



Welwyn Hatfield Borough Council

Phase 2: Splashlands, Stanborough Park

Car Park Management Plan

January 2013



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1 INTRODUCTION

Background

- 1.1 Savell Bird & Axon (SBA) has been commissioned by Welwyn and Hatfield Borough Council (the 'Applicant') to prepare a Transport Assessment (TA) ,Travel Plan (TP). The TA report is in support of a planning application for a High Ropes and Wet Play (Splashlands) development at Stanborough Park, Welwyn Garden City, Hertfordshire.
- 1.2 The development 'Site' is located in the northern half of Stanborough Park which is to the north of Stanborough Road (A6129).
- 1.3 Stanborough Park consists of the land occupied by the former open air pool complex which covers an area of just under two acres, the Site is currently derelict. Stanborough Park is a Country Park and covers an area of 126 acres with two fishing lakes and the River Lea running the whole length of the Park, the park attracts approximately 200,000 visitors a year.
- 1.4 The development proposals include two phases. The first Phase will be the High Ropes adventure course and the second Phase will be the Wet Play Facility sometimes referred to a Splash Park for children.
- 1.5 Phase 2 is likely to have a bigger impact with more trips than Phase 1; it is assumed that a high proportion of these will be associated with the existing users of Stanborough Park, mainly families with children.
- 1.6 Traffic surveys were undertaken at the existing on site car park and it has been demonstrated that the phase 1 traffic can easily be accommodated within the existing spare capacity as demonstrated by the traffic surveys included the TA.
- 1.7 The application was submitted in December 2012, and discussions have taken place in regard to planning conditions. As part of the response to the application it has been noted by the Highway authority that a separate car park management plan is required as a condition for both phases.
- 1.8 This report is intended to discharge the condition for phase 2 only, by providing a car park management plan for this phase. Phase 2 will include the introduction of



variable message signing to manage the parking to ensure that the car parks serving the site will; be fully utilised,

1.9 The rest of this document is set out as follows;

- **Chapter 2: Parking Management and Monitoring**
- **Chapter 3: Conclusion**



2 PARKING MANAGEMENT AND MONITORING

General

- 2.1 Two main car parks exist within Stanborough Park, one to the north of Stanborough Road and the other to the south. The parking survey identified the northern car park currently has 293 spaces, and the southern car park has 202, totalling 495 spaces in both car parks.
- 2.2 Future parking calculations have indicated a maximum parking demand of 470 during a weekday peak period. The proposed level of parking is to stay as existing, as the 25 residual spaces can be used by employees of the proposed new development associated with Phase 1 and 2.
- 2.3 Visitor car parking will be charged within the car parks payable via pay-and-display method as existing. There is currently a discount rate for resident car pass holders, residents can currently apply for a pass online or at the park reception. The current parking tariff is per **Table 2.1**.
- 2.4 Visitor car parking will be charged within the car parks payable via pay-and-display method as existing. Parking for disabled (blue badge holders) and motorcycles will remain free of charge.
- 2.5 The management within the car parks will be monitored by using a variable message signing system and associated loop detectors with information being sent to a control centre. This in turn will be monitored as part of the Travel Plan. The Travel Plan Co-ordinator will be responsible for monitoring the use of the spaces on site.



Table 2.1 – Stanborough Park North – Car Parking Tariff

Vehicle	Time Period	Day	Charge
Resident’s Car Park Pass Holders	09:00 to 18:00	Monday to Sunday	£1.20
Non Pass Holders	09:00 to 18:00	Monday to Friday	£1.80
	09:00 to 18:00	Saturday, Sunday & Bank Holidays	£2.80
Blue Badge Holders	Any	Any	Free
Motor bikes	Any	Any	Free

Monitoring

- 2.6 As part of the travel plan monitoring of phase 2, a parking beat and in and out count car park survey will be undertaken 2 months after occupation.
- 2.7 This will provide information such as duration of stay, parking numbers, spare capacity and parking demand.
- 2.8 The car park will use real-time VMS to ensure both the northern and southern car parks operate effectively. The VMS system will work by installing detectors at the entry and exit of both car parks.
- 2.9 The data gathered from the detectors will then be used to determine car park occupancy, which is displayed in real-time to members of the public via LED signage along Stanborough Road. The benefits of using this system are:
 - Customers can make an informed choice as to which car park they want to use;
 - Reduction in the number of cars travelling between car parks and U-turning at the adjacent roundabouts; and



- Automatic car-park counting will enable car park occupancy to be calculated. This can feed directly into the Travel Plan monitoring.

2.10 The Travel Plan will encourage visitors and staff to travel to the site by sustainable modes and a travel plan monitor will be appointed to manage the monitoring process.

2.11 A review will be undertaken in accordance with the Travel Plan, essentially Year 1, 3 and 5.



3 SUMMARY AND CONCLUSIONS

- 3.1 Savell Bird & Axon (SBA) has been commissioned by Welwyn and Hatfield Borough Council (the 'Applicant') to prepare a Transport Assessment (TA) and Travel Plan (TP). This TA report is in support of a planning application for a High Ropes and Wet Play (Splashlands) development at Stanborough Park, Welwyn Garden City, Hertfordshire.

- 3.2 This report is intended to discharge the condition for phase 2 by providing a car park management plan for this phase. Phase 2 will include the introduction of variable message signing and detectors at the entry and exit of both car parks to manage the parking.