

WELWYN HATFIELD BOROUGH COUNCIL
CABINET HOUSING AND PLANNING PANEL – 17TH MARCH 2016
REPORT OF THE DIRECTOR (FINANCE AND OPERATIONS)

**KNIGHTSFIELD AND HALDENS, WELWYN GARDEN CITY - JUNCTION
PROTECTION SCHEME**

1 Executive Summary

- 1.1 Residents from four areas in Welwyn Garden City were consulted about proposals to discourage drivers from parking too close to junctions, parking inside bus stops and possible locations for constructing new parking spaces in the verge and nearby open spaces.
- 1.2 This report sets out the results of the four informal consultations, the formal consultation and the recommended course of action. A total of eight formal objections were received from the four areas.

2 Recommendation(s)

- 2.1 That the Panel recommends to the Cabinet to proceed with the creation of the Traffic Regulation Order (TRO) as named in item 3.3. for the reasons outlined in items 3.5.

3 Explanation

- 3.1 The first round of informal consultation letters (Appendix A) were sent to residents on various dates between 17th November 2014 and 30th January 2015 in the following areas;
 - a) Haldens
 - b) Nursery Hill and surrounding roads
 - c) Shoplands and surrounding roads
 - d) Harwood Hill and surrounding roads
- 3.2 The second round of informal consultation letters (Appendix A) were sent to residents between 5th May and 9th November 2015. The majority of residents voted in favour of these designs but all four areas they requested that more parking spaces be built. Following further consultation with Herts Highways Service, Planning, Landscape and Ecology the designs were adjusted and a draft TRO was created.
- 3.3 On the 27th January 2016 “**The Borough of Welwyn Hatfield (Various Roads, Welwyn Garden City) (Restriction of Waiting and Revocation) Order 2016**” was advertised in the Welwyn Hatfield Times and notices were erected in the affected roads. Letters were also sent to residents (Appendix B). The closing date for formal objections was 17th February 2016.

- 3.4 Eight formal objections were received, and the full copies are available in (Appendix C). Below is a summary of the grounds given for those objections;
- a) Haldens – A family carer is looking after a disabled relative. They have requested a hardstand or disabled parking bay at this location.
 - b) Haldens – Vehicles are parking opposite the junction with Blythway displacing these vehicles will reduce residents' parking in Haldens which is already full to capacity.
 - c) Haldens – If I come home after midnight the street lights have been turned off. I might have to park further away in the shops or Blythway and I will have to walk home in the dark this is a safety issue.
 - d) Haldens - Our neighbours have recently built hardstands which already reduced the available parking.
 - e) Haldens – The bus stops have previously been restricted which already reduced the available parking.
 - f) Shoplands area – Hitherway junction with Kirklands- The proposed yellow lines will not prevent parents from straddling the kerb or parking on the verge. The yellow lines will not prevent parents from parking on the corners either, because the Council does not have the resources to enforce them. It would be better to install bollards.
 - g) Harwood Hill area – Harwood Hill junction with Digswell Road – Most houses in this location have no space for driveways and so must rely on street parking. The current plans will remove at least 8 spaces. Where will these cars park. Cars already park on the verges.
 - h) Harwood Hill area – Harwood Hill junction with Digswell Road - Planning want to protect the green spaces so they objected to the proposed 8 space parking bay in Harwood Close. Were Planning offered designs for smaller bays? The council has not carried out its due diligence; there are at least 10 areas where bays could be created.
 - i) Harwood Hill area – Harwood Hill junction with Digswell Road – We currently rent a garage in Haymeads and park the other car where we can. My husband works nights and gets back at 7am and I don't leave until 8:50 am. If you implement the single yellow lines (Mon –Fri 8:15-9:15am and 2:45-3:45pm) we will get fined for parking there. We have to drive to work, apart from our daughter who due to illness is unable to work, so our vehicles are a necessity.
 - j) Harwood Hill area – Harwood Hill junction with Digswell Road – The newly installed parking bay is an improvement, however two cars were already parking on the pavement at this location. It would have been better to extend the bay into the green area. It is too narrow and passengers will have to get out into the mud or stop traffic while they get into the bay.

3.5 The reasons for moving forward with the proposals are as follows;

- a) Haldens (3.4, a) - Parking Services has advised the carer that Herts County Council (HCC) can provide bays for Blue Badge Holders. HCC also maintain this type of bay. We will adjust the TRO to leave a space for the bay if it is required.
- b) Haldens (3.4, b, c & e) - The purpose of the proposed double yellow lines at this location is to ease traffic congestion and prevent obstruction. The existing bus stops only operate during peak hours Mon – Fri (except bank holidays) 8am to 6pm. Parking displacement may force some residents to park further away from their homes. Parking Services will monitor the effects of displacement as noted in item 6.2
- c) Haldens (3.4 d) - Each hardstand will take one car off the road. While other drivers are prevented from parking in front of this driveway there is a net gain in parking space.
- d) Shoplands area (3.4, f) - Hitherway junction with Kirklands – It is true that yellow lines cannot physically prevent a vehicle from straddling a kerb or parking on the verge. This junction is mostly pavement and the pavement is not wide enough for the installation of bollards; bollards or posts would have to be installed and maintained by HCC. The best option at this location is a yellow line. Other solutions are available to HCC to solve the main issue of congestion in Kirklands, such as a one-way system. While Parking Services does not have the resources to patrol each school route every day, we can respond to requests from schools and residents; the yellow lines must be present for enforcement to take place.
- e) Harwood Hill area (3.4, h & j) - Parking Services surveyed all green spaces adjacent to the highway during the consultation process. We proposed building 10 new parking spaces. Only 2 spaces were approved. Planning turned down alternative designs for 6 to 8 spaces in Harwood Close. Due to the layout of the rest of the surrounding environment and the design constraints imposed by Planning and Herts County Council it is not possible to create more parking spaces adjacent to the highway.
- f) Harwood Hill area (3.4, g & i) - In the immediate area of the junctions of Harwood Hill with Digswell Road, Harwood Close and Haymeads double yellow lines will affect 4 cars and single yellow lines will affect 4 cars. Our parking studies have shown that sufficient overnight parking space is available in the adjacent roads of Sewells and Harwood Close. This parking space is within a reasonable walking distance of the affected areas.

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 Any revenue accrued through penalty charge notices will be retained by the Council to finance enforcement of the scheme.
- 5.2 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 overnight 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 any reports of safety issues or parking displacement will be recorded. Any significant issues will be dealt with as part of the review process.

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 – 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 has been carried out (Appendix D). No significant differential impacts were found.

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Date 3rd March 2016

Background papers to be listed (if applicable)