

WELWYN HATFIELD BOROUGH COUNCIL

CABINET PLANNING AND PARKING PANEL – 19 NOVEMBER 2024

REPORT OF THE ASSISTANT DIRECTOR (REGENERATION AND ECONOMIC DEVELOPMENT)

INTRODUCTION OF PARKING RESTRICTIONS IN NORTHERN SECTION OF HOLLYBUSH WARD
– YELLOW LINES, PERMITS AND VERGE AND FOOTWAY PROHIBITION

1. Executive Summary

- 1.1 Hollybush ward (northern section) was initially consulted from 6 March 2023 until 7 May 2023. Due to a low response rate to the initial consultation, a further letter was sent on 30 June 2023 to encourage consultees to submit their view on parking in their area to the council by 30 July 2023.
- 1.2 The data from the second survey resulted in 281 responses from a total of 998 properties. 28.2% of consultees had participated which met criteria to progress the scheme to a formal proposal. The data highlighted areas where residents expressed a high level of concern relating to parking issues including footway and verge parking.
- 1.3 The survey responses from Chequers indicated that consultees of the road would be in favour of a resident permit scheme to relieve their parking issues or concerns.
- 1.4 16 properties in Chequers which equates to 50% of those consulted participated in this process. For those who responded, 15 of the 16 indicated parking issues. The issues related to weekdays and non resident parking, relating to the Burrowfield industrial area. With the survey we also consider each comment made during the consultation allowing us to create a scheme which will meet as many residents' requests as possible. Being pragmatic with our ideas to resolve as many issues as possible, we suggested a resident parking scheme for Monday-Friday 9am-5pm for Chequers. The following feedback stage also indicated the preference to this idea. Please note, only residential properties in roads listed in each of the proposed schemes, would be included in the eligible address list for a parking permit in the above zones.
- 1.5 We also recommend prohibiting parking on public verges and footways throughout this area, where the carriageway is wide enough to allow parking, which will also cover vehicle crossovers which form part of the public highway and which are not owned by a property.
- 1.6 All other roads within the northern Hollybush Ward did not respond in sufficient numbers indicating parking issues or express a desire to introduce resident permits. We are therefore only recommending introduction of yellow lines to protect junctions and verge and footway parking prohibition.
- 1.7 A standard approach is adopted for junctions within consultation areas, of installing 10 metres of double yellow lines to improve road safety by aiding visibility in exit and entry. We would look to propose replacement of any existing single yellow lines at junctions with double yellow lines. This is inline with the Highway Code which states that parking should not take place within 10 metres of a junction.
- 1.8 It is now established practice that with all new parking restrictions, the Council will monitor any reports as to their effectiveness for the first 6 months following their implementation via an online feedback form which is published 3 months after start of restrictions. Should the Council receive reports requesting changes or amendments to the new restrictions due to serious safety issues, then a review of the restrictions would take place which may result in further recommendations.

- 1.9 24 objections have been received relating to the proposed order relating to the introduction of the Prohibition of Stopping and Waiting on Verge or Footway. These objections are detailed in Section 5. A full list of the objections is contained within **Appendix A**
- 1.10 2 objections have been received relating to the proposed order for the Permit Zone which are also set out in Section 5. A full list of the objections is contained within **Appendix A**.
- 1.11 A number of changes to the proposals have been made to satisfy the objections received and these are set out in Section 3.

2 **Recommendation(s)**

2.1 THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, HOLLYBUSH NORTH, WELWYN GARDEN CITY) (RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 202X

That the Panel considers the objections received in Section 5 in addition to the issues raised in Section 16 around equalities and diversity and recommends to Cabinet to proceed with creation of the amended traffic regulation order as set in Section 3.7 of 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, subject to unanimous recommendation of the Panel.

2.2 THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, HOLLYBUSH NORTH, WELWYN GARDEN CITY) (PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) ORDER 202X

That the Panel considers the objections received in addition to the issues raised in Section 16 around equalities and diversity and recommends to Cabinet to proceed with the creation of the amended traffic regulation order as set in Section 3.7 and in **Appendix D**; 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, subject to unanimous recommendation of the Panel.

3 **Explanation**

- 3.1 Following on from the parking survey carried out in 2023 for the northern section of Hollybush Ward, residents were asked to comment on parking proposals. The number of responses in the area was generally good, with most respondents being in favour for some form of parking restrictions to be introduced.
- 3.2 The majority of respondents in the "A19 Permit Zone" also highlighted parking on junctions and non-residential parking as the main issue.
- 3.3 The proposed "A19" Permit Zone had a higher response rate with 16 properties out of 32 responding (50%), most respondents were in favour of a resident permit Scheme.
- 3.4 Following the review of the survey results in conjunction with comments and objections received, it is recommended to proceed with the creation of a Resident Permit Parking Scheme as outlined in Section 3.5 of this report.
- 3.5 Zone A19 to operate Monday to Friday from 9am to 5pm and covering Chequers.
- 3.6 Verge and Footway Prohibition Order (VFPO) was proposed as residents raised concerns regarding the damage caused to grass verges or the obstruction of the footway because of parking. Therefore, to introduce a Verge and Footway Prohibition Order throughout zone "A19" and the remainder of the northern section of Hollybush Ward, which would prohibit this practice.

- 3.7 Verge and footway prohibition order (VFPO) and the double yellow lines covering the 'Concrete Ribbon' in Raymonds Close to be removed from the proposed verge and footway prohibition to continue to allow parking. Double yellow lines in Four Acres North side to be removed from the plans to allow two wheels up parking and to remove from the plans the double yellow lines in Two Acres North side to allow parking for those with no off-street parking. To reduce the Verge and Footway Prohibition Order (VFPO) in Burrowfield outside No's 47 and 49 to allow business parking where it does not impact on pedestrians. These recommended changes can be seen in Appendix D.

4 Traffic Regulation Orders (TRO)

- 4.1 On 24 July 2024, a Public Notice of Intention proposing the below Orders was advertised in the Welwyn Hatfield Times. (**Appendix B**).

(1) THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, HOLLYBUSH NORTH, WELWYN GARDEN CITY) (RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 202X

(2) THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, HOLLYBUSH NORTH, WELWYN GARDEN CITY) (PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) ORDER 202X

- 4.2 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. (**Appendix C**).

5 Objections

- 5.1 Twenty nine (29) objections were received in total. Two from Chequers within the proposed Permit Parking Zone, twenty-three from neighbouring roads in Hollybush North Ward, two relating to the consultation process and two from outside the Borough. (**Appendix A**). Six (6) out of 29 objections were received from three (3) households.
- 5.2 Below is a summary of the grounds for objection and reasons for moving forward with the proposed restrictions as outlined in Sections 3.4 and 3.6 of this report. It should be noted that all objections were considered however for the purpose of this report, objections made on the same grounds were consolidated into one objection point and officers' response provided for each point.

Objection	Response
<p>The concrete perimeter around the central island was put in place to facilitate parking two wheels off the road and so that any emergency vehicles could still pass, and gain access where required. If the council were to introduce parking restrictions and double yellow lines to this area, it would significantly impact both residents and any guests to resident properties and potentially affect our house prices which have already suffered due to recent nationwide economic issues.</p> <p>Making such parking restrictions will just make parking in the close worse than it already is and parking along Raymonds Plain and Great Ley worse. If those cars were parking in the road on the opposite side more than half the road would be obstructed.</p>	<p>To satisfy objections received, the proposed double yellow lines around the green in Raymonds Close are to be removed. The ribbon of concrete was installed approximately 20 years ago to allow vehicles to park two wheels up whilst allowing vehicles to pass around the green. The double yellow line at the junction of Raymonds Plain will remain as proposed.</p>
<p>Why are you deciding to carry out these restrictions without consultation with residents?</p>	<p>Parking Services have been consulting with residents of Hunters Way and nearby roads since March 2023 including correspondence by post as part of the wider Parking Services works programme.</p>
<p>I have not been consulted on this matter</p>	<p>Parking Services have sent four letters to the property addressed as "Council Parking Consultation, The Occupier" these comprised of:</p> <p>Invite to take part in survey on 7 March 2023</p> <p>Follow up letter (as no response received) on 30 June 2023</p> <p>A feedback letter on 19 February 2024 with Parking Services setting out a potential option based upon issued identified in the survey</p> <p>A proposal letter on 24 July 2024</p>
<p>What support in Hunters Way do you have for enforcing these restrictions?</p>	<p>In response to the original survey which ran from March 2023 to July 2023, 58% of respondents of the road stated they experience some form of parking issue seven days a week. 58% stated verge and footway parking was an issue, 50% stated junction parking as an issue, and 33% stated parking by non-residents. Restrictions being proposed in Hunters Way are a verge and footway prohibition preventing parking on the pavement and verges, and double yellow lines on junctions to improve sightlines. No permit scheme is being proposed in Hunters Way.</p>
<p>Your website... the link doesn't work, is this an honest technical error or a means to hinder any objections?</p>	<p>The glitch on the website was identified on the day the proposals were published and was promptly rectified. The proposal was advertised in line with statutory requirements.</p>

<p>I live on Four Acres a cul-de-sac which has plans to have double yellow lines on both sides of the street. Although I agree that parking on grass verges is not appropriate and shouldn't happen, you will notice that one side of the street has concrete verges, alongside grass and then a concrete path for pedestrians (see car parked in the photo attached). This would allow cars to park half on the road, half on the concrete verges, which wouldn't damage the grass and wouldn't be in the way of the walking paths. It doesn't affect the road either, as it is wide enough to accommodate parked cars and traffic. There are also 2 spaces at the end of our street, covered in gravel which are currently used as parking spaces; would these also disappear?</p> <p>There is absolutely no good reason for not making adjustments that would provide some more parking spaces on the right hand side of the street, as I mentioned above.</p>	<p>The proposed lines on the right side of the road are recommended to be removed from proposals allowing 2 wheels up parking on the made tarmac strip. The proposed double yellow lines at the junction are placed for safety reasons and are a designated length of 10 metres which allows a visibility splay when leaving or entering a junction. This is in line with the Highway Code which states parking should not occur within 10 metres of a junction.</p>
<p>Potential parking restrictions in Hunters Way and surrounding roads. If I have understood correctly there may be no parking permitted at all in Hunters Way which would pose a huge issue for my family and me...and unfortunately do not have a driveway so where would we park our cars?</p>	<p>The proposed double yellow lines are only being placed at junctions for safety reasons and are a designated length of 10m which allows a visibility splay when leaving or entering a junction. This is in line with the Highway Code which states parking should not occur within 10 metres of a junction.</p>
<p>The Car Park for Burrowfields/Southfields was sold off, we believe by the council, and it is now used by a car washing company, which obviously encourages numerous cars to the area, which are necessary to make their business viable. This car park was not replaced, contributing to the local parking issues.</p> <p>We are a Steel Fabricators and have company vehicles which we need to run our business, we will have tremendous issues trying to park them, as one is a DAF truck. All these vehicles are required, and we need to be able to park them near to work, when not out on site, due to the nature of our business.</p> <p>We must be able to accept deliveries from our steel suppliers. This involves lift equipment and forklift trucks, therefore we require our forecourt to be as clear as possible and not have numerous trucks/cars parked on it. Which will require clearing every time a delivery or a collection happens, this will have an impact of our productivity.</p> <p>Where will our employees park? We use the area where you propose to implement resident permit holders. How do they now get to work, if their own transport is potentially no longer an option? We work from 7am to 4pm, which means we are usually gone by the time locals arrive home from work. Not allowing us to park during</p>	<p>The introduction of Residents Parking Permit scheme is intended to reduce non-residents causing parking issues, enabling residents and their visitors more parking space. It has been noted that some businesses within Burrowfield are outgrowing their site, however, operational business needs do not warrant a major impact onto the public highway network or public footways. Historical street images show that the parking demands have risen since 2017 due to an increase of new businesses who are already bigger than their site and utilising the highway to store vehicles rather than daily parking.</p> <p>Residents from within Chequers have historically been contacting the Council and local ward councillors for many years where residents have struggled to park close to their homes causing some residents to avoid returning home during work hours due to fear of lack of parking space.</p> <p>Any expansion of the highway space is under the remit of Hertfordshire County Council as the Highway Authority. Chequers is also contained on a public bus route which runs between Hertford and</p>

<p>working time, in the surrounding areas will cause difficulties in getting to work and potentially extra costs.</p> <p>Most of the companies in Southfields are vehicle repairs, which means numerous cars are parked on the verge and pathways. If the verge and footpath proposals are implemented, we will all be fighting for the few spaces which will be left. We already are doing this under the current circumstances.</p> <p>This will have a huge impact on our business for the above reasons. If for whatever reason it is implemented, please can you provide enough local parking for us to still work efficiently then that would be appreciated</p>	<p>Haldens via WGC bus station from approx 6:30am until 7:30pm.</p>
<p>I don't live in WGC but I work for a family who live in the Raymonds Plain area, and I visit them 3 /4 times a week. I also have friends who live here and often visit them over weekends. Most don't have a drive, so I'm parked on their road. I have never had a problem parking, and roads are safe to do so. They don't live near a train station or a shopping centre so only people parking there are residents and their visitors. So where is the need for restrictions and parking permits? This will mean an added expense for them just to have visitors which is going to put me off and other people from coming to town. The old and the vulnerable could lose much needed contact with the "outside " and could struggle with the procedures to order and obtain visitors permits which could be too much for some people to deal with.</p> <p>So, I am writing to oppose this scheme to introduce parking permits to large parts of WGC! This scheme will offer no benefits to residents and visitors to the town. it doesn't ease parking or congestion. Many people do not own a house with a drive or allocated parking and as most houses have grown up children who cannot afford to move out as cost of housing in the area is out of most young adult's reach will also have cars at the same address so increasing the amount paid per house hold ! they will still be parking in these residential roads as they have no choice which means that families are being put under more financial pressure with added expenses just to park down their own road. it seems this will only serve as a fundraiser for the council without addressing any real issues.</p> <p>You're discriminating against people with disabilities, low-income families, young adults, pensioners while putting off visitors to the town that are bringing in valuable revenue to local businesses.</p>	<p>Permits are not proposed for Raymonds Plain.</p> <p>Proposal is for double yellow lines on junctions and verge and footway parking prohibition only.</p> <p>Double yellow lines are placed at junctions for safety reasons and are a designated length of 10m which allows a visibility splay when leaving or entering a junction. This is in line with the Highway Code which states parking should not occur within 10 metres of a junction.</p>
<p>I am writing to object to the plans to add permit parking in Chequers and the</p>	<p>The introduction of Residents Parking Permit scheme is intended to</p>

<p>surrounding areas. I feel these plans are completely unfair to those that live in the areas mentioned. I have never had any issues with parking where I live on Chequers, so this proposal is completely unwarranted. I find it preposterous that these plans would mean I would have to pay for parking and for visitors to park outside my house. I am already unhappy with the way the road is laid out as it doesn't reach to my property so will never allow for me to add a driveway. I feel it is completely unacceptable and unfair to install permit parking when it is already a struggle with finances. I would also like to ask for an extension of this decision as I have only seen the small sign today. I would like more time as I have only seen 1 small sign along the road which means other residents would not have seen this either.</p>	<p>reduce non-residents parking and causing local issues, enabling residence and their visitors more parking space. It was proposed as the majority of residents who took part in the consultation were in favour of controls. The cost of designing, introducing, and maintaining a resident permit scheme is partly self-funding by residents who would get direct benefit from better availability of parking. Permit and voucher fees and charges are set within the budget and agreed by all parties. Permits are set to be cost effective, and we offer one of the lowest permit prices in Hertfordshire</p>
<p>I have lived in Hunters Way which is also on the corner of Two Acres for almost 20 years and have never experienced any problems with parking.</p> <p>The restrictions will have a negative effect for our street and cause a lot of problems for finding somewhere to park for my family and all the residents in the area. Surely extra parking spaces should be found to accommodate the needs of the area rather than introduce unnecessary problems for the local residents.</p> <p>The whole area Surrounding my house will be covered in Double yellow lines and this concerns me greatly and I strongly disagree with the proposal.</p>	<p>The proposed double yellow lines at the junction are placed for safety reasons and are a designated length of 10 metres which allows a visibility splay when leaving or entering a junction. This is in line with the Highway Code which states parking should not occur within 10 metres of a junction.</p>
<p>Proposed double yellow lines around the garages will have significant detriment to safety in the area... there is no need for the restrictions near the garages as there is very little traffic using them. In addition, these are not adopted roads or proper junctions just dropped kerbs so it is totally inappropriate.</p> <p>The changes will prevent parking for around 6-8 spaces in front of residential properties on Greay Ley.</p>	<p>The proposals relate to double yellow lines on junctions to improve sightlines when pulling out onto the road.</p> <p>The two access road and garages are identified as WHBC owned land. Local Authorities can introduce parking restrictions on non-highway land including access roads to garage forecourts and other similar situations. Parking in the entrance to the access road of the garages would prevent access in/out of the garages and would be of benefit to provide better access.</p> <p>The small section of double yellows that expand from the access road onto Great Ley would also provide better visibility to drivers who may need to pull out of the garages. It has been noted and seen on online mapping services of inconsiderate parking occurring close to the garage access roads in the past.</p> <p>All proposed double yellow lines in Great Ley are planned to be 10</p>

	<p>metres within each road in order to underpin the Highway Code rule where parking should not occur within 10 metres of a junction. Some minor displacement or inconvenience may occur to householders (as per the objector) by preventing them parking where they may wish to park directly outside their property which can cause a general negative effect to highway users sightlines on junctions.</p>
<p>Four Acres Parking situation and are objecting to losing up to 8 parking spaces along the road.</p> <p>As proposed, it would be great to have yellow lines along the corners and on one side of the road but also keep up to 8 spaces due to a lack of space at the top of the road for all resident vehicles.</p> <p>I have attached a map with markings in blue for where to keep parking and yellow lines as per your proposal.</p>	<p>The proposed lines on the right side of the road are to be removed leaving 2 wheels up parking on the made tarmac strip. The proposed double yellow lines at the junction are placed for safety reasons and are a designated length of 10m which allows a visibility splay when leaving or entering a junction. This is in line with the Highway Code which states parking should not occur within 10 metres of a junction.</p>

6 Legal Implication(s)

- 6.1 Traffic Regulation Orders 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 The Council can amend proposals once advertised. Any restrictions that are less restrictive can be implemented without re-advertising the Traffic Regulation Order.
- 6.3 Through the Agency Agreement with Hertfordshire County Council, Welwyn Hatfield Borough Council can implement restrictions on any road and links in with Road Traffic Regulation Act 1984 powers to make certain Orders.
- 6.4 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 parking may be displaced into nearby roads where shorter, or no restrictions exist.
- 8.2 New parking restrictions are being monitored for the first 6 months after they are implemented. A feedback form will be available on the Council's website 3 months after the introduction of restrictions to allow stakeholders to submit their comments. All comments will be recorded and considered. If any unintended impact is discovered as a result of the Traffic Regulation Order being put into place, Parking Services will investigate and consider remedial actions.

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 formal objections have been received relating to the proposals recommended 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 are potential climate change implications in relation to the proposals in this report. Residential permits will restrict parking within the zone, and this may decrease the number of excessive non-resident vehicles driving or parking through the zone in order to park. Therefore, there is a potential for a positive climate change implication. Prohibiting verge parking may likely reduce damage to the verge and improve biodiversity.

15 Link to Corporate Priorities

16 This report is linked to the Council's Corporate Priorities to make financial decisions to deliver efficient and quality service.

17 Equality and Diversity

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

The EqIA found that there is potential for both positive and negative impacts on Age, Disability, Pregnancy. No issues were raised from any of these characteristic groups during the course of 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. Verge and footway prohibitions would have a positive affect for such pedestrians for easier navigation of the public footways.

In mitigation there are statutory exemptions contained within the Order which allow for the unloading and loading of goods and passengers while parked on yellow lines. Blue badge holders can also park on double yellow lines for up to 3 hours. 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 in that it reduces visibility on entry and exit. The benefits accrued to the new restrictions outweigh the above-mentioned risks.

17.2 In addition, the Council will monitor the effectiveness of the scheme for the first 6 months and further recommendations may be made later; should any unintended impacts arise, as a result of the new scheme being introduced.

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Background papers:

Objections – Appendix A

Notice of Intention – Appendix B

Plans – Appendix C

Amended plans – Appendix D

Survey feedback and data – Appendix E