



# **Welwyn Hatfield Borough Council**

## **Phase 1: Splashlands, Stanborough Park**

### **Car Park Management Plan**

**January 2013**

**Transport Planning Specialists**



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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 It is predicted that Phase 1 will have little impact in terms of trip generation with some trips being linked with existing users of Stanborough Park. 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 1 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 and so this phase will have its own peculiar car park management plan.

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 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**.
- 2.2 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.
- 2.3 The parking 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

- 2.4 As part of the travel plan monitoring of phase 1, a parking beat and in and out count car park survey will be undertaken 2 months after occupation.



- 2.5 This will provide information such as duration of stay, parking numbers, spare capacity and parking demand.
- 2.6 This can then be compared to the future parking demand of phase two and the travel plan objectives of phase one, if it looks like the predicted capacity will not be available then this will instigate curative actions that can be used ensure that parking capacity is maintained for future use.
- 2.7 The travel plan will encourage visitors and staff to travel to the site by sustainable modes.



### 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 1 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 and so this phase will have its own peculiar car park management plan.