

Part I

Item No: 0

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Sherrards Ward

WELWYN HATFIELD BOROUGH COUNCIL  
CABINET PLANNING AND PARKING PANEL – 19 NOVEMBER 2024  
REPORT OF THE ASSISTANT DIRECTOR (REGENERATION AND ECONOMIC DEVELOPMENT)

INTRODUCTION OF RESIDENT PERMIT PARKING SCHEME, OTHER WAITING RESTRICTIONS  
AND VERGE AND FOOTWAY PROHIBITION, IN VARIOUS ROADS, SHERRARDS WARD, WELWYN  
GARDEN CITY

**1. Executive Summary**

- 1.1 Sherrards ward was added to the 2022/24 Works Programme due to 67 requests submitted from within the ward between 2013 and 2022.
- 1.2 In October 2022, the Council undertook a parking survey with residents in Sherrards Ward, Welwyn Garden City. The purpose of the survey was to engage with residents in seeking their views on parking options for the area. Sherrards was split into two areas. Area One, on the southeast of the ward, which comprises of the existing “AV” permit zone and the newly introduced “A02” permit zone was introduced July 2024; this report focuses on the remaining areas of the Sherrards ward and consultation area.
- 1.3 Area Two is mainly residential, with no existing resident permit zones, as well as a shopping parade in Shoplands.
- 1.4 This report sets out the results of the informal consultation, the statutory consultation, and the recommended course of action. A total of 2103 properties have been consulted.
- 1.5 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 via an online feedback form placed on the Council’s website 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.
- 1.6 69 objections have been received relating to the proposed order for the Permit Zone, other Waiting Restrictions or Verge and Footway prohibition, which are set out below in Section 4. These objections are detailed in Section 5. A full list of the objections is contained within **Appendix A.**

**2 Recommendation(s)**

- 2.1 **“THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, SHERRARDS, 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 advertised traffic regulation order as set in Sections 3.6 and 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, SHERRARDS, WELWYN GARDEN CITY) (PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) 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 the creation of the 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.

### 3 Explanation

- 3.1 Following on from a parking survey carried out in October 2022 for the Sherrards Ward, residents were asked to comment on parking ideas based upon the survey data. The respondents being in favour for some form of parking restrictions to be introduced or maintained.
- 3.2 We received 796 responses from the roads in Area Two equating to a 37.85% response rate, (excluding duplicate household responses). Parking Services only accept the first response from a household to ensure every household has an equal say within the informal consultation. Members of the same household will often have a shared experience or opinion, and the onus is on the household to co-ordinate a response where there may be differences of opinion within a household.
- 3.3 294 respondents in this area highlighted verge and footway parking as an issue.
- 3.4 In February 2024, Parking Services set out an initial idea for a permit zone to cover Roundwood Drive, Reddings, Woodland Rise, Mandeville Rise and public cul de sacs off them. The feedback indicated a clear disagree from residents in Woodland Rise and Mandeville Rise, but still favour for the other roads. The proposed “A18” Permit Zone had a response rate with 65 properties out of 111 responding (58%), most respondents were in favour of Single Yellow Lines, though many residents expressed concerns regarding the introduction of the newly introduced neighbouring Permit Zone “A02” and the potential parking displacement. At the final feedback stage, the residents indicated a preference for a Permit Zone with 25 for the proposal and 18 against the restrictions. The proposed “A18” Permit Zone was initiated with Monday to Friday restrictions.
- 3.5 Following the review of the survey results in conjunction with feedback (**Appendix D**) and objections received, it is recommended to proceed with the creation of the Resident Permit Parking Scheme as outlined in Section 3.6 of this report.
- 3.6 Zone A18 to operate Monday to Friday from 9am to 3pm and covering Densley Close, Reddings, Roundwood Drive and Sherrardspark Road.
- 3.7 Verge and Footway Prohibition Order (VFPO) and Double Yellow Lines mainly on junctions was proposed as residents raised concerns regarding the damage caused to grass verges or the obstruction of the footway because of parking. Therefore, the officer’s recommendation is to introduce a Verge and Footway Prohibition Order and Double Yellow Lines throughout Sherrards, which would prohibit this practice. Sections of Sherrardspark Road (cul-de-sac), Densley Close, Ashley Close and The Glade was not proposed as the width of the carriageway was too narrow to allow parked vehicles on the carriageway. A minor amendment is also made to the map plans to take into account the partial conversion of verge in Ingles to a concrete strip to allow “half on” parking between the carriageway and verge (**Appendix E**).

### 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, SHERRARDS, WELWYN GARDEN CITY) (RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 202X”**
  - (2) **“THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, SHERRARDS, 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. (See **Appendix C**).

## **5 Objections**

- 5.1 Sixty-nine objections were received in total. Forty-nine objections specifically against the VFPO. Eighteen objections were received in relation to the proposed residents permit zone A18, eight of which were from within the proposed zone and ten from surrounding areas. (**Appendix A**).
- 5.2 Below is a summary of the grounds for objection and reasons for moving forward with the proposed restrictions as outlined in Sections 3.6 and 3.7 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 Point	Response
<p>Objections to verge and footway prohibition and double yellow lines on junctions as it relates to a lack of available on street parking space or likely parking displacement, along with requests to convert public highway verges to more parking spaces. Objections also indicate a possible disruption to existing balances. These objections relate to roads including Ashcombe, Greenfield, Oakdale, Warren Dale, Tilecroft, Mayfield, Byfield, Kirklands, Harwood Hill, Haymeads, Pentley Close, Pippens, Brooms Close, The Lawns, Knightsfield, Corn Mead, Rayfield.</p>	<p>Verges and footways are not designed for parked vehicles and such parking leads to reports of obstructed pavements for all pedestrians including those with disabilities.  Herts County Council as the public highway authority hold powers and potential budget to extend the size of the carriageway onto verges to create additional parking bays.  The proposed double yellow lines at the junctions are placed for sightline 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>Objections to verge and footway prohibition on grounds of parking required for drivers with a blue badge or identified disability. These objections relate to Haymeads, Pippens and Greenfield.</p>	<p>Hertfordshire County Council as the Highways Authority offer a scheme to disabled badge holders to be able to apply for an advisory disabled bay markings to be installed on the highway near their property. Further details can be found on County Council's website. Parking Services could look to highlight this provision when notifying residents of the outcome of this meeting.</p>
<p>X2 Objections to permit introduction in Monkswood/Uplands and Cherry Croft.</p>	<p>No permit restrictions are being proposed within the Monkswood/Uplands Area or Cherry Croft. The proposed double yellow lines at the junction are placed for sightline 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>"On the letter I got it says only about proposed double yellow lines but mentions nothing about the notice on the lampposts informing us about a no waiting at any time restrictions on our close and Great dell (amongst many others), the road that goes past our close. How would this affect us? No parking at all on the road? If the council looked into more parking for local residents, then having a few yellow lines on the junctions would not be too much of an issue."</p>	<p>This is the official definition of double yellow lines which cannot be parked (or waited on) at any time. In most of the roads, double yellow lines are only being proposed on junctions in order to underpin the Highway Code rule of not parking within 10 metres of a junction.</p>
<p>Has opening out the junctions been looked into? That would make the turning not so tight and also having different crew every week does not help as some are more confident than others.</p>	<p>Any adjustments to the kerb line angles of the public highway fall under the powers and budget of Hertfordshire County Council as the public highway authority. Welwyn Hatfield Borough Council cannot make such changes to the carriageway layout.</p>
<p>Section 122 of Road Traffic Regulation Act 1984 – objections that not all points relate to the proposals in their road.</p>	<p>The reasons are a wider reason which covers any part of the proposals, and some areas or roads may not have each reason applicable. The reasons can be subjective, so some objectors may not feel it is a strong</p>

	<p>or relevant point for their road. Welwyn Hatfield Borough Council cannot choose to create new reasons, they must be as per the relevant legislation. For example, avoidance of danger could relate to double yellow lines on a junction to improve sightlines which could reduce danger to highway users, and the preserving or improving or amenities can also relate to prohibiting verge parking which can improve streetscape amenity land.</p>
<p>“Unnecessary permit parking in the proposed permit roads”</p>	<p>The survey and feedback results indicated the existence of non-resident parking in Sherrardspark Road and Roundwood Drive and Reddings due to the requests for a Permit Scheme. The current single yellow restrictions do not allow for residential parking, so a permit zone would create additional options for residents to be able to have visitors or trades park at any time of the day with a visitor voucher.</p>
<p>Objections to Templewood and Woodland Rise not being included in the permit zone proposals.</p>	<p>The survey results indicate the existence of non-resident parking in Sherrardspark Road and Roundwood Drive and Reddings due to the requests for a Permit Scheme. There were less requests for permits in the roads such as Templewood and Woodland Rise. There is a potential displacement issue of non residents parking in these roads if Zone A18 was to be introduced. However, Parking Services do carry out a review period to identify any such requests or displacement, so further remedial work in terms of permit restriction proposals can be considered at that time. 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.</p>
<p>“the proposed double yellow lines around the triangle directly outside the Pentley Park entrance to Sherrardspark Wood (by 53-61 Pentley Park).  There is no problem with parking in this area at present but we worry that adding yellow lines will create one.  Preventing parking next to the triangle will just push cars to park on the other side of the road, making it more difficult for other cars to turn (the angle being tighter than it is when cars are parked at present) and more likely that people park across driveways. Forcing people to park on the opposite side of the road (where there is a footpath) also makes it harder for pedestrians to cross the road safely.”</p>	<p>The proposed double yellow lines at the junctions are placed for sightline 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. Any parking adjacent to a pedestrian dropped kerb is already an offense, so obstruction of a dropped kerb to allow pedestrians to cross would be tackled under civil enforcement powers.</p>
<p>“The restrictions will also encourage more people to pave over their front</p>	<p>The survey results indicate the existence of non-resident parking in</p>

<p>gardens to create waiting space for visitors - which is counter to your sustainability aims. We have seen the ugly street signage that has gone up on the entrance to Walden Road and do not want to see this repeated.”</p>	<p>Sherrardspark Road and Roundwood Drive, Densley Close and Reddings due to the requests for a Permit Scheme. The conversion of front gardens to driveways would fall any relevant planning legislation and estate management rules.</p>
<p>“I believe that the imposition of parking permits on Reddings would be purely a revenue raising exercise and I question the ethics of such an introduction. I do not believe that any more public time or money should be spent on this matter and that residents should not have to pay to park outside their own houses, nor should their visitors. The road does not have any through traffic and is one of the quietest in the area.”</p>	<p>The survey results <b>Appendix D</b> indicated the existence of non-resident parking in Sherrardspark Road and Roundwood Drive, Densley Close and Reddings due to the requests for a Permit Scheme. Some requests may have come from residents on a preferential basis rather than to tackle a lack of parking availability.</p> <p>Income from permit schemes is, in line with legislation, utilised for administration and maintenance of schemes and parking improvements.</p>
<p>“The last correspondence from your offices did mention verge and footway prohibition, but also stated that roads under a certain width measurement would not be affected. We measured the width of the affected part of Ashcombe at that time and it was under the width stated (so we assumed we would be unaffected). This was about 6 months ago.</p> <p>The width of the affected part of Ashcombe is 4.96m. Our key objection centres around the inability of key emergency (Ambulances) and service vehicles (Waste collection lorries) being able to enter and pass down our small Cul de Sac if resident vehicles are now required to park with all 4 wheels on the road both sides. The average width of a car is now 1.82m so if cars in Ashcombe are parked both sides then this would leave a gap of only 1.32m making it impossible for vehicles to pass through, or indeed anyone that has parked to get out of the Cul de Sac.”</p>	<p>A road over 4.5 metres is deemed to be wide enough to be able to allow one side carriageway parking, as it would fit fire engines within regulated vehicle widths, the Council will monitor the effectiveness of the restrictions for the first 6 months and further recommendations such as measures to prevent parking on one side of the carriageway may be made at a later date; should any unintended impacts arise, as a result of the new restrictions being introduced.</p>
<p>The VFPO should be amended by the exclusion of the cul-de-sac’s within the area proposed, namely The Lawns, Nut Close, Pentley Close and Pitsfield. Within these cul-de-sac’s the cross overs of the premises (including our own) at the end of the roads are at a position after the footway terminates and, as such, are not used as footways or verges. In any event, there is very limited footfall at the end of these roads. Most drives are short and therefore most residents are able and do park two vehicles on their drives by the use of parts of their crossovers, in order to avoid parking on-street, without causing any detriment to pedestrian safety or amenity or causing any damage to adjoining grassed verges. This avoids having to park within the turning heads (legal, but very inconvenient for other vehicle movements, in particular delivery vehicles) or elsewhere on-street.”</p>	<p>Verges and footways are not designed to withstand the continued weight of parked vehicles and such parking leads to reports of obstructed pavements for all pedestrians including those with disabilities. A vehicle parked obstructively can still cause impact to pedestrians even in limited footfall roads.</p> <p>A vehicular crossover is not part of a hard standing and does not give legal rights for householders to park upon it, and is not possession of the property, merely an access point to enter/exit the public highway.</p>
<p>The Statutory Guidance for Local Authorities in England on civil enforcement of</p>	<p>Such guidance relates to designated parking areas. Verges and footways</p>

<p>parking contravention <a href="https://www.gov.uk/government/publications/civil-enforcement-of-parking-contraventions/guidance-for-local-authorities-on-enforcing-parking-restrictions">https://www.gov.uk/government/publications/civil-enforcement-of-parking-contraventions/guidance-for-local-authorities-on-enforcing-parking-restrictions</a> sets out the policy framework for civil parking enforcement and emphasises allowing parking polices to suit local circumstances and fairness to the motorist. The guidance notes that local consultation should take account of “views of people and businesses with a range of different parking” and take account of “existing and predicted levels of demand for parking” and “the availability... of on- and off-street parking places.” Schedule 1 in particular does not reflect this guidance”</p>	<p>are not designated as parking spaces for vehicles and such parking leads to reports of obstructed pavements for pedestrians and road users including those with disabilities.</p>
<p>“Currently, there is very little on-street parking in these areas, aside from a small section of Sherrardspark Road. The decision to impose permit zones appears to be based on unproven fears of potential future issues rather than any existing problems. This concern seems to have arisen partially due to the resident parking zones recently introduced nearby in Walden Road and Blakemere Road. Blakemere previously had very little on-street parking, but this has now increased as a direct result of the introduction of resident permits and removal of the former 9am-11am restrictions. The issue on the east side of Digswell Road was reported as “due to a significant lack of parking for existing residents <i>without driveways</i> who were previously competing with local college students to park at 11 am, often leading to Walden Road/Place residents lacking parking options near home.” This is clearly not the case for Sherrardspark Road, Reddings, and Roundwood Drive, which consist of large properties with wide frontages and their own garages and driveways. While it may be mildly inconvenient for non-residents to park outside these houses, the existing parking restrictions from 9-11 am, Monday to Saturday, effectively limit the number of vehicles on the road as well as keeping the roads completely clear during these times.”</p>	<p>The survey results <b>Appendix D</b> indicate the existence of non-resident parking in Sherrardspark Road and Roundwood Drive, Densley Close and Reddings due to the requests for a Permit Scheme. At this time, with single yellow lines in situ, any visitor or excess vehicles to a residential property cannot park on a single yellow line under legislation, it applies to drivers regardless of residence. It is possible that some request for permits is down to a preference of control rather than a need from residents. It could be possible to keep the status quo of single yellow lines in the road, however, it would lead to a continued lack of provision for residents to be able to park on the road during the single yellow line times. The Council monitors the effectiveness of any introduced 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.</p>
<p>“The Council could avoid all this long, painful, and expensive consultation (where you are never going to satisfy every resident) by introducing the first four or five hours of Howard Centre and in-town parking for free to encourage shoppers into the town centre”</p>	<p>Howard Centre car park is not within the control of Welwyn Hatfield Borough Council, and such charges may be required in order to fund the running and maintenance of the car park by the private operator. Hunters Bridge already has competitive pricing to encourage short term parking. On street parking is often utilised by drivers not just due to a short 1-hour free period, but due to preference to parking even closer to destination than the public car park.</p>
<p>“It appears that parking permits are being introduced in some areas such as Sherrardspark Road. This, of course, won't affect people living there too significantly as many have large driveways for themselves and visitors and it will prevent people parking outside their houses during the day. However, RPZs across the town impacts everyone as is impossible to drop off presents, nip to town quickly, visit friends and relatives, have a quick trip to the parks and</p>	<p>The survey results <b>Appendix D</b> indicate the existence of non-resident parking in Sherrardspark Road and Roundwood Drive, Densley Close and Reddings due to the requests for a Permit Scheme At this time, with single yellow lines in situ, any visitor or excess vehicles to a residential property cannot park on a single yellow line under legislation, it applies to drivers regardless of residence. It is possible that some request for</p>

<p>woods, etc.”</p>	<p>permits is down to a preference of control rather than a need from residents. The Council monitors the effectiveness of any introduced 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.</p>
<p>“I am in this area regularly and know not of significant congestion caused by parking, nor of any accidents. I've seen no provided evidence on environmental impacts such as air quality. I note in the meeting discussing this, there were no specifics given (unlike in the other discussions where they spoke about the problems at length) The recommended restrictions would impact the areas where there are no restrictions would be imposed. Geoff as you know there is an area of Monk's rise which is not considered as a road leading to the Church and Digswell House Mews. In conversation with Parking Services, we've been told that no restrictions would be put on this road/land and as such the concern is that cars restricted from parking elsewhere will therefore use this land. As you know this road is in a terrible state of repair (I note you're getting quotes to fix it as we met your colleague the other day)</p> <p>There is already significant parking on this road on the days when the church is active or cricket is being played - this is damaging the greenery, impacting the trees and now affecting the drainage. As such we believe if the Council is to impose restrictions on this area -it must include all of Monk's Rise, not just the adopted highway - but the land WelHat owns around the Church and leading to both Digswell House mews and Digswell House itself. “</p>	<p>Introduction of parking restrictions primarily apply to the public highway. Welwyn Hatfield Borough Council can consider parking restrictions on land owned solely by the Borough Council, however, there was not significant indication from residents in the properties relating to the non-highway road (aside from the objector) that restrictions were needed. The Council monitors the effectiveness of any introduced 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.</p>
<p>“Many of the residents are elderly and have mobility problems and not being able to park near the homes or for carers to park near their homes will create a lot of stress.”</p>	<p>Hertfordshire County Council as the Highways Authority offer a scheme to disabled badge holders to be able to apply for an advisory disabled bay markings to be installed on the highway near their property. Further details can be found on County Council's website. Parking Services could look to highlight this provision when notifying residents of the outcome of this meeting.</p>
<p>“There appears to be no detail in the consultation paperwork as to why Densley Close has been specifically 'chosen' for this 'solution' when other nearby roads will receive double yellow lines, which would more than adequately cover any perceived requirements – or the Council could merely extend the hours that the current single yellow line restrictions are enforced. It is really not clear why this is being imposed on us, when the only people who appear to park in our road are the residents themselves.</p>	<p>All roads that are over 4.5 metres in width were proposed for verge and footway prohibition, Densley Close was not singled out in this instance, as other roads lacking in width also do not have verge and footway prohibition. The survey results indicate the existence of non-resident parking in Sherrardspark Road and Roundwood Drive, Densley Close and Reddings due to the requests for a Permit Scheme. At this time, with single yellow lines in situ, any visitor or excess vehicles to a residential property cannot park on a single yellow line under legislation, it applies to</p>



<p>“Has the council conducted a survey to find out who is parking outside the town centre and why? This might give valuable information as to the scale and nature of the perceived problem and help solve it..... People working in town, or parking and using the train, should be offered low parking rates to encourage them not to park in residential areas for the whole day.</p> <p>What monitoring is being done to prove that parking restrictions once introduced are making a difference?</p> <p>In the areas with new restrictions, e.g. Blakemere Road, what appears to be happening is that road parking has increased - residents are paying for permits and then parking in the road when previously they would have parked on their drives!”</p>	<p>drivers regardless of residence.</p> <p>The proposals are based upon a survey with residents who indicate their preferences. It would not be feasible to stop to ask each driver who parks on the road why they are parking there and where they plan to walk to and would be under no obligation to reveal their intentions of parking on the public highway. Local workers already benefit from discounted season tickets for car parks, which equates to a cheaper rate than paying to park 5 days a week.</p> <p>In terms of Blakemere Road, it was already identified that many residents in Walden Place and parts of Walden Road had no driveways, so it was a change of balance of parking demand from local college students after 11am, to providing options for local residents to park on the road closer to their homes to the resident’s benefit. Most permits applied for in that zone is linking to properties with no or limited driveway space.</p>
<p>“So I parked my car and read the notice hanging on a pole and indeed it was about parking in the area. Not a great way to publicise the information and certainly nothing about the meeting to make the decision: actually sounded as if it has all been decided.....</p> <p>My solution would be to get rid of some of the mud verges so at least the people who live here can park.....</p> <p>My other plan would be to find a space, the obvious one being the lakes car parks, where workers from out of town could park free of charge and get a Golden Boy coach into their work places.....</p> <p>I’d prefer some road mending to unused cycle tracks.”</p>	<p>Parking Services send out a letter to each property within the consultation area addressed to “The Occupier”, and the public notices on lamp-posts and in Welwyn Hatfield Times is extra steps to notify drivers who may not live within the consultation area, and the public notices also on our website. The Public Notice in question must be advertised in line with legislation and is seen in <b>Appendix B</b> and does not indicated a decision has been reached.</p> <p>Herts County Council as the public highway authority hold powers and potential budget to extend the size of the carriageway onto verges to create additional parking bays subject to planning conditions, estate management rules and other factors such as trees and underground utility cables and pipes.</p> <p>In terms of a provision of free parking and coach service from Stanborough Lakes, Welwyn Hatfield Borough Council do not directly manage the car park in question as it falls under a leisure provider contract and we have no immediate plans to provide budget for such free provision.</p> <p>Cycle Tracks on highway land fall under the maintenance of Hertfordshire County Council.</p>
<p>“...Uplands. Whilst I wholeheartedly agree with the proposals and look forward to seeing the end of vehicles parked on our grass verges etc. I feel it necessary</p>	<p>Herts County Council as the public highway authority hold powers and potential budget to extend the size of the carriageway onto verges to</p>

<p>to point out a number of difficulties that will arise:- There are parts of the road where it will be difficult for emergency vehicles and large cars to pass. This is because there are several parking bays that are not as wide as many of the newer vehicles which means that vehicles parked in these bays take up part of the carriageway, if people then park on the road opposite a pinch point is created. Lastly when the proposals are implemented there will not be enough parking spaces without some further modifications.”</p>	<p>create additional parking bays subject to planning conditions, estate management rules and other factors such as trees and underground utility cables and pipes.</p> <p>Some parking bays may be narrower and designed when vehicles tended to be of a narrower or shorter dimensions.</p>
<p>“Sherrardspark Road should have double yellow lines on one side and parking bays for parking after 11 am to prevent people parking on both sides of the road.....</p> <p>In relation to parking on verges, only in areas where people have drives should grass verges orders be enforced. In areas like Haymeads and Harwood Hill, more parking areas need to be provided with washings line areas reclaimed.”</p>	<p>Councillor in question did indicate their preference relating to double yellow lines on one side, however, it was not possible to include it in the proposals at short notice, as it was not a request that had been raised by many residents during the consultation. The Council monitors the effectiveness of any introduced 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.</p> <p>Parking Services are actively looking at several plots of WHBC housing land in Haymeads to ascertain if it is viable to convert into parking spaces to increase capacity. At the time of writing the report, investigations including core samples of the ground was planned, but other factors would need to be considered before any such progress may occur.</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 one formal objection has been received from a ward councillor 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 non-resident vehicles driving through the zone from other locations 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**

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

## **16 Equality and Diversity**

- 16.1 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 Disability. 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 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.

- 16.2 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	15 October 2024

### **Background papers:**

Objections – Appendix A

Notice of Intention – Appendix B

Plans – Appendix C

Survey and feedback data – Appendix D

Amended plans – Appendix E