

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 9 AUGUST 2018
REPORT OF THE CORPORATE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

HATFIELD PARKING PROJECT - UPDATE

EXECUTIVE SUMMARY

- 1.1 The Council has added a project to the Capital Work Programme, to seek planning approval for the construction of a multi-storey car park (MSCP) in The Common, Hatfield. This will release other sites within the town centre which have been highlighted as development opportunities by the multi-agency Visioning Group as part of the Hatfield 2030+ project.
- 1.2 The sites, which have been highlighted for development, are mainly surface car parks and the creation of the MSCP will enable these to be developed.
- 1.3 To minimise displacement during construction, a temporary upper deck will be installed at Lemsford Road car park, which will provide up to 100 of the 148 parking spaces that will be lost from The Common car park.
- 1.4 Consultations have begun with residents in the three areas surrounding the town centre, with the view of introducing restrictions in time for the construction to start on the MSCP. This report sets out the result of the initial consultation and provides a recommendation on how to proceed.
- 1.5 Results, do not match the number of forms submitted, as residents have an option to select more than one option.
- 1.6 Consultation still needs to take place with the businesses in the town centre, as the car parks situated in the town centre will need to amend the current restrictions, before the construction of the MSCP begins in The Common. This car park is the main short stay car park for visitors to the town centre.

2 Recommendation(s)

- 2.1 The Panel recommend to Cabinet to proceed with progressing resident parking schemes and verge protection orders to the formal stage in the Lemsford Road area.
- 2.2 Recommend to Cabinet to proceed with progressing resident parking schemes and verge protection orders to the formal stage in the French Horn Lane area.
- 2.3 That the Panel recommend to Cabinet to proceed with progressing resident parking schemes and verge protection orders to the formal stage in the Aldykes area.

2.4 The Panel note the risks as indicated in 6.1 – 6.3 and recommend to Cabinet to proceed.

3 Explanation

3.1 During January – May 2018, residents and businesses in three areas of Hatfield have been consulted on options for parking restrictions in their roads. The three areas are:

1. French Horn Lane
2. Lemsford Road
3. Aldykes

The first two areas were initially consulted at the beginning of February as they were already on the Council's Parking Services work programme. Cabinet later that month approved the inclusion of Aldykes within the consultation area due to the close proximity to the town centre. (**Appendix A**).

The residents had a number of options to choose from:

- Do nothing, leave things as they are
- Single yellow line
- Resident parking permit scheme

If residents selected either single yellow lines or resident parking permit scheme, they then had options for the days and hours they wanted these to operate.

3.2 In addition to the consultation letter, two public engagement events were held at The Hub, White Lion House on the 15 February and the 23 March of this year. Along with press releases, social media was also used in an effort to reach as many residents in Hatfield as possible.

3.3 Also enclosed with the information letter and survey form, were plans of proposed junction protection (in the form of double yellow lines). Residents were asked to mark the drawing and/or add comments on the survey form if they felt these needed to be extended or reduced.

3.4 There were also drawings which proposed to introduce a verge and footway (which include dropped kerbs) traffic regulation order. The areas were marked in green on the plan. Residents were asked to comment on both of these plans to advise if areas had been missed or needed to be included.

3.5 The response rate was lower than the Council had hoped for, with less than 20% of residents responding in some roads. Therefore, another 'chaser' letter was sent to residents in those roads, which were less than 20% to try and encourage them to respond. The final results (**Appendix B**).

French Horn Lane area

3.6 Beaconsfield Court, Beaconsfield Road and Bury Road will be treated separately as these are in an industrial area. Further, some of this area is classed as private land and may limit what the Council can do to improve the parking in this area for the businesses and local workers.

- 3.7 There are some roads which have an existing single yellow line which operates Monday-Friday, 8-10am. The majority of responses from residents in Cranborne Road and Endymion Court indicate that they are satisfied with their current single yellow line restriction and do not want to fundamentally change this, except for some double yellow line junction protection, where single lines are currently. In other roads in the French Horn lane area the residents have requested double yellow lines.
- 3.8 Residents have requested some areas to be investigated to see whether any additional parking space can be created. This will be looked into, however it is doubtful that there are many, if any, which would be feasible. It is believed if restrictions were to be introduced, then the space created by the removal of non-resident vehicles would provide adequate parking for residents and their visitors.
- 3.9 As you can see from the residents who have responded, the majority have opted for a resident parking permit scheme to operate Monday – Friday, 8am – 6pm (**Appendix C**).

Lemsford Road area

- 3.10 There are a number of roads, which are classified as highway, but maintained at private expense. Some roads have a private company that manages their parking enforcement therefore, they have been removed from the consultation:
- Walsingham Close
 - Ashley Court
 - St Lukes Court
 - Mabley House
- 3.11 Other roads were included at the request of residents, these were Harmony Close and The Minims. The majority response from residents opted for the parking to remain as it is in these two locations. Any restrictions, which are introduced, will be monitored and if residents report displacement they will have a further opportunity to be consulted.
- 3.12 Lemsford Road is a heavily used road and is also a bus route into the town centre. During the day the road is used by local workers, it is understood who work at the Business Park. The majority of residential properties on here have access to off street parking. The Council would be reluctant to remove parking off this road completely, but there does need to be some changes to the current restrictions. This could be achieved by extending the junction protection (double yellow lines). Also, residents have requested that the bus stops are marked out and restricted as the buses struggle to stop due to the amount of parked cars. The Council will include this in our proposals and liaise with the Public Transport Unit at County.
- 3.13 Residents in this area have requested some roads to be investigated to see whether any additional parking space can be created. This will be looked into, however, it is doubtful that there are many, if any, which would be feasible. It is believed, if restrictions were to be introduced then the space created by the removal of non-resident vehicles would provide adequate parking for residents and their visitors.
- 3.14 As you can see from the residents who have responded and live closer to the town centre and the Galleria, the majority have opted for a resident parking permit scheme to operate Monday – Saturday, 8am – 6pm. However, the response from

the majority of residents who live further away have opted for Monday – Friday, 8am – 6pm (**Appendix D**).

Aldykes area

- 3.15 This area returned the most completed forms, with 30%. Residents in this area currently do not have a significant concern with non-residential parking. However, they did report that there isn't enough parking available for residents in most roads. It is not unusual to see vehicles parked on verges and pavements, or bumping the kerbs to parking within the boundary of their private property.
- 3.16 This area along with the other two areas will be investigated to see whether there are options for creating more communal space.
- 3.17 There are two distinct areas within Aldykes, at the bottom close to Woods Avenue there is a cluster of roads Beech Close, Birch Drive, Firs Close, Maple Close, Elm Drive and Sycamore Avenue, along with part of Briars Lane. Apart from school traffic congestion, it was thought that they would not want to make any changes to the current parking arrangements. However, most of these roads (apart from Firs Close, Maple Close and Briars Lane) have indicated that they would like a resident parking permit scheme to operate Monday-Friday, 8am-6pm. A number of comments received from this area did mention parents parking on pavements and verges, this would be addressed by the Verge and Footway Order (VPO).
- 3.18 During the consultation some residents in Woods Avenue contacted the Council with a number of concerns. They didn't feel the proposals extended far enough and Woods Avenue should have been included. Also, some resident who did not have access to off-street parking on Woods Avenue parked on roads, which were included, such as Sycamore Avenue and Briars Lane and what would be done to ensure these residents would still have access if the restrictions changed. Consideration will be given to this concern.
- 3.19 The properties on Chantry Lane are managed privately and reports of parking on this road prevents the waste and recycling collections for Cavan Court and Chantry Court. The Council will liaise with the management companies with a view to improve access.
- 3.20 The majority response from residents in Dellfield Road and Oaklands Wood indicated they were in favour of a resident parking permit scheme operating Monday – Saturday, 8am – 6pm. Comments were made regarding the Doctors surgery at the bottom of Dellfield Road and arrangements would be needed to accommodate patients visiting the surgery.
- 3.21 The response from the rest of the area was a bit of mixture, with some roads indicating in favour of restrictions and other very much wanting to leave the restrictions as they are (**Appendix E**).

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.
- 4.2 Due to only a 20% response, it would be unlikely that the Council's parking proposals would be progressed. However, the displacement consequences of the

MSCP on local parking is a potential possibility. , The Council will advertise the proposals and could reserve making the decision on the traffic regulation orders for the three areas until it is known when the construction starts. The Council will have two years from the date that the formal notice of proposal is published in the local paper to introduce the proposed restrictions. Any objections received could be considered at any time during that two year period.

5 Financial Implication(s)

- 5.1 The cost of TRO works recommended in this report will be funded through existing Environment Services revenue budgets.
- 5.2 Dependent on the investigation on possible parking improvements, additional capital funding may need to be applied for, in addition to the current 2018/19 capital budget.

6 Risk Management Implications

- 6.1 Changing the parking conditions in the above mentioned roads could generate both negative and positive publicity. Some parking will likely displace into nearby roads and is likely to move to area outside the scope of this project.
- 6.2 It is standard procedure to monitor new parking restrictions for the first six months after they are implemented. During this period all reports of safety issues or parking displacement will be recorded. Any significant issues discovered during the monitoring period will be dealt with as part of the review process.
- 6.3 There are a number of private roads which have yet to be adopted by Hertfordshire County Council (HCC). Restrictions in neighbouring roads increases the likelihood of displacement of vehicles parking into these roads. If this eventuality happened, then the Council would need to consider any practical and legally allowable solutions to assist residents in these roads, especially if the solution cannot be a TRO.

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 I confirm that the subject of this report is linked to three of the Council's Corporate Priorities:

- Protect and enhance the environment – Deliver effective parking services;
- Help build a strong local economy – Revitalise our town centres and other shopping precincts and;
- Engage with our communities and provide value for money

11 Equality and Diversity

11.1 An EqIA was not completed because this report does not propose changes to existing service-related policies or the development of new service-related policies.

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Date 30 July 2018

Background papers to be listed (if applicable)

Cabinet Report – 7 November 2017

Cabinet Planning and Parking Panel report – 14 December 2017