

ST. ALBANS CITY AND DISTRICT COUNCIL

CONVERSION OF FREE LIMITED WAITING PARKING PLACES IN VARIOUS ROADS IN ST ALBANS AND HARPENDEN TO PROVIDE PAID LIMITED WAITING PARKING PLACES, PAID LIMITED WAITING AND PERMIT HOLDER (SHARED USE) PARKING PLACES, AND DISABLED PARKING PLACES

THE ST ALBANS CITY AND DISTRICT COUNCIL (CONTROL OF PARKING) ORDER 2023 (AMENDMENT No.4) PAID PARKING PLACES ORDER 2025

Proposal

Our original proposals which were published under a Notice of Proposal in July 2024 was to make this order to revoke the existing restrictions and:

- Amend the maximum stay and no return periods for existing limited waiting bays and disabled bays,
- Amend the hours of restrictions,
- Introduce parking charges for the existing limited waiting bays.

These proposed changes relate to bays located in St Albans and Harpenden.

It is proposed to allow two 20-minute sessions per day, per vehicle registration. This will allow motorists to continue to make quick visits to the town centre, e.g., to drop off children at school without charge. Use beyond these periods will be chargeable.

Charges are set at £2.50 per hour in line with current on-street pricing.

The hours of control will be in line with other on street paid bays:

- Harpenden – 8am to 6pm Mon to Sat.
- St Albans – 8.30am to 6.30pm Mon to Sat.

Proposed modifications

As a result of comments received during the Statutory Consultation we have modified the above proposals to:-

- allow one 30-minute session per day, per vehicle registration.
- Charges are set at up to 30 minutes £1.25, up to 60 minutes £2.50, up to 90 minutes £3.75, and up to 2 hours £5.

The hours of control will be in line with other on street aid bays:

- Harpenden – 9am to 6pm Mon to Sat.
- St Albans – 8:30am to 6.30pm Mon to Sat.
- St Albans (Zone [S]) – 8:30am-8pm Mon to Sat.

Statement of Reasons for Making the Order

The Council's Parking Strategy outlines our aims to deliver an efficient service that provides fair and safe parking across the district, to help shape, manage, and deliver the Council's vision for parking. It sets out how we manage kerbside space to reduce the impact of parking on the environment.

By managing the kerb side set out in the proposal, we will make significant improvements and provide benefits as outlined:

- **Encourage Active Travel** – payment for parking is an incentive for customers to consider alternative transportation options e.g., walking, cycling, public transport etc.
- **Increased enforcement** – more monitoring and enforcement of restrictions supports fairness and street safety.
- **Greater turnover of premium places** – parking charges encourage turnover of parking spaces, improving availability of spaces for motorists who need to park closest to businesses.
- **One 30-minute free parking session** – providing a complementary parking option and relocating blue badge holder bays near essential services ensures that individuals with vulnerabilities, or the need for regular short visits, can do so without being required to pay for parking.

Whilst St Albans City and District Council continues to work hard to increase efficiency and reduce running costs where possible, it also needs to take decisions on increases to fees and charges to ensure we can continue to balance our budgets and provide valued services to our residents and visitors.

The cost of providing parking services should be met from the income received from fees and charges, including permitting schemes for parking on street and the issue of Penalty Charge Notices. This historically has not been the case and for many years the parking service has made a loss which has had to be covered from other service areas. This is unfair to Council Taxpayers, given that part of the cost for parking services has, in the past, been subsidised by non-parking related income.

Providing free parking in city and town centres is no longer financially feasible. Parking charges already exist across most of St Albans City Centre and the surrounding area, and Harpenden Town Centre (where overall, charges for over eight hundred car park spaces are already in place).

This proposal will encourage the use of off-street parking - where charges are lower - for longer visits and manage the demand for kerbside space by encouraging higher turnover there through the setting of charges beyond the 30 minutes drop off/collection period outlined.