

Frequently Asked Questions

(Controlled Parking Zone Review in Potters Bar)

What is the purpose of a Controlled Parking Zone (CPZ)?

A CPZ provides the council with the legal means to control parking in a designated area by controlling the availability of parking on the public highway. The main aim is to discourage long-stay parking by large numbers of commuters and non-residents who prevent residents from being able to park close to their homes.

Why and how was the review undertaken?

The review was undertaken in line with the council's Parking Management Strategy (2012) as one of a series of scheduled reviews of CPZs across the borough. It involved an assessment of parking patterns, carriageway width, off-street parking availability and (within the CPZ) permit take up and bay usage. The council also considered the extent of any obstruction of the public highway.

Traffic surveys were carried out in October 2014 by council officers, with more than 20 site visits being undertaken over the past year. Roads within the CPZ were visited as well as along the boundary of the zone, particularly Elmfield Road and Oakroyd Avenue.

An additional survey was carried out by an independent organisation, commissioned by the council, during one week in November 2014. The independent surveys were undertaken on a Monday, Tuesday and Wednesday between the hours of 06:00- 07:30, 12:00-13:00 and 18:00-19:30, on a Friday between 22:00 and 23:00 and a Saturday between 08:00 and 09:00.

Details of vehicles were noted and cross referenced with the parking times and locations where they were observed to differentiate between possible resident vehicles and possible non-resident vehicles.

Why has the council reviewed on-street parking on Elmfield Road and Oakroyd Avenue?

Elmfield Road and Oakroyd Avenue are located outside of Zone M of the Controlled Parking Zone which covers Baker Street, Mutton Lane and a number of other nearby roads. Some residents from Elmfield Road and Oakroyd Avenue have previously requested the extension of the CPZ to prevent commuter parking and to deal with issues of obstructive parking.

Why has Hertsmere Borough Council proposed measures to deal with obstructive parking rather than Hertfordshire County Council?

Hertfordshire County Council (HCC), as Highway Authority, is responsible for traffic management and road safety. However, Hertsmere Borough Council has been given responsibility locally for on-street parking and has sought permission from HCC to advertise the proposals for Elmfield Road and Oakroyd Avenue, alongside some wider changes to the CPZ.

What were the main findings of the review?

The review of roads within Zone M revealed a number of locations where existing residents' bays, in particular, are frequently empty or underused. In these locations, permit take up was low and there are a number of single yellow restrictions which are not required. Our review has identified capacity for at least 37 vehicles to park in locations which are currently restricted and so we have published separate proposals for those roads where the changes are suggested. The freeing up of some parking on these roads may reduce any pressure on Elmfield Road and Oakroyd Avenue and the council would wish to monitor this.

Our data for Elmfield Road and Oakroyd Avenue did not provide justification for the extension of the Zone M CPZ into those roads. The extent of commuter parking is relatively limited and those roads have sufficient off-street parking capacity. No more than an estimated 12 non-resident vehicles on Elmfield Road and an estimated 14 non-resident vehicles on Oakroyd Avenue were identified during the survey period. There was an overall average of 22 vehicles counted on each of the roads. Elmfield Road has an estimated capacity of 90 vehicles and Oakroyd Avenue 76 vehicles.

Why are you proposing some single yellow lines on Elmfield Road and Oakroyd Avenue?

There have been reports of obstructive parking on Elmfield Road and Oakroyd Avenue. Although obstruction is a matter for the police when it is reported, the council recognises that larger vehicles can experience difficulties in accessing both roads. Obstructive parking was not evident along the entire lengths of the road but particular locations were observed where staggered parking on both sides of the road would not be encouraged. Limited waiting restrictions (single yellow lines) have been proposed in these obvious locations to enable easier access for larger vehicles.

Why are single yellow lines only proposed on different sides of the road in Oakroyd Avenue and not Elmfield Road?

There are no proposals for continuous yellow lines along both sides of Oakroyd Avenue but the yellow lines proposed would themselves be staggered, running along different sides of the carriageway in different locations. The staggering of yellow lines would enable traffic flows to be better managed because (1) Oakroyd Avenue is not a straight road and has reduced sight lines; (2) a significant number of dropped kerbs to driveways directly face each other meaning that parking (on both sides) in between the dropped kerbs can obstruct traffic; (3) Oakroyd Avenue is up to 0.4m narrower than Elmfield Road and the ability for vehicles to pass easily is further reduced.

Why are there single yellow lines on both sides of the road on some of the recently introduced scheme in north Potters Bar?

The introduction of the CPZ in the north Potters Bar area was a legal requirement of the planning application permitted in 2008 for the expansion of Lochinver School. The associated parking scheme introduced on a number of roads off Darkes Lane and Church Road contains a mix of CPZ bays, double and single yellow lines and areas of unrestricted parking. However, as part of our on-going review of parking elsewhere in Potters Bar, the council will be assessing the scheme in north Potters Bar and, where necessary, consider the need for further amendments. Any changes could increase or decrease the amount of on-street parking availability in that part of the town.

How can I respond to the proposals for Elmfield Road and Elmroyd Avenue?

You should respond in writing by Wednesday 1 July 2015 to Policy and Transport Team, Civic Offices, Elstree Way, Borehamwood, Herts WD6 1WA or by email to parking.policy@hertsmere.gov.uk Full details of proposals for other roads and the wider review of Zone M can be viewed online at www.hertsmere.gov.uk/TRO and at the area office at the Wyllyotts Centre, Darkes Lane, Potters Bar which is open on Thursdays from 9.30am to 2pm.

What happens next?

Any representations received will be carefully considered by the council. The Portfolio Holder for Environment and Transport, Cllr Jean Heywood, will be responsible for deciding how the scheme should proceed including the need for any further changes to the proposals. Any significant change to the scheme would be the subject of further consultation. The parking restrictions would themselves be implemented on a pilot basis and reviewed after 12 months in terms of both their effectiveness and to consider the impact of our plans for increased parking capacity on other nearby roads.