

Technical Note

Date 4th November 2016 **Job No** ST17434

Project 23 Park Street, Hatfield **Subject** Parking Technical Note

INTRODUCTION

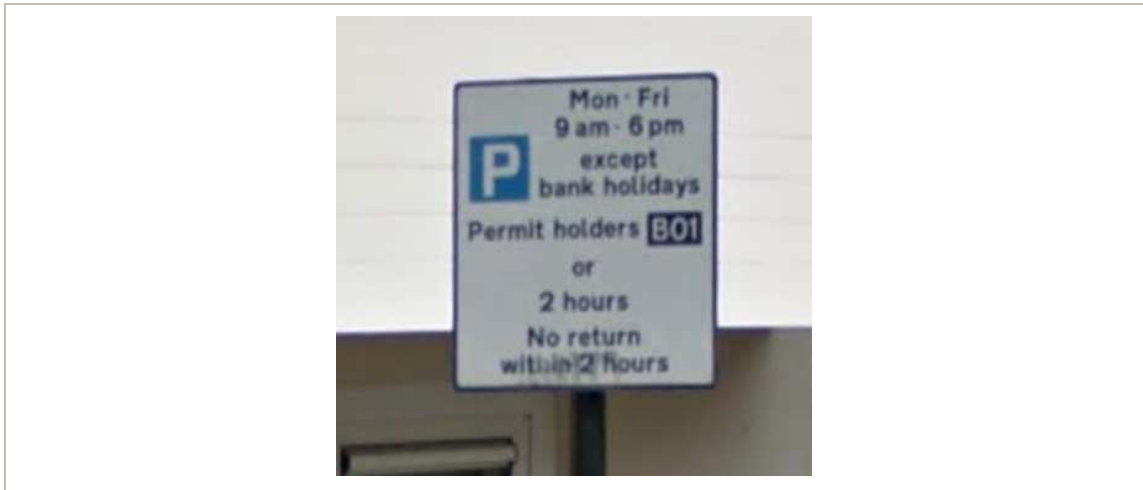
Overview

- 1.1 JMP Consultants Ltd (JMP) has been commissioned to provide parking advice relating to a proposed residential development at 23 Park Street, Hatfield, AL9 5AT (the Site), located within the county of Hertfordshire. The local planning authority is Welwyn Hatfield Borough Council (WHBC), and the highway authority is Hertfordshire County Council (HCC).
- 1.2 The Site is located in a sustainable location, approximately 600m from Hatfield railway station, and benefiting from the range of town centre facilities within easy walking distance.
- 1.3 The proposals comprise a change of use application from A3 Restaurant to C3 Residential for the Site, and the erection of a single storey and first floor rear extension, to be subdivided into four flats (the Proposed Development).
- 1.4 The proposals include four sheltered cycle parking spaces on Site. Due to the constrained nature of the Site, and consistent with the existing situation, no car parking spaces are provided on Site.
- 1.5 Pre-application advice has been provided by WHBC (dated 30th June 2016), which included the following comments in relation to parking:
 - (1) “...you may wish to consider a “car-free” development where residents are excluded from obtaining parking permits...”
 - (2) “The degree of parking congestion is likely to be a key factor in determining the number of units that the site can accommodate”
- 1.6 This Technical Note sets out the results of a parking survey undertaken in the vicinity of the Site to address pre-application concerns.

Local Parking Conditions

- 1.7 The Site is located on Park Street, which is a residential street approximately 5m wide and featuring on-street parking directly in front of the Site. This on-street parking area is part of Controlled Parking Zone CPZ B 01, which operates Monday to Friday between 9am and 6pm, with waiting limited to 2 hours and no return within 2 hours. It is therefore assumed that the CPZ is in place to prevent commuter parking associated with the nearby Hatfield rail station.
- 1.8 To the south of the Site, Park Close connects to Park Street and features a mix of on-street and perpendicular parking areas serving the surrounding residential properties. This area is also part of CPZ B 01.
- 1.9 **Figure 1** overleaf shows an example of a sign indicating the parking restrictions in the area surrounding the Site.

Figure 1 Example of Parking Restrictions



Source: Google Maps

1.10 There are three car parks within the study area, details of which are provided in **Table 1** below.

Table 1 Car Parks within the Study Area

Car Park	Opening Times	Price	Spaces	Type	Disabled Bays
Batterdale A (Lower)	24 Hours	Free	18	Long Stay Mon-Fri 9am-6pm	0
Batterdale B (Upper)	24 Hours	Free	20	Short Stay (2 hours) Mon-Fri 9am-6pm	2
Salisbury Square	ANPR operates Closed to public between 5am-10am	Free	68	Short Stay (2 hours) Mon-Fri 10am- 6:30pm	2

Source: Welhat.gov.uk

1.11 A plan produced by WHBC defining the local parking restrictions is shown in **Appendix A**.

Proposed Development Parking Impact

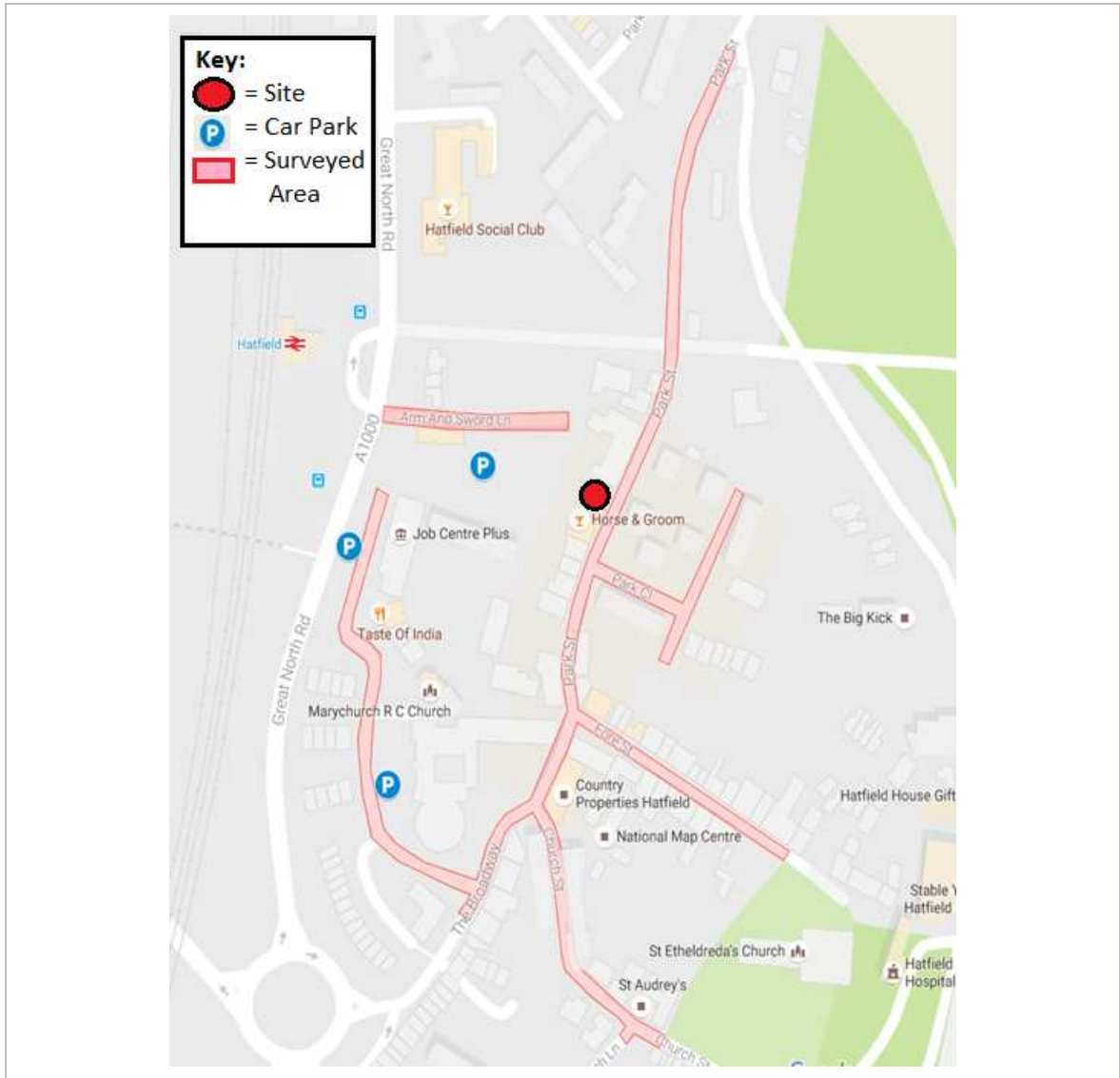
- 1.12 As previously detailed, the Proposed Development comprises the erection of a single storey and first floor rear extension to the existing building, to allow the subdivision of the Site into four residential flats. No off-street car parking is proposed.
- 1.13 Car and Van Availability statistics from the 2011 Census indicated that the local ward (Hatfield East) has a car ownership ratio of 0.76 cars per household. The Proposed Development is therefore anticipated to generate on-street parking demand for three additional vehicles.
- 1.14 It is noted that parking demand associated with the consented restaurant use is likely to be significantly greater than the proposed residential properties.

PARKING SURVEY

Methodology

- 1.15 The survey methodology was developed in accordance with the industry-standard Lambeth Methodology. The survey scope, including area coverage and timings, was discussed and agreed with Development Management Officers at WHBC via email prior to the undertaking of the survey. Scoping discussions with WHBC are contained at **Appendix B** for information.
- 1.16 Two parking stress beat surveys were undertaken at the following representative time periods:
- Wednesday 19th October 2016: 00:30 – 05:30; and
 - Thursday 20th October 2016: 00:30 – 05:30.
- 1.17 With the restaurant at the Site currently being closed, these survey periods have been chosen to reflect the time period when most residents are at home and, consequentially, the time in which parking stress will be at its highest.
- 1.18 The parking surveys recorded all parking within a 200 metre walk of the Site, including any off-street parking provision for unrestricted use, as agreed with WHBC. The survey covered the following streets and sites:
- Arm and Sword Lane;
 - Batterdale;
 - Batterdale Car Park A (Lower);
 - Batterdale Car Park B (Upper);
 - Church Lane;
 - Church Street;
 - Fore Street;
 - Park Close;
 - Park Street;
 - Salisbury Square Car Park; and
 - The Broadway.
- 1.19 The extent of the parking survey area is shown in **Figure 2** overleaf.

Figure 2 Parking Study Area



Source: TRACSIS

- 1.20 In order to establish the percentage of parking stress, the total number of legal parking spaces were recorded, along with the number of occupied spaces.

Survey Results and Analysis

- 1.21 **Table 2** summarises the parking demand for each site in the survey, while the full survey results are included in **Appendix C** of this Technical Note.

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Table 2 Survey Results

Street / Site	Total Capacity	Total Demand			
		Wednesday		Thursday	
		No.	%	No.	%
Arm and Sword Lane	7	3	43%	3	43%
Batterdale	4	3	75%	1	25%
Batterdale CP A (Lower)	21	10	48%	6	29%
Batterdale CP B (Upper)	17	14	82%	8	47%
Church Lane	0	0	0	0	0
Church Street	30	21	70%	15	50%
Fore Street	21	13	62%	13	62%
Park Close	40	24	60%	22	55%
Park Street	15	11	73%	13	87%
Salisbury Square CP	55	24	44%	22	40%
The Broadway	2	3	150%	2	100%
Total	212	126	59%	105	50%

- 1.22 The survey recorded a total parking capacity within the survey area for 282 vehicles. This capacity includes parking areas which were unrestricted at the time of the survey such as the car parks and CPZ B 01, which future residents would legally be permitted to park in. A total of 70 spaces included in the survey were identified as undesirable for parking, due to roads being narrow for example. These spaces have been removed from **Table 2** to provide a robust analysis of the parking capacity of the study area. Locations unavailable for parking, including double yellow lines, zebra crossings and bus stops were also omitted from parking availability during the survey.
- 1.23 Of the legal parking spaces, 126 were recorded as occupied during the Wednesday 19th October survey and 105 during the Thursday 20th October survey. This level of parking equates to parking stress levels of 59% and 50% across the study area for the two survey periods, respectively. This demonstrates that a minimum of 54 additional vehicles could be parked in the local area before the parking stress would reach 85%.
- 1.24 With regards to the immediate vicinity of the Site, the parking stress of the bays on Park Street was relatively high, at 73% and 87% on the Wednesday and Thursday surveys, respectively. Nevertheless, Park Close, located 25m south of the Site, operated with a greater level of spare capacity, with parking stress levels of 60% and 55% on the Wednesday and Thursday surveys, respectively. Drivers who fail to park immediately outside the Site will therefore be able to find a space on the nearby Park Close.

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CONCLUSION

- 1.25 JMP was commissioned to provide expert parking advice in relation to a proposed residential development at 23 Park Street, Hatfield.
- 1.26 Based on the results of the parking survey, the streets within the study area have been demonstrated to have significant spare parking capacity. A minimum of 41% of the available, desirable spaces were vacant on each of the nights surveyed; this cannot be considered to be congested. Should the residents of the Proposed Development choose to own a car, there would be sufficient available parking space in the immediate vicinity of the Site.
- 1.27 Given the results of the survey, residents of the Proposed Development should be eligible to obtain parking permits.

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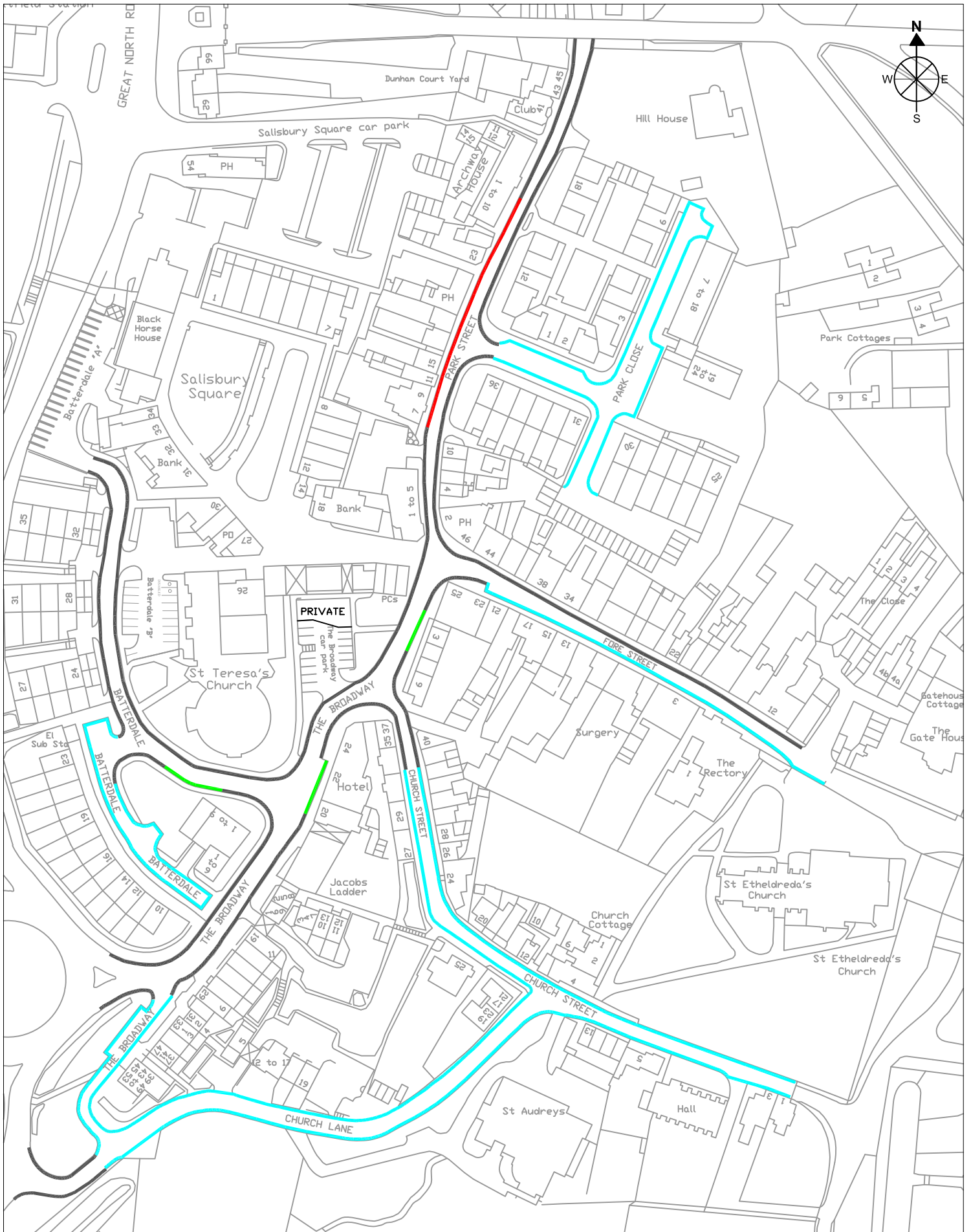
Date 4th November 2016 **Job No** ST17434

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Appendix A

LOCAL PARKING RESTRICTIONS PLAN

WHBC



Title Area B01 Old Hatfield - Batterdale, Church Lane, Church Street, Fore Street, Park Close, Park Street, Salisbury Square and The Broadway

Key

	- No waiting at any time
	- Limited waiting Mon to Fri 9am to 6pm 2 hours no return within 2 hours
	- Permit parking Mon to Fri 9am to 6pm
	- Permit parking Mon to Fri 9am to 6pm and limited waiting 2 hours no return within 2 hours

Scale - NTS on A4
Drawn - 06/08/2010
By - Martin Donohoe
Drawing - 1 of 3



Reproduced from an Ordnance Survey map with the permission of the Controller of her Majesty's Stationary Office. Crown Copyright License No. LA 100019547 2010

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Appendix B

WHBC SCOPING DISCUSSIONS

vcd

From: June Pagdin <j.pagdin@welhat.gov.uk>
Sent: 13 October 2016 13:51
To: Giulio Ferrini
Subject: RE: 23 Park Street, Hatfield

Dear Gulio,
Simply for the former reason.

Regards
June

From: Giulio Ferrini [mailto:Giulio.Ferrini@jmp.co.uk]
Sent: 13 October 2016 13:24
To: June Pagdin
Cc: David Watson
Subject: RE: 23 Park Street, Hatfield

Dear June,

Thank you very much for your response. Please see attached scope which we have amended to include the free off-street car parks in the area.

I note that your email states that this is informal advice. Is this simply because it is not part of a formal pre-app procedure, or because I should contact another person (for example a transport officer in Hertfordshire County Council) to agree the scope of surveys?

Regards

Giulio

From: June Pagdin
Sent: 13 October 2016 11:13
To: 'mailto:Giulio.Ferrini@jmp.co.uk'
Subject: FW: 23 Park Street, Hatfield

Dear Giulio,

Thank you for your email.

I would advise including any off-street parking provision that falls within the catchment area and is for unrestricted use (not requiring a permit) and free of charge overnight.

You may need to check the parking charges and regulations to establish which spaces to include.

I hope this assists. Please note that this is informal advice.

Kind Regards
June Pagdin
Senior Development Management Officer
Welwyn Hatfield Borough Council

From: Planning
Sent: 12 October 2016 16:29
To: June Pagdin
Subject: FW: 23 Park Street, Hatfield

Hello

Please see email below FYA.

Thanks.

Kind regards

Gbonju Akintola
Planning Support Officer
The Campus
Welwyn Hatfield Borough Council
Welwyn Garden City
AL8 6AE
email - planning@welhat.gov.uk
Tel No 01707 357243

From: Giulio Ferrini [<mailto:Giulio.Ferrini@jmp.co.uk>]

Sent: 11 October 2016 16:31

To: Planning

Subject: 23 Park Street, Hatfield

June,

We have been appointed as transport consultants for the proposed development at 23 Park Street, Hatfield, AL9 5AT.

To address the comments raised in the pre-application response, we plan on undertaking parking surveys in the area surrounding the site, following the industry-standard Lambeth Methodology. The surveys will take place next week, before the School holidays begin on the 23rd of October.

The surveys will cover all streets within 200m of the site (see attached plan) and two overnight counts will be taken on two separate weekday nights (one on each night). Can you confirm that this scope meets your requirements?

We have noted that there are a series of off-street parking areas within 200m, with varying restrictions (in particular Salisbury Square and Batterdale A). Do you think these should be included within the counts?

There are also some private parking areas which will not be taken into account.

I look forward to hearing from you

Regards

Giulio

Giulio Ferrini
Transport Planner
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Appendix C

PARKING SURVEY RESULTS

TRACSIS



Tracsis^{plc}

Traffic and Data Services

Client: JMP

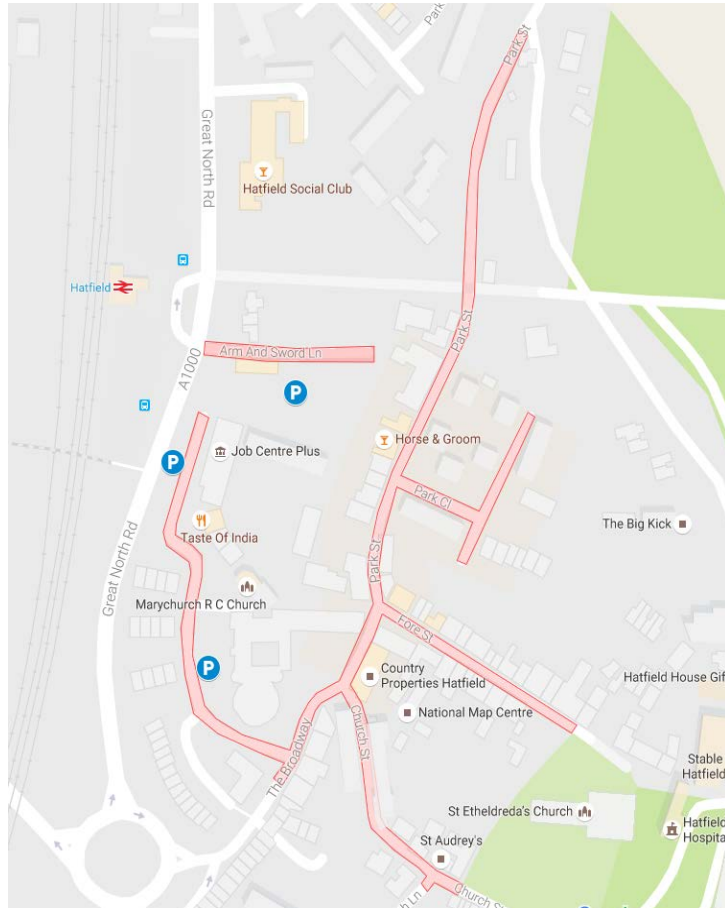
Project: 3420-LON Hatfield

Survey Date: Wednesday 19 October 2016
Thursday 20 October 2016

Survey Period: 00:30 - 05:00 (one beat each day)

Method: Parking by Occupancy

Incidents / Observations:



Street Name / Restriction	AVAILABLE PARKING SPACES					TOTAL
	Disabled Perpendicular	Parking Bay	Unrestricted	Unrestricted Perpendicular	Unrestricted Undesirable	
ARM AND SWORD LANE	0	7	0	0	0	7
BATTERDALE	0	4	0	0	0	4
BATTERDALE CAR PARK A	0	0	21	0	0	21
BATTERDALE CAR PARK B	0	0	17	0	0	17
CHURCH LANE	0	0	0	0	3	3
CHURCH STREET	0	3	27	0	15	45
FORE STREET	0	0	21	0	0	21
PARK CLOSE	1	0	33	6	12	52
PARK STREET	0	15	20	0	20	55
SALISBURY SQUARE CAR PARK	0	0	55	0	0	55
THE BROADWAY	0	2	0	0	0	2
TOTAL	1	31	194	6	50	282

Street Name / Restriction	RESTRICTION LENGTH - AVAILABLE PARKING SPACES (M)					TOTAL
	Disabled Perpendicular	Parking Bay	Unrestricted	Unrestricted Perpendicular	Unrestricted Undesirable	
ARM AND SWORD LANE	0	36.1	0	0	0	36.1
BATTERDALE	0	20	0	0	0	20
BATTERDALE CAR PARK A	0	0	0	0	0	0
BATTERDALE CAR PARK B	0	0	0	0	0	0
CHURCH LANE	0	0	0	0	18	18
CHURCH STREET	0	18	139	0	86	243
FORE STREET	0	0	110.1	0	0	110.1
PARK CLOSE	2.6	0	176	17	64	259.6
PARK STREET	0	78.4	101.6	0	104.4	284.4
SALISBURY SQUARE CAR PARK	0	0	0	0	0	0
THE BROADWAY	0	14	0	0	0	14
TOTAL	2.6	166.5	526.7	17	272.4	985.2

19 October 2016

Street Name	Total length of kerb space	Total no. of parking spaces	Length of Disabled Perpendicular bays (m)	No. of parking spaces	No. of cars parked - Disabled Perpendicular	Disabled Perpendicular bays Parking Stress (%)	Length of Parking Bays (m)	No. of parking spaces	No. of cars parking - Parking Bays	Parking Bays Stress (%)	Length of Unrestricted parking (m)	No. of parking spaces	No. of cars parked - Unrestricted	Unrestricted Parking Stress (%)	Length of Unrestricted Perpendicular parking (m)	No. of parking spaces	No. of cars parked - Unrestricted Perpendicular	Unrestricted Perpendicular Parking Stress (%)	Length of Unrestricted Undesirable parking (m)	No. of parking spaces	No. of cars parked - Unrestricted Undesirable	Unrestricted Undesirable Parking Stress (%)	Total cars parked	Total Parking Stress (%)
ARM AND SWORD LANE	36.1	7	0	0	0	-	36.1	7	3	43%	0	0	0	-	0	0	0	-	0	0	0	-	3	43%
BATTERDALE	20	4	0	0	0	-	20	4	3	75%	0	0	0	-	0	0	0	-	0	0	0	-	3	75%
BATTERDALE CAR PARK A	0	21	0	0	0	-	0	0	0	-	0	21	10	48%	0	0	0	-	0	0	0	-	10	48%
BATTERDALE CAR PARK B	0	17	0	0	0	-	0	0	0	-	0	17	14	82%	0	0	0	-	0	0	0	-	14	82%
CHURCH LANE	18	3	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	18	3	1	33%	1	33%
CHURCH STREET	243	45	0	0	0	-	18	3	2	67%	139	27	19	70%	0	0	0	-	86	15	3	20%	24	53%
FORE STREET	110.1	21	0	0	0	-	0	0	0	-	110.1	21	13	62%	0	0	0	-	0	0	0	-	13	62%
PARK CLOSE	259.6	52	2.6	1	0	0%	0	0	0	-	176	33	18	55%	17	6	6	100%	64	12	0	0%	24	46%
PARK STREET	284.4	55	0	0	0	-	78.4	15	11	73%	101.6	20	0	0%	0	0	0	-	104.4	20	0	0%	11	20%
SALISBURY SQUARE CAR PARK	0	55	0	0	0	-	0	0	0	-	0	55	24	44%	0	0	0	-	0	0	0	-	24	44%
THE BROADWAY	14	2	0	0	0	-	14	2	3	150%	0	0	0	-	0	0	0	-	0	0	0	-	3	150%
TOTAL	985.2	282	2.6	1	0	0%	166.5	31	22	71%	526.7	194	98	51%	17	6	6	100%	272.4	50	4	8%	130	46%

Note: Additionally 1 car was parking on Double Yellow on Fore Street.

20 October 2016

Without Undesirable

With Undersirable

Street name	Capacity	Without Undesirable		With Undersirable			
		Parked	Wednesday	Parked	Thursday	Wednesday	Thursday
Arm and Sword Lane	7	3	43%	3	43%	43%	43%
Batterdale	4	3	75%	1	25%	75%	25%
Batterdale CP A	21	10	48%	6	29%	48%	29%
Batterdale CP B	17	14	82%	8	47%	82%	47%
Church Lane	0	0	#DIV/0!	0	#DIV/0!	33%	33%
Church Street	30	21	70%	15	50%	53%	38%
Fore Street	21	13	62%	13	62%	62%	62%
Park Close	40	24	60%	22	55%	46%	44%
Park Street	15	11	73%	13	87%	20%	24%
Salisbury Square CP	55	24	44%	22	40%	44%	40%
The Broadway	2	3	150%	2	100%	150%	100%
	212	126	59%	105	50%		