

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

CUFFLEY – SINGLE AND DOUBLE YELLOW LINES OUTCOME PROJECT

1 Executive Summary

1.1 Cuffley was added to the Parking Services work programme in 2012/13. An external company carried out a parking study in November 2012 to survey the number of vehicles parked, including location and duration of stay on one weekday and a Saturday during school term time. In addition, a general survey form was sent to all residents and businesses in August 2013. Using the information captured by the parking study and responses from residents and businesses, the village was split into five areas for further consultation:

- Homewood Avenue and surrounding roads
- Bacons Drive and surrounding roads
- Kingsway and surrounding roads
- Tolmers Road and surrounding roads
- Station Road and surrounding roads

1.2 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action.

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, with the amendments as outlined in Appendix D and 3.5, for the reasons outlined in 3.6 and 3.7.

3 Explanation

3.1 Between July and November 2014 all residents and businesses in the aforementioned areas in Cuffley were consulted. The proposals included areas for junction protection in the form of double yellow lines and an option to change the parking restriction outside of their homes. Appendix A outlines all the plans which were included within the correspondence.

3.2 Appendix B provides the overview of the responses to the above consultations. In all five consultations over 80% of the responses were in favour of the proposed double yellow lines. Some residents requested additional double yellow lines in other locations. The proposals were amended to take these requests into consideration.

3.3 The amended proposals were advertised on the 18th November 2015 as **The Borough of Welwyn Hatfield (Various Roads, Cuffley)(Restrictions of Waiting) Order 2015** (Appendix C).

3.4 A number of objections were satisfied and the following changes are proposed:

- Remove the section of double yellow lines outside number 12 The Meadway
- Change the double yellow lines to single yellow lines on the left hand side of Homewood Avenue junction with Tolmers Road

3.5 During the formal consultation period 40 objections were received, the full copies are available in (Appendix D). Below is a summary of the number of objections received for each area and the grounds given for those objections;

Homewood Avenue and surrounding roads – 24

Bacons Drive and surrounding roads – 11

Burleigh Way and surrounding roads – 1

Tolmers Road and surrounding roads – 3

Station Road area – 0

Outside of the consultation areas - 1

- a) Homewood Avenue - residents will be unable to park outside of their own homes Monday to Friday 11am - 1pm, which also prevents all day car parking;
- b) Homewood Avenue - visitors such as trades people, carers and couriers, will be unable to park outside of residents' homes Monday to Friday between 11am - 1pm, which also prevents all day car parking;
- c) Homewood Avenue - vehicles will be displaced from all of the proposed single yellow line locations to those locations without any single yellow lines parking restrictions,
- d) Homewood Avenue - reduce the double yellow line to stop outside 23 Homewood Avenue, and 28 Homewood Avenue, to facilitate residents and their visitors during the day;
- e) Brookside Crescent - restrictions do not extend far enough. Concerns about displacement into roads which are not included in the proposals, issues about access for emergency vehicles please extend restrictions to include all roads;
- f) Bacons Drive - driveways at 30, 32, 34 and 36 have narrow steep driveways which elderly residents find difficulty negotiating which can be extremely hazardous and in some cases unsafe, particularly in snow/icy conditions;
- g) Bacons Drive - damage to the underside of cars in some cases due to steep angle;
- h) Cranfield Crescent - residents having more vehicles than space available within their properties;
- i) Cranfield Crescent - No driveway, therefore residents will be unable to park outside of their own homes

- j) Tolmers Road - double yellow lines at the junction of Acorn Lane and Tolmers Road are not necessary;
- k) Colesdale - double yellow lines at the entrance to the garages road are not necessary;
- l) Outside of the consultation areas - to the three hour restriction, this causes inconvenience for Cuffley residents. A 30 minute restriction would be ample time to deter commuter parking;

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

- (3.5, a) The majority of residents in the affected area, voted in favour of the proposed restriction
- (3.5, b) Dispensations are available for tradesman during operational hours, anyone has the ability to unload and load for up to 20 minutes on single and double yellow lines. The Council have in the past made special arrangements for the carers of residents;
- (3.5, c and e) Any displacement issues will be addressed during the six month monitoring period as mentioned in 6.2;
- (3.5, j and k) Part of the Councils policy is to reduce street furniture. In addition, no-one should park within 10 metres of a junction, but without double yellow lines this can not be enforced;
- (3.5, l) The proposed restriction is for two hours, which has gone through a full consultation with all affected parties;

3.7 In response to a number of objections the Council are proposing to make the following amendments (Appendix E), with a view to re-consult residents in the roads mentioned below during the six month monitoring period:

- (3.5, f, g, h and i) Remove Cranfield Crescent and a section Bacons Drive from the proposals.
- (3.5, d) Reduce the length of the double yellow lines outside number 30 Homewood Avenue

3.7.1 The advertised proposals may be amended by the Council in response to objections. However the power to amend is limited;

- The lengths and times of proposed restrictions may be shortened
- Lengths of restrictions may be entirely removed from the proposal
- Lengths of lines or times of proposed restrictions cannot be increased in the existing proposal
- New types of restrictions cannot be added to the existing proposal

Implications

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 and capital budgets.
- 5.2 Any revenue accrued through penalty charge notices will be retained by the Council to finance enforcement of the scheme.

6 Risk Management Implications

The risks related to this proposal are:

- 6.1 Changing the parking conditions in the above mentioned roads could generate negative publicity. Some overnight parking and commuter 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 Implication(s)

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

8 Procurement Implication(s)

- 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;
 - Revitalise our town centres and other shopping precincts

11 Equality and Diversity

11.1 I confirm that an Equality Impact Assessment has been carried out (Appendix F).
No significant differential impacts were found.

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Date (*7 March 2016*)

Background papers to be listed (if applicable)