

WELWYN HATFIELD BOROUGH COUNCIL

**THE BOROUGH OF WELWYN HATFIELD (ARM AND SWORD LANE, HATFIELD)
(RESTRICTION OF WAITING AND PERMIT PARKING ZONE) ORDER 2016**

NOTICE IS HEREBY GIVEN that the Welwyn Hatfield Borough Council (pursuant to arrangement made with Hertfordshire County Council) proposes to make the above Order under the Road Traffic Regulation Act 1984 to introduce restrictions in **Arm And Sword Lane, Hatfield**, as specified in the Schedule(s) to this Notice.

Full details of the proposals are contained in the draft Order, the plans and the statement of reasons which may be inspected during normal office hours at the offices of Welwyn Hatfield Borough Council, The Campus, Welwyn Garden City or viewed at www.welhat.gov.uk from 27th April 2016.

General enquiries relating to the proposals should be referred to Mr. Jack Carson, Parking Services Technician, Council Offices, Welwyn Garden City, AL8 6AE (01707 357000); email contact-whc@welhat.gov.uk

Objections to the proposals should be made in writing to Pam Kettle, Council Offices, The Campus, Welwyn Garden City, Herts, AL8 6AE by 18th May 2016, stating the grounds on which they are made.

SCHEDULE 1 No Waiting at any time Restrictions - those sections of road(s) listed below as set out in the Order and accompanying plans

Parts of Arm And Sword Lane

SCHEDULE 2 Permit Parking Places Monday to Saturday 8am-6.30pm – those sections of road(s) listed below as set out in the Order and accompanying plans

Parts of Arm And Sword Lane

SCHEDULE 3 Eligible Addresses for Parking Permits and Parking Vouchers

Parking Zone Name	PZ Code	Eligible Addresses
Arm And Sword Lane	B 07	Odd numbers 1 - 11

SCHEDULE 4: Allocation of Parking Permits and Parking Vouchers

Permit Type	Limit
Resident Permit	No limit
Resident Permit for motorcycle	No limit
Business Permit	1 permit with a maximum of 2 vehicle registration numbers
Visitor Voucher	20 x Daily Vouchers only. Maximum purchase 240 days per year
Doctors/Health Visitor Permit	Allocated at Council's discretion
Special Permit	Allocated at Council's discretion
Contractor Permit	Allocated at Council's discretion

SCHEDULE 5: Charges for Parking Permits and Parking Vouchers

Application Type	Charges
Resident Permit for disabled driver	First permit Free
Resident Permit for motorcycle	£10 per annum
Resident Permit for first car	£25 per annum
Resident Permit for second car	£40 per annum
Resident permit for third or subsequent cars	£60 per annum
Business permit	£225 per annum
Visitor Voucher	50p per day or 25p per day to residents receiving state pension sold in whole books only
Doctors/Health Visitor Permit	£20
Special Permit	Charged at council's discretion
Administration Type	Charges
Refund Parking Permit and Vouchers	£5
Duplicate/replacement Parking Permit	£5
Duplicate/replacement Parking Voucher	£5
Contractor Permit	£18 per month

SCHEDULE 6: Refunds

Permit Type	Refund
Resident permit for motorcycle	Pro rata to the nearest month on amounts above £5
Resident permit for first car	Pro rata to the nearest month on amounts above £5
Resident permit for second car	Pro rata to the nearest month on amounts above £5
Resident permit for third or subsequent cars	Pro rata to the nearest month on amounts above £5
Business permit	Pro rata to the nearest month on amounts above £5
Visitor Voucher	Cost of whole books only
Doctors/health Visitor Permit	Pro rata to the nearest month on amounts above £5
Special Permit	Pro rata to the nearest month on amounts above £5
Contractor Permit	Pro rata to the nearest month on amounts above £5

Pam Kettle, Director of Finance and Operations,
Council Offices, The Campus, Welwyn Garden City, Herts AL8 6AE

25th April 2016.

Jack Carson

From:
Sent:
To:
Cc:
Subject:

Arm And Sword Lane, Hatfield, AL9 5EH - proposed resident parking scheme

Hello

I am resident of Arm And Sword Lane and live at number [REDACTED] I have received your most recent letter informing residents that you are now in a position to proceed with the resident parking scheme and we are to object in writing by 18th May.

I wish to object most strongly to the plans you have outlined. You state that the scheme will be in operation Monday – Saturday, 8am – 6.30pm but this will not help solve the problem we face being able to park outside our houses. Non-residents will continue to park on Arm And Sword Lane outside of these hours to use the train station and visit the pub across the road, so paying for a permit will not benefit me in particular as my car is more often than not away from the house during the week 8am – 6.30pm, so when I or my husband return from work we still won't be able to park outside our house and yet will now be charged for the privilege of not being able to park!

In this most recent letter, you do not outline the charges for a permit and also do not include our private car park (to the side of number 1) which was included in the illustration in previous correspondence. Can you therefore please confirm the planned charge, and whether the private residents car park is to be included in the scheme?

So, 3 issues:

1. Hours of operation need to be looked at as these will not benefit most residents. Could it be considered to look at extending to 24/7, 365 days a year?
2. What is the planned charge for a permit and vouchers?
3. Private residents car park to be included in scheme, or not?

I look forward to receiving a response. Copied to [REDACTED] Property Manager, Gascoyne Holdings Ltd.

Regards

Jack Carson

From: [REDACTED]
Sent: 10 May 2016 12:11
To: Parking Services
Cc: [REDACTED]
Subject: [REDACTED] Hatfield

Dear Sir / Madam

Thank you for your recent letter regarding permit parking in Arm and Sword lane Hatfield.

This is good news and well overdue however please can I raise an objection to Schedule 2 which states that the permits are only active between the hours of 8am-6.30pm Monday to Saturday ? (when I'm out at work)

The schedule needs to be 24hours 7 days a week, the residential street has a pub at the top of the road and although there is a car park opposite most of the time customers from the pub or the train station still park in the marked areas, so when I return from work most evenings at around 7 there is often no parking space.

Hopefully common sense will prevail and the amendment can be made, if so I would be happy to pay the annual charges for the permits.

Regards

[REDACTED]

Appendix B

[REDACTED]

May 27th 2016

[REDACTED]

Pam Kettle,
Council Offices,
The Campus,
Welwyn Garden City,
Herts, AL8 6AE

Dear Ms Kettle,

Arm and Sword Lane: proposed Parking Restriction Order

We would like to object to the proposed Parking Restriction Order dated 25th April 2016 on the grounds that it is prejudicial to existing residents of Old Hatfield.

Parking provision is already problematic in Old Hatfield and is expected to become more so as new developments take place. The proposed Zone B07 would give a handful of properties in Arm & Sword Lane more than two parking spaces per dwelling. This would reduce the space available for commercial users and existing residents, and warrants full and proper discussion.

We are aware that this objection is later than the end date of 18th May, and apologise for this, but we are confident that the Council will understand the need for consultation.

[REDACTED]

Old Hatfield Residents' Association
oldhatfieldra@hotmail.co.uk

EQUALITY IMPACT ASSESSMENT SCREENING

Title	Arm And Sword Lane, Hatfield, new waiting restrictions.
Lead Officer	Jack Carson
Service	Client Environment Services
Date Created	23rd May 2016.
Review Date	23rd May 2017.

1. What is the title of policy, strategy, function, procedure or project?

THE BOROUGH OF WELWYN HATFIELD (ARM AND SWORD LANE, HATFIELD) (RESTRICTION OF WAITING AND PERMIT PARKING ZONE) ORDER 2016

2. Is this a new or existing process?

New

3. What is the aim and key objectives of this process?

The purpose of the proposed traffic regulation order is to provide suitable and adequate parking facilities, for the purpose of relieving or preventing congestion of traffic.

4. What are the main activities of this process?

To introduce and implement new waiting restrictions, by preventing commuter parking from the rail station opposite and easing congestion; thereby improving road safety and enabling access.

5. Who are the main stakeholders of this process (e.g. councillors, employees, residents, Housing Trust / other housing providers, police, health, etc.)?

The residents.

6. What outcomes are wanted from the process?

A reduction of commuter parking in a residential area, and to prevent dangerous parking around junctions.

7. Are there any factors that might prevent the outcomes being achieved (e.g. funding, staffing, political, economic change)?

A withdrawal of councillor support could prevent these outcomes being achieved.

8. Describe what consultation has been undertaken on this process, who was involved and the main outcomes.

Initial consultation took place with the residents of a newly developed residential area at the request of the private estate management. Residents were consulted upon what particular type of restriction they would prefer to address ongoing problems with long term commuter parking. As part of the formal consultation, the same parties together with additional statutory consultees were asked to comment on submitted proposals for a new traffic regulation order, creating no waiting at any time parking restrictions together with a new resident permit parking zone.

9. Has any other data been used to help with the process development or review? Please outline what and how.

No

10. Do you consider the process could have a negative, positive or neutral / no impact on age? Why is this?

Positive – Elderly residents may benefit from a less congested environment, with improved access to and egress from their properties. Residents in receipt of a state pension are eligible for a 50% discount when purchasing visitor vouchers. There are no significant differential impacts.

11. Do you consider the process could have a negative, positive or neutral / no impact on gender? Why is this?

Neutral – parking restrictions have no differential impact on gender.

12. Do you consider the process could have a negative, positive or neutral / no impact on sexual orientation? Why is this?

Neutral – parking restrictions have no differential impact on sexual orientation

13. Do you consider the process could have a negative, positive or neutral / no impact on race? Why is this?

Neutral – parking restrictions have no differential impact on race

14. Do you consider the process could have a negative, positive or neutral / no impact on religion / belief? Why is this?

Neutral – no places of worship are located in this locality

15. Do you consider the process could have a negative, positive or neutral / no impact on disability? Why is this?

Positive – Disabled persons may feel encouraged to use their vehicles in a less congested environment. Residents in possession of a valid blue badge receive their first permit free of charge. There are no significant differential impacts.

16. Do you consider the process could have a negative, positive or neutral / no impact on gender reassignment? Why is this?

Neutral – All persons whether or not they have been, or are in the process of gender reassignment, will be affected equally by these proposals.

17. Do you consider the process could have a negative, positive or neutral / no impact on marriage / civil partnership? Why is this?

Neutral – all persons whether or not they are married or in a civil partnership will be affected equally by these proposals.

18. Do you consider the process could have a negative, positive or neutral / no impact on pregnancy and maternity? Why is this?

Neutral – all women whether pregnant or not, will be affected equally by these proposals.

19. Please outline from the questions 10 -18 whether the proposed process either disadvantages or puts any group(s) at risk.

There is no evidence to show that any of the afore-mentioned groups would be put at risk or disadvantaged by this process.

20. If, in your judgment, the proposed process has a negative impact, can this impact be justified?

n/a

21. If the impact cannot be justified, what can be done to improve access / take up of the process or remove the risk?

n/a

22. If there is no evidence to show the process promotes equality, equal opportunity or improved relations, can it be adapted so it does?

No, the process cannot be adapted.

23. Does this process need to go on to a full assessment?

No, as part of the Traffic Regulation Order (TRO) process, full consultation took place throughout the informal and formal consultation procedure. The TRO process also allows for a 6 month monitoring assessment to take place following implementation.

Appendix C