

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 10 JANUARY 2019
REPORT OF THE CORPORATE DIRECTOR (RESOURCES, ENVIRONMENT AND
CULTURAL SERVICES)

SALISBURY VILLAGE (DOUBLE YELLOW LINES) AND WOODS AVENUE, HATFIELD

1 Executive Summary

- 1.1 Salisbury Village is currently unadopted, however it is likely to be adopted by Hertfordshire County Council (HCC) in 2019/2020. Currently the parking is managed by a private contractor, once the area is adopted and classed as public highway, the contractor will not be able to continue manage the parking in the same way.
- 1.2 Woods Avenue, Hatfield is on the cusp of the Aldykes area, which is on the current Parking Services Work Programme. Due to a number of complaints from residents, the Police, Cycle clubs and Uno the bus company, the Council are looking to include this in to the Aldykes Project.

2 Recommendation(s)

- 2.1 That the Panel recommends to Cabinet to add Salisbury Village (double yellow lines) in the Parking Services work programme 2019/20, as outlined in Appendix A
- 2.2 That the Panel recommends to Cabinet to add Woods Avenue, Hatfield in the Parking Services work programme 2019/20.

3 Explanation

Salisbury Village

- 3.1 Salisbury Village is situated close to Hertfordshire University Campus and the Hatfield Business Park. The roads are privately owned, so all of the parking management is currently carried out by a private contractor. Once the roads are adopted the parking management will need to be managed by the local authority (WHBC).
- 3.2 There are number of sections of advisory double yellow lines and school keep clear restrictions (Appendix A) which do not have a Traffic Regulation Order (TRO) attached to them. This means that the Councils Parking Enforcement Contractor are unable to enforce vehicles contravening these restrictions.
- 3.3 The majority of the area are covered by parking permits and visitor vouchers. This managed by a private contractor, this would also cease once the roads are adopted. However, a significant amount of consultation would need to be carried out by the Council with residents and other affected parties, before any changes could be made to formalise these restrictions.

- 3.4 The permits for residents are currently supplied for free, residents are likely to be resistant to paying for these. Also the scheme is operational 24/7 which is extensive. Therefore, when residents are consulted changes may be requested. This area would be considered for inclusion in the Parking Services work programme when other projects have been completed and resource allows.
- 3.5 The currently sections of advisory double yellow lines were introduced for safety reasons, to formalise these restrictions is a more simple process.

Woods Avenue, Hatfield

- 3.6 Woods Avenue runs from the town centre to Bishops Rise. It is a main bus route and there are a number of schools situated on the road, including secondary school Bishop Hatfield Girls and two primary schools Sir Philip Howard, and Oak View.
- 3.7 A number of complaints have been made from residents, the Police, Cycle clubs and bus companies trying to navigate parked vehicles on Woods Avenue particularly during schools drop off and pick up times.
- 3.8 A new cycle path has recently been constructed on Woods Avenue by Hertfordshire County Council. However, there as there are no restrictions in place, vehicles are parking within the path which is causing significant problems for cyclists.

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 and TRO works recommended in this report will also be funded through existing Parking Services revenue and capital budgets.
- 5.2 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, Parking Services will investigate and carry out the appropriate remedial action.

6 Risk Management Implications

- 6.1 Changing the parking conditions in the above mentioned roads could generate negative publicity. Some 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 all reports of safety issues or parking displacement will be recorded. If any significant safety issues are discovered during the monitoring period, Parking Services where possible will investigate and carryout the appropriate remedial action.

7 Security & Terrorism Implications

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

8 Human Resources

- 9.1 There are no known Human Resources implications in relation to the proposals in this report.

9 Communication and Engagement

- 9.1 When making any changes to parking restrictions there is a statutory consultation process in which the Council needs to adhere too. This includes consulting directly with all affected parties and a number of statutory consultees, such as the Police and Hertfordshire County Council.
- 9.2 In addition, Notices needs to be erected within all roads affected and advertised in the local newspaper, in this case the Welwyn Hatfield Times.

10 Health and Wellbeing

- 11.1 Addressing the issues within the cycle path on Woods Avenue could encourage more people to use the cycle network.

11 Procurement Implications

- 11.1 There are no known procurement implications in relation to the proposals in this report.

12 Climate Change Implication(s)

- 13.1 There are no known climate change implications in relation to the proposals in this report.

13 Link to Corporate Priorities

- 13.1 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

14 Equality and Diversity

- 14.1 An EqlA was not completed because this report does not propose changes to existing service-related policies or the development of new service-related policies. However, if a TRO is promoted an EqlA will be completed as part of that process.

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Background papers to be listed (if applicable)