *The Council are currently investigating if additional parking provision could be created in Crop Common and Cotton Field*
 - d) *See answer to b).*

4.4 The Council received two objections to the resident parking permit scheme, both from non-residents. Below is a summary of the grounds for these objections:

- a) My employer does not have any spare parking available
- b) Clarkes Road have houses with driveways which are not always used
- c) Surely easily rectified with PCN enforced yellow lines over dropped kerbs
- d) Parking in and around Ground Lane has always been difficult
- e) All residences have driveways enabling residents to park within the boundary of their own residence
- f) If the daily parking charge of £7.50 at the multi-storey car park at the station was reduced

4.5 The reasons for moving forward with these proposals are as follows:

- a) There are several businesses located near to these proposed permit areas, but not within those roads. One main reason residents were experiencing parking issues were due to local workers parking inconsiderately within the carriageway. As highlighted in the objector's letter it is a requirement for businesses to provide parking for employees. Businesses can choose to expand their workforce, but in doing so, can cause an impact on local residential roads, which in turn struggles to cope with the demand. Parking demands by local workers can also go up and down dependant on whether staff choose to drive, even when other transportation and walking options are readily available
- b) Driveways will not always be used at any one time, as residents may be away from their property, however, residents may face issues parking on the road side when they require parking during other points of the day. Introducing a permit scheme would encourage residents to park on their driveways where possible, so they do not have to purchase a permit/voucher during the hours of operation
- c) Introducing double yellow lines in front of driveways would also stop residents from being able to park across their own driveway. Current legislation only allows parking in front of driveway dropped kerbs if the householder has granted permission. A resident parking permit scheme is more practical solution and will reduce this issue.
- d) No resident parking permit scheme or additional double yellow lines are included in these proposals for Ground Lane. The verge and footway order would not reduce any kerbside parking, merely stop obstructive parking on the footway where kerbside space is already available.
- e) Not all residential properties within the proposed permit scheme areas have driveways. The majority of driveways can hold a maximum of two vehicles. Households who have more than one car, rely upon the highway to park additional vehicles. Most of the residential areas were constructed many years ago when there was not such wide scale car ownership or demand for parking.

- f) The multi-storey car park at Hatfield Railway Station is a private car park managed by the local train company. Welwyn Hatfield Council have no influence on the pricing structure. It is often the case some commuters will seek free available parking even when car parking charges are relatively minimal.

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

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

12.1 The EqIA found that there is 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, 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

12.2 However, if the disabled driver have a valid Blue Badge, the proposals will have a positive impact as they will be allowed to park on the yellow lines for up to three hours, and within the resident permit area for an unlimited period.

12.3 Also for those who live within the permit areas who are pregnant or limited in mobility, the proposals will have a positive impact as parking is more likely to be found within their road and closer to the property during the enforcement hours.

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

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Date	18 May 2018

Background papers to be listed (if applicable)