

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL 10 MARCH 2022
REPORT OF THE HEAD OF ENVIRONMENT

INTRODUCTION OF RESIDENT PERMIT PARKING SCHEME, AND OTHER
WAITING RESTRICTIONS, IN VARIOUS ROADS, HANDSIDE WARD, WELWYN
GARDEN CITY

1 Executive Summary

- 1.1 In April 2018, the council undertook a parking survey with residents and businesses in Handside, Welwyn Garden City. This followed on from work already completed in the Longcroft Lane and Parkway areas of the Ward. The scope of the survey included all roads to the west of Parkway and extended south from Brockwood Lane to its boundary with Lemsford Lane. The purpose of the survey was to engage with residents and businesses in seeking their views on parking options for the area.
- 1.2 Owing to the large geographical footprint of the survey, the area was further divided into 4 distinct areas; Handside 1, 2, 3 and 4 have all now progressed through the statutory consultation phase to full implementation. Handside 4 was the last area to be completed, with new restrictions commencing in September 2021. New resident permit parking schemes (RPPS) started in Applecroft Road and Elm Gardens (Zone A15), Little Youngs (Zone A16) and Scotts View (Zone A17). A number of roads and other locations were also added to the existing Zone A13 Permit Parking Zone. Double yellow line junction protection and other yellow line restrictions were also introduced at several locations.
- 1.3 It is now established practice that with all new parking restrictions, the Council monitor any reports as to their effectiveness for the first 6 months following their implementation. Should the Council receive reports requesting changes or amendments to the new restrictions, then a review of the restrictions would take place which may result in further recommendations.
- 1.4 As part of this process, at the conclusion of the Handside 4 consultation, several new requests were made of the Council to either amend or provide new waiting restrictions as set out in Paragraph 3.
- 1.5 This report sets out the results of the informal consultation pertaining to **the Handside 4 Monitoring Review**, the statutory consultation, and the recommended course of action.
- 1.6 3 objections have been received relating to the proposed order(s) which are set out below in Paragraph 4. A full list of the objections is contained within **Appendix A**.

2 Recommendation(s)

- 2.1 For the proposed traffic regulation orders, **“The Borough of Welwyn Hatfield (Various Roads, Handside, Welwyn Garden City) (Restriction of Waiting and**

Permit Parking Zones) Order 2021” and “The Borough of Welwyn Hatfield (Various Roads, Handside, Welwyn Garden City) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2020 (Amendment No.2) Order 2021” that;

the Panel considers the objections received in paragraph 4 in addition to the issues raised in paragraph 15 around equalities and diversity and recommends to Cabinet to proceed with the creation of the traffic regulation orders as advertised; the Panel note the Executive Member for Resources may exercise their delegated powers to authorise the creation of the traffic regulation orders as advertised, subject to unanimous recommendation of the Panel.

3 Explanation

Marsden Close/Marsden Green

- 3.1 Residents from Marsden Close and Marsden Green requested that they be consulted again on whether they now wished to be included in a resident permit parking scheme. Residents had previously submitted a petition to officers to remain outside of the proposed permit parking Zone A13.
- 3.2 Both roads were consulted again in August 2021, with Marsden Green once more voting to be excluded from permit parking. 67% of the properties replied, with 20 properties against permit parking and 14 properties voting for its adoption.
- 3.3 Marsden Close voted in favour of permit parking but requested a separate zone be created for their use. All the 11 properties replied with 9 voting for and 2 against. A new permit parking area, Zone A14, Mon-Sat, 8am-6pm is now proposed for this location, with additional double yellow line protection afforded to the turn-around area to prevent obstruction by school traffic and to keep the turning head clear.
- 3.4 During the objection period to these proposals, comment was made by a resident that the proposed yellow line extension to the turning head in Marsden Close is in fact insufficient, and that the entire length of the north-west kerbline should have double yellow lines to keep the road clear for both residents and delivery drivers. This would represent an increase to the advertised proposed restrictions and is therefore not permitted in this stage. The new yellow line extension will be monitored as to its effectiveness. Any additional modifications may be considered as part of the review.
- 3.5 A further short section of yellow line restrictions is also proposed nearby, to be inserted in the parking area of Springfield House, thus preventing the footway access to the properties being obstructed.
- 3.6 In January 2022, a further request was received from a resident in Marsden Green requesting that residents be consulted once more on the provision of permit parking, as in their opinion the situation had deteriorated. The request has been refused on the grounds that residents have already been consulted twice on this matter and that the Parking Services team need to consider the demands of the rest of the parking work programme.
- 3.7 There is one formal objection to the proposal – see Section 4 below.

Brockett Close

3.8 Residents had previously requested that a section of the verge protection order affecting Brockett Close be removed. In keeping with the same aim of maximising the available parking capacity, residents have now requested the removal of a section of yellow lines from the northwest kerbline in the wider section of the access road. The yellow lines on the opposite side of the road will remain in place.

3.9 There is one formal objection to the proposal – see Section 4 below.

Stanborough Green

3.10 Officer and resident requests have been received to install yellow line restrictions in the off-street parking areas of Stanborough Green, to prevent obstruction and to allow access to individual garages.

3.11 There is one formal objection to the proposal – see Section 4 below.

Guessens Court

3.12 Yellow line waiting restrictions are proposed for the entrances to the off-street parking areas in Guessens Court, improving access to these locations.

3.13 No objections have been received to this proposal.

Lemsford Lane

3.14 It is proposed to extend the boundary of Zone A13 in Lemsford Lane for a short distance to provide more parking space in what remains a heavily parked area.

3.15 No objections have been received to this proposal.

Stanborough Road

3.16 During a period of unusually hot weather in Summer 2021 and changes in COVID restrictions, the area immediately surrounding Stanborough Lakes and Splashlands was subject to a high level of off-street parking with vehicle manoeuvres resulting in local congestion and obstruction, requiring the assistance of Roads Policing Units and Civil Enforcement Officers to free up traffic flows. It is now proposed to include an additional section of Stanborough Road in the existing verge protection order to prevent these incursions.

3.17 No objections have been received to this proposal.

Traffic Regulation Orders (TROs)

3.18 On the 12 January 2022, a public Notice of Intention proposing the below orders was advertised in the Welwyn Hatfield Times. (See Appendix B):

- **“The Borough of Welwyn Hatfield (Various Roads, Handside, Welwyn Garden City) (Restriction of Waiting and Permit Parking Zones) Order 2021”**
- **“The Borough of Welwyn Hatfield (Various Roads, Handside, Welwyn Garden City) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2020 (Amendment No.2) Order 2021”**

3.19 Notices were erected in the affected length of roads and letters delivered to residents and businesses. Plans illustrating the proposals for each Order are attached to this report. (See Appendix C).

4 **Objections**

- 4.1 There are **three** objections pertaining to the proposed restrictions. (See **Appendix A**).
- 4.2 The table below summarises each objection type and Council's justification

	Objection	Justification
Marsden Close		
a.	There is no experience of cars parking to block the driveways of Nos 7, 8 and 9. There is no obstruction to pedestrians from vehicles. There are numerous examples of similar road layouts with no double yellow lines and no plans for them. Even in cul-de-sacs with no turning area there is no double yellow lines. It seems the proposal is out of kilter with policy and discriminates against the residents in Marsden Close.	The restriction proposed is based upon obstruction caused by vehicles parked to drop off or collect pupils from the nearby school and a conflict with busy pedestrian movement through a walkway. The yellow lines are also required to enable a turning circle to be correctly used and enable better vehicle access for delivery vehicles etc
Brockett Close		
b.	Resident has requested approx. 3m of yellow lines be retained to improve entry and exit access to driveway.	Removal of double yellow lines will create additional parking spaces on the road away from the dropped kerb to enable all residents to use. Vehicles blocking the dropped kerb of the driveway can be enforced under the Traffic Management Act 2004 and yellow lines are not required to denote the parking prohibition.
Stanborough Green		
c.	As I have been working from home for nearly two years now, I have not witnessed any problems in this area as the garages are being used as lockups and workshops. I have seen vans drop off and pick stuff up with no problems.	Number of complaints received from Garages team concerning restricted access to garage doors, the proposal will enable better unobstructed access in and out of the garages which are being rented.

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 (and amended by The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020). No other legal implications are inherent in relation into the proposals in this report.

- 5.2 The Council can amend proposals once advertised. Any proposals that are less restrictive can be done without having to re-advertise the Traffic Regulation Order.
- 5.3 Through the Agency Agreement with Hertfordshire County Council, Welwyn Hatfield can implement restrictions on any road and links in with Road Traffic Regulations Act 1984 powers to make certain Orders.

6 Financial Implication(s)

- 6.1 The cost of TRO and Parking Improvement works recommended in this report will be funded through existing Parking Services revenue and capital budgets. Ongoing costs associated with enforcement activities will be funded through the income generated from parking fees (eg resident permits).

7 Risk Management Implications

- 7.1 Changing the parking conditions could generate negative publicity. Some parking may be displaced into nearby roads where no restrictions exist.
- 7.2 It is standard procedure to monitor new parking restrictions for the first 6 months after any 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.

8 Security & Terrorism Implications

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

9 Human Resources

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

10 Communication and Engagement

- 10.1 When making any changes to parking restrictions there is a statutory consultation process set out in the Local Authority Traffic Orders (Procedures) (England and Wales) Regulations 1996 (and amended by The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020) which the Council needs to adhere to. This includes consulting directly with all affected parties and some statutory consultees, such as the Police and Hertfordshire County Council.
- 10.2 Ward Members as well as emergency services and Hertfordshire County Council have been consulted as part of this process and no objections have been received relating to the proposals recommended in this report from these groups.
- 10.3 In addition, Public Notices are required to be erected within all affected roads and advertised in the local newspaper, in this case the Welwyn Hatfield Times.
- 10.4 This process has been carried out and there are no known implications in relation to the proposals in this report.

11 Health and Wellbeing Implications

11.1 There are no known Health and Wellbeing implications in relation to the proposals in this report.

12 Procurement Implications

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

13 Climate Change Implication(s)

13.1 There are no known negative climate change implications in relation to the proposals in this report. Residential permit zones will restrict parking within the zone and this may decrease the number of vehicles driving through the zone from other locations in order to park. Therefore, there is a potential for a positive climate change implication.

14 Link to Corporate Priorities

14.1 This report is linked to the Council's Corporate Priorities to engage with our communities and deliver value for money.

15 Equality and Diversity

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

15.2 The EqIA found that there is potential for both positive and negative impacts on Age, Disability, Pregnancy and Maternity. No issues were raised from any of these characteristic groups during the consultation process; however, the use of yellow lines to prevent parking on junctions may have an effect on these groups in that they might have to park further away.

15.3 In mitigation there are statutory exemptions contained within the Order which allow for the unloading and loading of goods and setting down or picking up passengers while parked on yellow lines. Blue badge holders can also park on double yellow line restrictions for up to 3 hrs. The introduction of resident permit parking will free up additional capacity which will allow these groups better opportunities to park closer to home. Visitor permits may be purchased at a 50% discounted rate for those persons in receipt of a state pension. Parking close to junctions creates a hazard due to reduced visibility on entry and exit. The benefits accrued to the new restrictions outweigh the above-mentioned risks.

15.4 Parking Services believe that the benefits gained from double yellow lines far outweigh any drawbacks as it enhances the safe navigation of the highway for all.

15.5 In addition, during the monitoring period, should any unintended negative impacts arise Parking Services will, where possible, investigate and carry out the appropriate remedial action.

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Date	11 February 2022

Background papers:

Handside 4 Objections – Appendix A

Handside 4 Notice of intention and the Order – Appendix B

