

Part I

Item No: 0

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Hatfield Central Ward

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 9 NOVEMBER 2023
REPORT OF THE ASSISTANT DIRECTOR (REGENERATION AND ECONOMIC DEVELOPMENT)

INTRODUCTION OF PARKING RESTRICTIONS IN KENNELWOOD LANE AND WELLFIELD ROAD
CAR PARKS, HATFIELD

1 Executive Summary

- 1.1 Kennelwood Lane car park has been subject to parking restrictions since March 2013, firstly with a 3-hour free maximum stay limit, until a change in 2021 to allow all day parking albeit subject to pay and display and payment beyond 3 hours free period.
- 1.2 In May 2021, as part of a wider regeneration of Hatfield Town Centre, the 420 space multi storey car park opened at The Common to assist in consolidating parking spaces in a smaller footprint, as parking covered nearly a third of land within the Town Centre. And in turn, allowing Link Drive car park to close.
- 1.3 The additional provision at the Multi Storey Car Park coincided with the partial closure of Kennelwood Lane to enable building of One Town Centre and a provision of commercial and residential units as well as a new public space.
- 1.4 During the partial closure of Kennelwood Lane, parking at Hatfield Multi Storey remained under capacity which indicates there is sufficient parking provision for visitors and shoppers to the town during the peak hours regardless of other parking provisions.
- 1.5 Wellfield Road Car Park is a new 12 space car park created on the eastern flank of Town Centre close to the former site of number one to nine Town Centre. Kennelwood Lane car park is located north of Queensway and comprise of 76 parking bays. This report's purpose relates to proposed parking restrictions and parking contraventions (to control parked vehicles) in Wellfield Road and Kennelwood Road Car Parks; and to allow their enforcement under Traffic Management Act 2004 or other parking regulations.
- 1.6 This report sets out the results of the statutory parking restriction consultation which ran from 16th August 2023 until 8th September 2023 pertaining to Kennelwood Lane and Wellfield Road Car Parks and the recommended course of action.
- 1.7 It is standard procedure to monitor new parking restrictions for the first 6 months after they are implemented. A feedback form will be available on the Council's website after the introduction of restrictions to monitor comments. All comments will be recorded. If any issues are discovered as a result of the Traffic Regulation Order being put into place, Parking Services will investigate and consider remedial actions which may result in further recommendations.
- 1.8 One objection has been received relating to the proposed order which is set out in Section 5. Full details of the objection are contained within **Appendix C**.

2 Recommendation(s)

2.1 "The Borough of Welwyn Hatfield (Various Car Parks, Hatfield) (Off-Street Parking Places) Order 2023"

2.2 That the Panel considers the objection received in Section 5 in addition to the issues raised in Section 16 around equalities and diversity; and recommends to Cabinet to proceed with the creation of the traffic regulation order as set in this report; and to note the delegated powers conferred to Executive Member for Environment to sign an executive member decision to proceed with the creation of the traffic regulation order provisions as advertised, subject to unanimous recommendation of the Panel.

3 Explanation

3.1 The charges are set by the Full Council as part of fees and charges in the budget setting process. This includes Season tickets/permits charges.

3.2 The proposed scheme is to allow short term parking for visitors to the area whilst provide residential parking for eligible properties; whilst taking into account a changes to the area following the re-development of the town centre as well as the new features of the Kennelwood Lane car park such as electric charging bays and disabled badge holder electric charging bays.

3.3 To ensure residents in the new housing development have opportunity to park closer to their properties, Wellfield Road Car Park is proposed to be exclusively for permit holders between 7am and 9pm every day. Kennelwood Lane Car Park would also allow permit holders to park from 7am to 9pm, but with the additional provision that members of public can only park using pay and display between 7am and 5:30pm. Any eligible permit holders must reside in the permit addresses of the development as set in the proposed Traffic Regulation Order, and permits are limited to one permit per property. Any additional household vehicles can apply for an annual season ticket to park at Hatfield Multi Storey.

3.4 There is continuing availability for car park season tickets in the Multi Storey Car Park which may benefit any business or organisation that sits on the edges of Kennelwood Lane Car Park for regular all day parking, priced at £275 per year per vehicle, ensuring every business within the town centre is no more than 250 metres from an eligible all day parking area. Season tickets for local residents within the area are also available to purchase at £275 per vehicle per year.

3.5 2 loading bays are also contained within this proposal to allow better access to load and unload items into nearby premises such as the Health Clinic.

3.6 Twelve electric vehicle charge points have been installed in the south section of Kennelwood Lane Car Park and one in the north section; to take into account future rising capacity, not all bays will at this time be restricted to electric vehicles. Only two electric vehicle bays and two electric vehicle disabled bays will be restricted to electric vehicles at this point, to enable other bays to be utilised by non-electric vehicles; until demand rises.

4 Traffic Regulation Order (TRO)

4.1 On 16th August 2023, a Public Notice of Intention proposing the below Order was advertised in the Welwyn Hatfield Times. (See **Appendix A** for the plan).

“The Borough of Welwyn Hatfield (Various Car Parks, Hatfield) (Off-Street Parking Places) Order 2023”

- 4.2 Notices were erected in the affected area and letters delivered to businesses and residents in the vicinity of the car park. A plan illustrating the proposals for the Order are attached to this report. (See **Appendix B for a copy of the Notice**).

5 Objections

5.1 One objection was received pertaining to the proposed parking restrictions in both car parks. (**Appendix C**).

The below table show the objection points and the officer's response.

Objection Point	Response
Wellfield Road car park should be returned to a free public car park as it was before the works on the new flats started.	Wellfield Road car park was a temporary car park during 2020/21 whilst the multi storey car park was being constructed to limit the impact of parking space reduction. It was limited to a maximum stay of 2 hours during the daytime. Since the multi storey has opened there has not been a loss of parking space within the Town Centre but is realigned into less car parks to make better use of the footprint of the area.
Kennelwood Lane car park should remain free for shoppers in the town.	Within the proposals, 1-hour free parking (and up to 4 hours when payment is made) for shoppers and visitors in Kennelwood Lane car park is allowed. As part of the regeneration of Hatfield Town Centre, a 420 space multi storey car park was constructed to accommodate parking for shoppers and visitors to the Town Centre also.

6 Legal Implication(s)

- 6.1 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.
- 6.2 Through the Agency Agreement with Hertfordshire County Council, Welwyn Hatfield Council can implement restrictions on any road and links in with Road Traffic Regulation Act 1984 powers to make certain Orders.
- 6.3 Section 149 of the Equality Act 2010 places an obligation on the Council to have due regard to the need to advance equality of opportunity between those groups who share protected characteristics and those who do not, when coming to a decision on the exercise of any of its functions.

7 Financial Implication(s)

- 7.1 The cost of TRO and associated works recommended in this report will be funded through existing Parking Services revenue and capital budgets.

8 Risk Management Implications

- 8.1 Changing the parking conditions could generate negative publicity. Some vehicles might displace into nearby roads or the multi storey car park where there is additional capacity. However, the new parking provisions provide additional parking spaces for permit holders from the nearby development, therefore the car park can be better utilised.
- 8.2 It is standard procedure to monitor new parking restrictions for the first 6 months after any are implemented. A feedback form will be available on the Council's website after the introduction of restrictions to monitor comments. All comments will be recorded. If any significant safety issues are discovered as a result of the Traffic Regulation Order being put into place, Parking Services will investigate and consider remedial action that can be implemented,

9 Security & Terrorism Implications

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

10 Human Resources

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

11 Communication and Engagement

- 11.1 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 which the Council needs to adhere to. This includes consulting directly with all stakeholders and a number of statutory consultees, such as the Police and Hertfordshire County Council. Formal objections can only be made during the period stated on the Notice of Proposal and stating the grounds on which they are being made.
- 11.2 Ward Members as well as emergency services and Hertfordshire County Council have also been consulted as part of this process and no objections have been received from them relating to the proposals in this report.

- 11.3 In addition, Public Notices were erected within the area and advertised in the local newspaper, in this case the Welwyn Hatfield Times.
- 11.4 This process has been carried out and there are no known implications in relation to the proposals in this report.

12 Health and Wellbeing

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

13 Procurement Implications

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

14 Climate Change Implication(s)

- 14.1 There is a potential for a positive climate change implication, by providing suitable quantity of parking closer to the new housing development. This in turn may reduce the number of residential vehicles with permits driving around the area for longer than needed periods seeking available parking.
- 14.2 New road directional signage has already been installed by Welwyn Hatfield Borough Council during 2023 in and around Hatfield Town Centre to direct visiting drivers towards Multi Storey car park, however, digital mapping systems may not take this into account. This approach could reduce in the number of vehicles driving for longer than needed seeking available space.
- 14.3 Parking restrictions and charges may result in visitors using alternative methods of transport to travel to the area. This may result in a reduction of carbon emissions.
- 14.4 The creation of two exclusive EV Bays will help to encourage adoption of this technology. The additional bays which can be brought into future use also provide a level of future proofing.

15 Link to Corporate Priorities

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

16 Equality and Diversity

- 16.1 I confirm that an Equality Impact Assessment (EqIA) has been carried out.
- 16.2 The EqIA found that there is potential for positive impacts on Disability. No issues were raised from any of these characteristic groups during the course of the consultation process. The provision of disabled badge holder electric charging bays would have a positive impact on those drivers who are in receipt of a disabled badge needing to charge their electric vehicle by being able to park in a suitable bay and closer to some sections of the Town Centre.
- 16.3 In addition, the Council will monitor the effectiveness of the scheme for the first 6 months and further recommendations may be made at a later date; should any unintended impacts arise, as a result of the new scheme being introduced.

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Date 18th September 2023

Background papers:

Plans – Appendix A

Notice of Intention – Appendix B

Objection – Appendix C