

## APPENDIX 1

### Extract from NHDC Parking Strategy

#### 6.0 Residential and other non-Town Centre Areas

- 6.1 The District Council has been managing on-street parking controls for five years and has considerable experience of the most appropriate way of addressing parking issues in residential areas. The agreement the Council has with Hertfordshire County Council permits the District Council to implement Traffic Regulation Orders that provide for parking, mainly in the form of Controlled Parking Zones (CPZs).
- 6.2 The Council now manages 12 Controlled Parking Zones (CPZs) in residential areas of Hitchin, Letchworth and Royston. These zones have been successful in removing non-residential parking although the original intention was for CPZs to be self financing. This has not been the case and with demand for additional CPZs this Strategy will consider how to provide additional CPZs, whether there is potential for CPZs and other on street parking to be self financing and whether existing CPZs need to be reviewed in the light of the past few years' experiences.
- 6.3 Other TROs are implemented from time to time in the district that are mainly to do with preventing parking and/or promoting safety and public amenity. Whilst the District Council may enforce these types of parking restrictions they remain the responsibility of Hertfordshire County Council to implement.
- 6.4 The overall aim is to minimising the effects of street parking upon road safety, congestion and the environment. The approach of this Strategy is to consider an area wide approach rather than street by street. It is recognised that it is difficult to convince residents of currently unaffected areas to consider parking controls but this Strategy seeks to identify how an area wide approach may benefit wider residential areas. In reality, provision of measures to provide for parking on-street may involve a combination of CPZs and other TROs by the District Council.
- 6.5 The provision of CPZs has been focussed on removing non-residential car parking in residential areas, normally long stay and mainly associated with commuters, employees and town centre users. The CPZs implemented to date have been successful in achieving the removal of non-residential parking but experience over the last few years has shown that:
1. Non-residential parking problems migrate, not always to the most likely areas
  2. Controlled Parking Zones are expensive and income from permits do not cover the cost of implementing and managing the zones.
  3. There are other ways of dealing with non-residential parking that may be as effective in terms of removing non-residential parking but not being as costly to implement and manage as CPZs
- 6.6 Removing long stay, non-residential parking can help promote alternative modes of travel to town centres, employment areas and railway stations. There are important overlaps with the Urban Transport Plans in this respect as removing on-street parking may free up road space for other facilities such as cycle routes or pedestrian crossings.
- 6.7 There may be instances where removing non-residents parking creates the circumstances for excessive speed for vehicles and therefore demands for traffic calming. In some cases retaining some on street parking, including long stay may serve to keep traffic speeds down.

- 6.8 In considering parking control areas the Council will need to consider the wider implications of any parking restrictions for all road users. The Council will also identify whether there is any scope for delivering parking improvements in conjunction with other highways works being undertaken, for example, maintenance of safety engineering schemes.
- 6.9 The Council recognises that there are still some areas of the District that suffer from excessive amounts of long stay parking that is a problem and has identified areas that will need attention over the course of this strategy. The following objectives summarise the Council's priorities in dealing with on-street parking problems:
- ◆ where residents compete for road parking space in their own streets with other groups (local workers, commuters etc) new schemes will give greater priority to residents.
  - ◆ where local businesses compete for road parking space in their local industrial areas with other groups, (commuters etc) new schemes will give greater priority to local businesses.
- 6.10 A two stage process is required to assess the need for action and, if it is agreed that action is needed, what needs to be considered to identify the best solution. Stage 1 of the process is largely concerned with identifying problem areas that need further detailed investigation to determine the extent of any problems and possible solutions.

Policy 17 - Identifying On Street Parking Problem Areas

The Council will investigate and take action according to the following initial appraisal:

- ◆ Where residents, with no off street parking provision, are regularly prevented from parking in their streets or reasonable walking distance by commuters, local workers, students or other long-stay parkers.
- ◆ Where businesses are impeded in their daily activities, by parked vehicles associated with commuters, local workers, students or other long-stay parkers.
- ◆ Where the local Area Committee, Hertfordshire County Council and Hertfordshire Police are agreed that action needs to be taken to reduce the risk of accidents.
- ◆ Where the Council, Hertfordshire County Council and Hertfordshire Police are agreed that action needs to be taken to prevent regular significant queuing and congestion as a result of obstructive parking.
- ◆ Where the Council, Hertfordshire County Council and Hertfordshire Police are agreed that pedestrian, cycle or passenger transport routes are regularly impeded by obstructively parked vehicles.

- 6.11 Where an initial appraisal has identified the need for action the Council will move to the second stage of appraisal required before detailed implementation. The second stage appraisal seeks to consider the specific characteristics of the area based on observations or information supplied to the Council.

**Policy 18 - Identifying Solutions to On Street Parking Problems**

In deciding the best approach to take to removing undesirable long-stay parking it will consider the following:

1. The possible amount of non-residential parking and the amount of residential or operational business parking competing for road space.
2. The likely availability of off-street parking.
3. Locations where long-stay parking is impeding private accesses and junctions
4. Locations where non-residents' parking is causing other concerns, such as verge parking, blocking pedestrian routes, causing highway safety concerns or preventing safe and convenient access especially for cyclists, buses, servicing and/or emergency vehicles
5. The extent to which other parking generators influence demand (e.g. local businesses, schools and other organisations)
6. The potential for other issues such as speeding to become more prominent when parking is removed.
7. Whether removing non-residential parking will lead to a clear and unacceptable worsening of parking conditions elsewhere.
8. If a CPZ is implemented what are the resource implications for the Council, including an estimate of permit take up by local residents/businesses.
9. The views of Local Councillors, Hertfordshire County Council and Hertfordshire Constabulary on the above as well as initial views on the best method to addressing problems including whether a CPZ is appropriate.

- 6.12 In order to implement measures to support residents' or businesses parking, the Council will continue to seek their support before moving from second stage to implementation. In some locations it may be preferable to consult on a wider area if it is anticipated that an existing problem could be moved to an adjoining area where parking isn't currently a concern.

**Policy 19 - Consultation**

A full public consultation will be undertaken of all Local Councillors, residents and businesses in an affected area to ascertain the scale of any problems and to determine the number of residents with no off street parking provision.

With regard to specific proposals the Council will continue to seek the support of at least 50% of residents and/or affected businesses who respond to consultation on proposals before implementing any parking controls. The Council will aim to seek the support of a minimum of 50% of those with no off-street parking.

Where a parking scheme is progressed in detail the formal process associated with advertising Traffic Regulation Orders allows for anyone affected to make representations to the Council during an advertised period of time. The Council will consider any representations made to a formal Order prior to finalising any parking scheme.

Where practical, consultation will include areas beyond those immediately affected where it can be demonstrated that parking problems may migrate.

- 6.13 This above policies set out the approach to implementing potential parking controls. The Council has identified areas that need attention, areas that need investigation at a later date and areas that will need to be monitored for future parking issues.

- 6.14 Hitchin, Letchworth and Royston have a number of CPZs in place. There are a still number of areas in these towns affected by non-residents parking largely as a result of problems migrating from other controlled areas but also as a result of other changes both in terms of employment uses and even timetable changes for rail services.
- 6.15 Baldock does not currently have any CPZs although issues that exist in certain areas suggest that CPZs may be appropriate. There are existing parking issues that are likely to be worsened by the introduction of shorter stay parking in the core town centre streets.
- 6.16 Certain areas of Knebworth have competition for parking spaces between residents and non-residents associated mainly with rail commuters. A CPZ may be appropriate alongside other safety related parking controls.

**Policy 20 - Future Parking Control Areas**

The Council will identify and keep under review a programme of parking controls for areas of the District in need of assistance. Areas identified fall within the following broad categories:

1. Area with an existing problem
2. Area requiring further investigation
3. Area to be monitored for potential future problems

The resources allocated to delivering solutions to those areas included within categories 1 and 2 above will dictate when and what solutions can be delivered. In identifying a programme the Council will give careful consideration to resources required to deliver and manage improvements.

- 6.17 There are a number of other smaller scale issues associated with providing or managing on-street parking that aren't area wide, for example where on-street parking may be preventing safe and convenient access to private properties on foot or by vehicle. The Council is aware of many of these but recognises that from time to time additional ones will be added and this list will need to be flexible enough to respond to changes.
- 6.18 In addition the Council is also aware of the environmental impact of on street parking in some areas (e.g. on verges or footways) and has undertaken works to mitigate this impact alongside use of byelaws where appropriate.

**Policy 21 - Small-scale Parking Improvements**

The Council will identify and keep under review a programme of implementation of small-scale parking improvements in locations where parking is having a detrimental environmental impact, is hindering service and emergency vehicle access or is not serving the needs of local people as required. In addition the Council will investigate whether other methods of enforcement than a Traffic Regulation Order are appropriate.

Parking issues that are largely safety related will be referred to Hertfordshire County Council to address.

- 6.19 Many of the smaller scale issues identified will need to be implemented by Hertfordshire County Council either in full or in partnership with the District Council. In some cases these issues may need to be addressed as part of the Urban Transport Plan delivery programme for each town. Agreement on a programme for these measures will be made with the County Council.