

WELWYN HATFIELD BOROUGH COUNCIL  
CABINET PLANNING AND PARKING PANEL – 18 AUGUST 2022  
REPORT OF THE ASSISTANT DIRECTOR (REGENERATION AND ECONOMIC  
DEVELOPMENT)

INTRODUCTION OF RESIDENT PERMIT PARKING SCHEMES, AND OTHER WAITING  
RESTRICTIONS, IN VARIOUS ROADS, HIGH DELLS AND HILLTOP, HATFIELD

**1 Executive Summary**

- 1.1 In September 2021, Parking Services undertook a parking survey with residents and businesses in parts of Hatfield South West ward and a small number of roads within Welham Green and Hatfield South ward. The extent of the consultation area is from College Lane, following Bishops Rise southwards to Southdown Road. The west of the area is bounded by Roehyde Way, and east to the edge of but not including Travellers Lane. The purpose of the survey was to engage with residents and businesses in seeking their views on parking options for the area. Historically, Parking Services have received many requests from residents highlighting parking issues caused by University students as well as motor traders leaving vehicles parked upon the highway for long periods reducing parking availability for residents. A follow up letter was also sent to remind residents to partake in the survey to ensure a good response rate. Parking Services also sent a letter in February 2022 with draft ideas relating to the parking restrictions to gather any further feedback, where 18 further feedback comments were received.
- 1.2 Owing to the location of the area being within proximity to The University of Hertfordshire it was divided into 2 separate consultation focus areas: High Dells and Hilltop – the University Campus providing the natural break between the two areas.
- 1.3 This report sets out the results of the consultation survey, and feedback received pertaining to **High Dells, and Hilltop areas**, the statutory consultation including objections and petitions received, and the recommended course of action.
- 1.4 **89** objections have been received relating to the proposed order(s) which are set out below in Section 9. To note, 3 households made 2 objections, one household made 3 objections. We also received 9 objections from people outside of the consultation area, including an objector from Birmingham and one from Yorkshire, as well as plus 7 objections from residents from elsewhere in Hatfield. This would equate to **74** households within the consultation area that objected overall. This is an objection rate from 2031 properties of 3.6%. A full list of the objections is contained within **Appendix A**.
- 1.5 Two petitions were also received during the statutory objection period one from Roe Green Close and one from Tudor Close. The Roe Green Close petition had 68 signatures from 39 households after verification (one household misunderstood the petition and withdrew) and it related to removing the road from the permit zone proposals this relates to 82.97% of Roe Green Close's 47 households. The Tudor Close petition was signed by 40 households after verification related to amending the permit zone days and hours to Monday to Friday 7am to 6pm, this relates to 52.63% of Tudor Close's 76 households.
- 1.6 Parking Services advertised proposals for 4 out of 5 proposed permit zones in this area to operate Monday to Sunday 7am to 9pm based upon the indicative survey results. The

majority of objections received focused upon the proposed operational days and times being too long, as well as residents highlighting the financial implications for bringing in the permit zone especially over 7 days and for most of the waking day. This report sets out Parking Services recommendation to proceed with an amended proposal of Monday to Friday 9am to 5pm, removal of Roe Green Close as well as merging two proposed zones into one as set out in the reasons displayed in Sections 4 and 6 of this report.

- 1.7 The Council can amend proposals once advertised. Objections under consultation regulations (The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996) must be duly considered. Any amendment to proposals that are less restrictive can be done without having to re-advertise the Traffic Regulation Order.
- 1.8 It is now established practice that with all new parking restrictions introduced, the Council monitor any reports as to their effectiveness for the first 6 months following their implementation. Should the Council receive reports requesting changes or amendments to the new restrictions, a review of the restrictions would take place which may result in further recommendations or consultation.

## **2 Recommendation(s)**

### **2.1 "The Borough of Welwyn Hatfield (Various Roads, High Dells, Hatfield) (Restriction of Waiting and Permit Parking Zones) Order 2022"**

That the Panel considers the objections received in Section 9 in addition to the issues raised in Section 20 around equalities and diversity and recommends to Cabinet to proceed with permit zones with amended days and times – Monday to Friday 9am to 5pm as set out in Section 4 and the creation of the traffic regulation order for resident permit zones; and to note the delegated powers conferred to Executive Member for Community Safety and Parking to sign an executive member decision to proceed with the creation of the traffic regulation order as advertised, subject to unanimous recommendation of the Panel.

### **2.2 "The Borough of Welwyn Hatfield (Various Roads, High Dells, Hatfield) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2022"**

That the Panel considers the objections received in Section 9 in addition to the issues raised in Section 20 around equalities and diversity and recommends to Cabinet to proceed with the creation of the traffic regulation order as advertised; and to note the delegated powers conferred to Executive Member for Community Safety and Parking to sign an executive member decision to proceed with the creation of the traffic regulation order as advertised for the verge and footway prohibition, subject to unanimous recommendation of the Panel.

### **2.3 "The Borough of Welwyn Hatfield (Various Roads, Hilltop, Hatfield) (Restriction of Waiting and Permit Parking Zones) Order 2022"**

That the Panel considers the objections received in Section 9 in addition to the issues raised in Section 20 around equalities and diversity and recommends to Cabinet to proceed with permit zones with amended days and times – Monday to Friday 9am to 5pm as set out in Section 6 and the creation of the traffic regulation order for resident permit zones; and to note the delegated powers conferred to Executive Member for Community Safety and Parking to sign an executive member decision to proceed with the creation of the traffic regulation order as advertised, subject to unanimous recommendation of the Panel.

## 2.4 “The Borough of Welwyn Hatfield (Various Roads, Hilltop, Hatfield) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2022”

That the Panel considers the objections received in Section 9 in addition to the issues raised in Section 20 around equalities and diversity and recommends to Cabinet to proceed with the creation of the traffic regulation order as advertised; and to note the delegated powers conferred to Executive Member for Community Safety and Parking to sign an executive member decision to proceed with the creation of the traffic regulation order as advertised for the verge and footway prohibition, subject to unanimous recommendation of the Panel.

## 3 Explanation-

### HIGH DELLS

3.2 486 properties were surveyed of which 198 (41%) responded (excluding duplicate household responses). 75% of respondents voted for parking restrictions to be considered with most indicating parking issues caused by non-residents including university students. Parking Services only accepted the first survey response from a household to ensure every household had an equal say. Members of the same household would most likely share the same view/opinion. **Appendix B** shows the response data showing how residents voted in the survey.

3.3 From the responses received and the geographical layout of the ward, it was determined that the most efficient way of progressing with the consultation was to split High Dells into 2 permit zones - Zone B26 and Zone B27.

3.4 Of the 198 households that completed the survey, 80 indicated they would like to see restrictions 7am-9pm compared to 53 for 9am to 5pm. 73 households said Monday – Sunday compared to 59 for Monday to Friday.

3.5 Although residents in Zone B26 were in favour of various times for parking restrictions to start and finish, the survey showed that the vast majority of residents preferred the restrictions start times 9am and finishing time 5pm Monday to Fridays.

3.6 For residents in Zone B27 results from survey showed that the majority of respondents preferred the restrictions start times 7am and finishing time 9pm Monday to Sunday.

3.7 Bishops Close residents were not in favour of any parking restrictions, and reviewing further responses received including a petition submitted during initial feedback, a Residents Parking Scheme will not be proposed in the road at this time due to the majority wishing to see no change. We will however progress with double yellow lines on the junction and a Verge and Footway Prohibition Order (VFPO) verge/footway prohibition to improve highway safety measures to protect pedestrians.

3.8 Although Hilbury was not in favour of a parking restrictions, Parking Services looked to propose a resident permit scheme in this road to remove the likelihood of parking displacement from the other interlinking roads that did have a majority response in favour.

3.9 A VFPO was proposed as residents (a total of 102), raised concerns regarding the damage caused to grass verges or the obstruction of the footway because of parking. Therefore, the Council will proceed with its plan to introduce a VFPO, which would prohibit this practice. For Holly Close, Roe Hill Close, parts of Chantry Lane and parts of Roe Green Close, the VFPO was not proposed as the width of the carriageway was too narrow to allow parked vehicles fully upon the carriageway. Verges and footways are not designed to withstand the weight of parked vehicles long term.

4 **Recommendation for High Dells area:** Following the review of the objections, survey results and their supporting comments, it is recommended to proceed with merging both

zones into one – Zone B26 with amended times and days – Monday to Friday 9am to 5pm and to remove Roe Green Close from the resident permit scheme proposals as shown in **Appendix G** for the following reasons:

- 4.1 Zone B26 to cover all roads south of College Lane, west of and including Bishops Rise to the junction of Woods Avenue to tackle the main parking issues being reported and to ensure Bishops Rise residents in this section can park within the western side roads.
- 4.2 Roe Green Close when surveyed had 61% response rate, with 65% of those responses voting in favour of parking restrictions with a clear preference for Monday to Friday 9am to 5pm. Since the objection stage, we received a petition asking to be removed from the proposals including many residents who in the first instance voted for such measures.
- 4.3 We had identified in Roe Green Close the University of Hertfordshire had placed unauthorised signage within this road as well as some other nearby roads stating “resident parking only” advising that students and tutors could be subject to disciplinary action. We have since spoken with the University to advise that they are not permitted to manage parking upon the public highway and only the local authority have powers to manage parking upon highway. The signage in question has now been removed and will not be placed in the road in the future. Another unauthorised sign has also been placed by unknown person(s) on the public lamppost which will be removed by the Council.
- 4.4 Being excluded will mean Roe Green Close residents not being able to buy a resident permit or visitor voucher to park in College Lane/Tomsfield. This would be the same lack of eligibility for Bishops Close residents who also previously voted not to be included. There is significant risk that being one of the only roads within ½ mile of the University without weekday permit zone restrictions could lead to an increase of university related parking. The road would be monitored during the 6-month review period, and due to its removal, we would keep a close eye on feedback received from the road. Parking Services will create a feedback form 3 months after restrictions are introduced, so all feedback can be reported to ascertain residents are content with not being included within the permit zone. Upon any agreement of introducing parking restrictions, a letter outlining the outcome of the road being removed from the permit zone and highlighting the likelihood of facing parking displacement will be sent.
- 4.5 Many residents who voted for 7 days a week for 14 hours did not make any clear references relating to weekend parking issues. The comments did however highlight the main issues being caused by university student parking, and motor traders leaving vehicles upon the highway for long periods allegedly for weeks. Where weekday parking permits have been introduced, similar issues reported have been resolved, without the need to introduce 7 days a week permit.
- 4.6 Although the recommendation does go against survey data, several underlying impacts would make a weekday permit zone a better option. This includes reducing the financial impact on residents who wish for visitors to come to their households in the evenings and weekends, it would still reduce or remove the main impact of students parking in residential roads to attend lectures/classes as well as stopping vehicles being left parked for weeks unless it has a valid resident parking permit proven to be insured and registered at the permit address. Daytime restrictions may also reduce the financial implication for some residents needing permits especially if their vehicles are likely to be away from home in daytime hours.
- 4.7 A weekday resident permit zone would also reduce the likelihood of residents who perhaps only needs to park in the evenings and weekends seeking free (non-permit) parking in nearby existing resident permit zones such as in Aldykes or Ellenbrook. The reduction in hours could also assist residents who live in roads just outside of the consultation area such as Travellers Lane by giving them option to park closer to their home in evenings and weekends when not eligible for a permit.

- 4.8 The area would be monitored during the 6-month review period, and Parking Services will create a feedback form 3 months after restrictions are introduced, so all feedback can be reported.

## 5 HILLTOP

- 5.1 1545 properties were surveyed of which 428 (28%) responded (excluding duplicate household responses). 65% of respondents voted for parking restrictions to be considered with most indicating parking issues caused by non-residents including university students. Parking Services only accepted the first survey response from a household to ensure every household had an equal say. Members of the same household would most likely share the same view/opinion. **Appendix C** shows the response data showing how residents voted in the survey.

- 5.2 From the responses received and the geographical layout of the ward, it was determined that the most efficient way of progressing with the consultation was to split Hilltop into 3 permit zones – Zones B28, B29 and B30 to better manage where permit holders can park but giving multiple roads for choice.

- 5.3 Of the 428 households that completed the survey, 170 indicated they would like to see restrictions 7am-9pm compared to 85 for 9am to 5pm. 156 households said Monday – Sunday compared to 92 for Monday to Friday.

- 5.4 Although residents in all Zones were in favour of various times for parking restrictions to start and finish, the survey showed that the majority of residents preferred the restrictions start times 7am and finishing time 9pm Monday to Sunday.

- 5.5 To note, Travellers Lane and other roads close to this consultation area such as Garden Avenue are due to start their own parking consultation later in 2022/23 where they also have the option to vote for a resident permit zone if they wish, and we can at that stage if they vote for such measures consider including them into part of an existing zone (such as B30) or a new zone to give alternative options of where to park. We are aware a small number of residents from Travellers Lane who have historically parked in Dove Court (highlighted by residents in Dove Court citing reduction of available parking), and in the medium term if restrictions are introduced will need to seek parking slightly further from home during weekday daytime hours.

- 5.6 Although Hanover Walk, Herneshaw and Linnet Walk had poor response rate while the consulted Rycroft residents did not attempt to participate in the survey, Parking Services looked to propose a resident permit scheme in these roads to remove the likelihood of parking displacement from the other interlinking roads that did have a majority response in favour.

- 5.7 A VFPO was proposed as residents raised concerns regarding the damage caused to grass verges or the obstruction of the footway because of parking. Therefore, the Council will proceed with its plan to introduce a VFPO, which would prohibit this practice and improve access for pedestrians. Verges and footways are not designed to withstand the weight of parked vehicles long term. For parts of Raven Court, Dove Court and Falcon Close the VFPO was not proposed as the width of the carriageway was too narrow to allow parked vehicles fully upon the carriageway.

- 6 Recommendation for Hilltop area:** Following the review of the objections, survey results and their supporting comments, it is recommended to proceed with Zones B28, B29 and B30 with amended times and days – Monday to Friday 9am to 5pm as shown in **Appendix H** for the following reasons:

- 6.1 Upon receiving objections and on further reviewing comments made within the survey and feedback, many residents who voted for 7 days a week for 14 hours did not make any clear references relating to weekend parking issues. The comments did however highlight

the main issues being caused by university student parking, and motor traders leaving vehicles upon the highway for long periods allegedly for weeks. Where weekday parking permits have been introduced, similar issues reported have been resolved, without the need to introduce 7 days a week permit.

- 6.2 Although the recommendation does go against survey data, several underlying impacts would make a weekday permit zone a better option. This includes reducing the financial impact on residents who wish for visitors to come to their households in the evenings and weekends, it would still reduce or remove the main impact of students parking in residential roads to attend lectures/classes as well as stopping vehicles being left parked for weeks unless it has a valid resident parking permit proven to be insured and registered at the permit address. Daytime restrictions may also reduce the financial implication for residents needing permits especially if their vehicles are likely to be away from home in daytime hours.
- 6.3 A weekday resident permit zone would also reduce the likelihood of residents who perhaps only needs to park in the evenings and weekends seeking free (non-permit) parking in nearby existing resident permit zones such as in Aldykes. The reduction in hours could also assist residents who live in roads just outside of the consultation area such as Travellers Lane by giving them option to park closer to their home in evenings and weekends when not eligible for a permit.
- 6.4 The area would be monitored during the 6-month review period, and Parking Services will create a feedback form 3 months after restrictions are introduced, so all feedback can be reported.
- 6.5 A weekday only permit zone would also assist those visiting the places of worship within the area at weekends when attendance is at its highest.

## **7 Traffic Regulation Orders (TRO)**

- 7.1 On the 8<sup>th</sup> June 2022, a Public Notice of Intention proposing the below Orders was advertised in the Welwyn Hatfield Times (See **Appendix D**).
- (1) **“The Borough of Welwyn Hatfield (Various Roads, High Dells, Hatfield) (Restriction of Waiting and Permit Parking Zones) Order 2022”**
  - (2) **“The Borough of Welwyn Hatfield (Various Roads, High Dells, Hatfield) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2022”**
  - (3) **“The Borough of Welwyn Hatfield (Various Roads, Hilltop, Hatfield) (Restriction of Waiting and Permit Parking Zones) Order 2022”**
  - (4) **“The Borough of Welwyn Hatfield (Various Roads, Hilltop, Hatfield) (Prohibition of Stopping and Waiting on Verge or Footway) Order 2022”**
- 7.2 Notices were erected in the affected length of roads and letters delivered to residents and businesses. Plans illustrating the proposals for each Order are attached to this report. (See **Appendix E and F**).
- 7.3 A 21-day objection period in line with consultation regulations was open for any interested parties to submit an objection.

## **8 Objections**

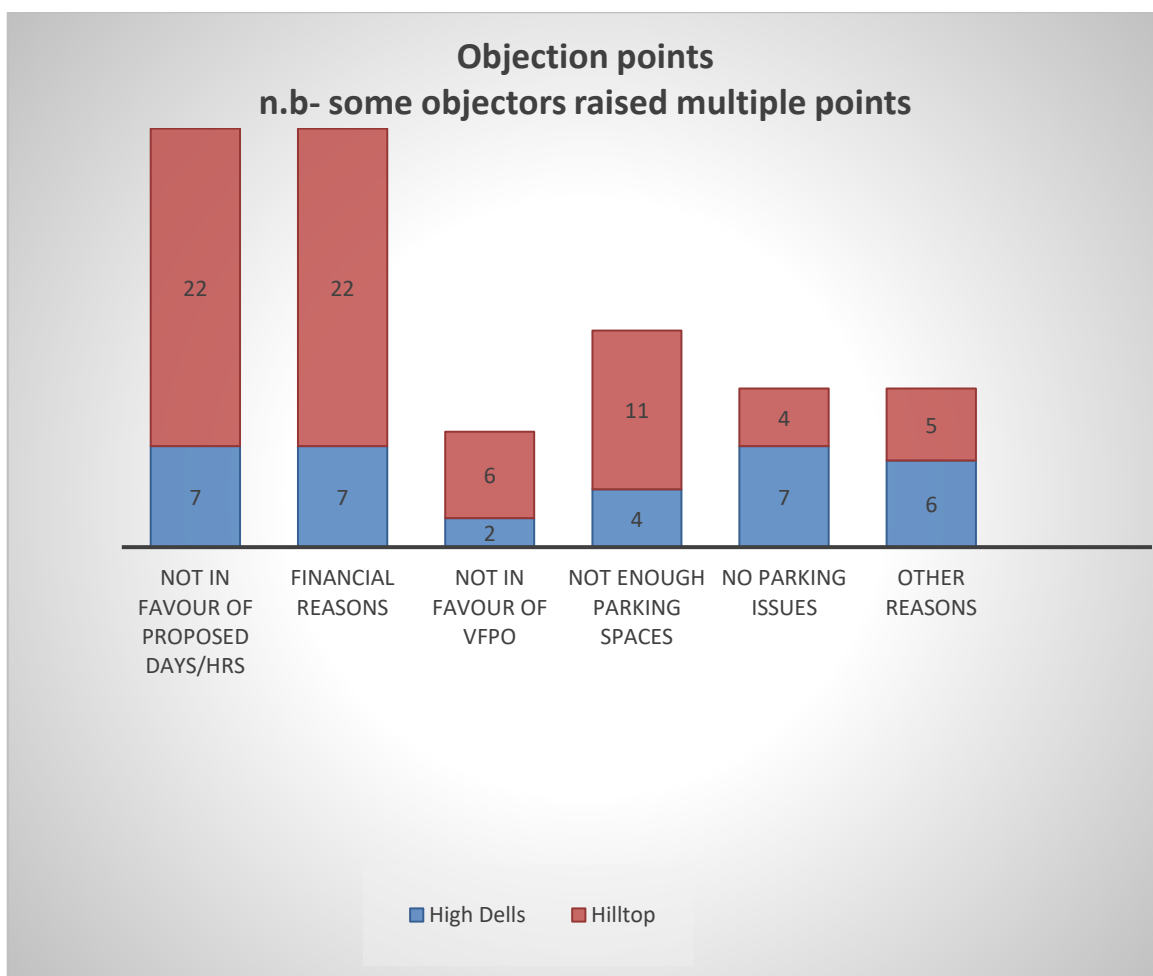
- 8.1 **89** objections have been received relating to the proposed order(s) which are set out below in Section 9. To note, 3 households made 2 objections, one household made 3 objections. We also received 9 objections from people outside of the consultation area, including an

objector from Birmingham and one from Yorkshire, as well as plus 7 objections from residents from elsewhere in Hatfield. This would equate to **74** households within the consultation area that objected overall. This is an objection rate from 2031 properties of 3.6%. A full list of the objections is contained within **Appendix A**.

8.2 25 of the 89 objections received were from residents within the consultation area who did not respond to our initial survey or feedback stages.

8.3 Two petitions were also received during the statutory objection period one from Roe Green Close and one from Tudor Close. The Roe Green Close petition had 68 signatures from 39 households after verification (one household misunderstood the petition and withdrew) and it related to removing the road from the permit zone proposals this relates to 82.97% of Roe Green Close's 47 households. The Tudor Close petition was signed by 40 households after verification related to amending the permit zone days and hours to Monday to Friday 7am to 6pm, this relates to 52.63% of Tudor Close's 76 households.

**9 On the following pages a summary of the grounds for objection and reasons for moving forward with the recommended amended proposed restrictions.**



High Dells Objections	Number	Response
Kindly look into putting Double yellow lines both sides of Vigors Croft...kindly remove the blue lines as the road have driveways to drive into and out of their driveways	1 (Vigors Croft)	At this stage, we cannot make the proposals MORE restrictive – we will assess this as part of the monitoring period, though at this stage, only one resident has requested this. To progress such an idea we would also require other residents asking for such measures, but only if parking obstructs the road rather than making the road tidier for residents. If permit restrictions go ahead, only residents would be parking on the road during restricted hours which would likely lead to more considerate parking.
...to include Chantry Lane, Hilbury and Vigors Croft in Zone B27... technically Maryland could also be included in the same zones.	1 (Bishops Rise)	As part of our recommendation in section 4, the whole of this area – Bishops Rise and all its western side roads would be one zone – B26. It would in turn lead to more highway to seek parking upon during restricted hours. The objector in question has on several occasions previously asked for parking permits to park within Maryland. As Maryland is also governed by a resident permit zone, and there are no other requests to move the road from one zone to another it is not feasible to spend additional budget on considering amending the TRO and signage for Maryland.
I request that consideration be given for at least two parking spaces to be placed in the centre of these junctions	1 (Bishops Rise)	We have received many reports from drivers pulling out of the two private maintained side roads reporting that parked vehicles between those junctions on the incline are causing vision issues meaning drivers cannot clearly see oncoming traffic when pulling out onto Bishops Rise. On grounds of road safety, it would be difficult to justify allowing vehicles to start officially parking between the junctions in question.
...on Bishops Rise simply paint Double Yellow Lines on both sides from Cavendish roundabout to at least those with Woods Avenue	1 (Bishops Rise)	Not all properties in Bishops Rise have off street parking, by placing double yellow lines throughout would cause a lack of parking for residents and push the parking demand into other nearby roads. The designs allow for vehicles to pass through, on occasion a large vehicle may have to wait to allow another to pass in the opposite direction.
Broom Close residents were told in 2004 we would have drives by 2006.	2 (Broom Close)	We have no records of such a statement being made. Parking Services only focuses on parking restrictions being introduced, or where it meets criteria to convert highway land into additional on street parking bays. Those who own their property can apply to Hertfordshire County Council to install a dropped kerb to provide access to an off street parking hardstanding.
Marking the road to identify each parking space	1	As the resident permit schemes installed are “beyond this point” zones to reduce on the ongoing maintenance costs of lining, it is not possible under legislation to create marked parking bays in that type of permit zone. There can be a variety of reasons why some vehicles park further away from each other (e.g. accessing the boot of the vehicle).
The proposed parking restrictions for Zone B27 are too harsh, area being treated differently from Zone B26 which is 9AM-5PM Monday to Friday.	7 re. days and times	The proposed advertised timings were from survey results collected during the initial consultation, and this was the majority outcome from respondents. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 4



<p>I don't believe that the introduction of permits would help the issue with parking; people need their cars to be able to get to work and the £30 charge is just going to be an added financial burden in these hard times, but not enough to make someone give up their only means of transport.</p>	<p>7 re. financial cost</p>	<p>The introduction of Residents Parking Permit scheme is intended to reduce non-residents parking issues, enabling residence and their visitors more parking space. The cost of designing, introducing, and maintaining a resident permit scheme is partly self-funding by residents who would get direct benefit from better availability of parking. Residents who have off street parking e.g., a driveway will not require a permit if they plan to park off road. Permit and voucher fees and charges are set within the budget and agreed by all parties. Permits are set to be cost effective and we offer one of the lowest permit prices in Hertfordshire.</p>
<p>....to cease any parking permit schemes until the economy comes back to normal</p>	<p>1</p>	<p>As mentioned above re. costs, they are set to be cost effective. By simply putting the introduction of restrictions on hold would not solve the parking issues being faced, parking issues caused by the university would simply continue. Once the restrictions have been advertised, the Council must make the Order and introduce restrictions within 2 years, or have to face starting a whole new consultation process increasing the project costs. This would mean the TRO would need to be made and introduced by end of 2023 at the latest.</p>
<p>Why are the parking restrictions not limited to university term times?</p>	<p>2</p>	<p>Resident permit zones should run 52 weeks per year and only have adjustments in extreme circumstances. The existing single yellow lines in some roads had to be limited by date, however, due to the moveable term dates especially Easter, it often occurs where the single yellow line restrictions did not operate every day the university was open for lectures. The proposals tackle not just university parking but other reported parking issues caused by other non-residents. The existing single yellows also stop residents from parking near their homes.</p>
<p>There will not be enough spaces for all permit holders on this street as an example the residents from a property on Chennells they have 5 cars in one household, plus any visitor will not even have a chance to park anywhere due to the high numbers of vehicles on the street.</p>	<p>4 re. lack of parking</p>	<p>Permit zones are created to cover multiple roads as we recognise not all roads have suitable kerbside space for each household. Although parking might not be available in the road the resident lives in, they should be able to find parking in another road within the same zone. The proposed restrictions are intended to reduce non-residents parking issues, enabling residents and their visitors more available parking space. The scheme would allow family and friends to park during the daytime when displaying a valid visitor voucher. Only vehicles proven to be insured and registered at the permit address would qualify for a resident parking permit.</p>
<p>I have a major problem with the fact that you do not propose to do anything about the inconsiderate blocking of pavements in Holly Close. Most properties, if not all, have off street parking availability but when trying to leave our property with my wife's wheelchair or anyone else with a wheelchair or pushchair, we/they are unable to walk</p>	<p>1 (Holly Close)</p>	<p>Due to the narrow width of the road, it was not feasible to include Holly Close within the Verge Prohibition Order as parked vehicles would force passing vehicles onto footway causing higher danger to pedestrians or obstruction of the carriageway. Parking Services deem any carriageways under 4.5m to be unsuitable to a VFPO. As the cul de sac road has pavements on both sides of the carriageway, it is likely one side would be clear of vehicles.</p>

down the pavement because of vehicular obstructions.		We will also monitor this during the 6-month period after introduction in case further measures such as double yellow lines are required on one side of the road.
While I agree that there is a need for parking restrictions in the area, I do have some concerns regarding the proposed parking zones and the restrictions regarding parking on the verges in High Dells. There are a number of households in Chennells and the surrounding area with more than one vehicle and although the permit parking places for Zone 27 will help, there will not be a sufficient number of parking spaces available.	2 re. VFPO	Grass verges and footways are not designed to withstand the weight of or provided for the parking of vehicles. Permit zones are created to cover multiple roads as we recognise not all roads have suitable kerbside space for each household. Although parking might not be available within sight of their home or in the road the resident lives in, they should be able to find parking in another road within the same zone. The area will be monitored during th review period to ascertain the levels of parking availability.
I do not think it fair to expect residents to pay to park our road legal cars outside our own homes, I am sure you are aware that the cost of living is going up in every way and our council tax increase is one of these large additional costs	1	Whilst we agree that the cost of living has gone up, the cost of designing, introducing, and maintaining a resident permit scheme is partly self-funding by residents who would get direct benefit from better availability of parking. Council Tax funds cannot be used to finance parking permits. The parking permits fees and charges are set by Council to balance the budget and is amongst the lowest on street permit costs in Hertfordshire and beyond.
We wish to object to the Council plan to allow permit parking outside of numbers 2, 4 and 6 Chantry Lane, Hatfield.	1 re. Chantry Lane	This request will be considered during the review process as the part of this road already has double yellow lines proposed. One side of the carriageway is already proposed for double yellow lines which will assist on the passageway of vehicles.
There is no problem with parking in our Close, we have availability to park. A notice saying resident parking only is fine and works. The residents park carefully and respectfully so I cannot see the benefit of a permit scheme.	7 re. no existing issues	The Council considered parking concerns as raised and highlighted by residents who then participated in the consultation and voted for parking restrictions, and we acted upon majority of responses. While we understand that other residents did not take part in the survey, proposals were based on what was voted for by those who participated. The notice mentioned by the objector was unauthorised signage placed upon the Public Highway by University of Hertfordshire who have since removed the signage and are now aware they do not have authority to place parking signage or manage parking on the public highway. Roe Green Close is recommended to be removed from the permit zone proposals and will be monitored for any displacement impact.
There are a lot of students living in Hatfield, and halls of residence near High Dells. This permit issue will put students off choosing Hatfield as a place to study; it hasn't got good transport links compared to larger towns and cities	1	The University advises students not to bring a vehicle where possible. For those students who drive, the University has a park and ride scheme in place which is often noted as being underused and already provides on campus parking for some qualifying students. Many of the parking issues raised by residents are alleged to be caused by University related parking which cannot carry on impacting residents.

<p>I believe that the proposals will only exacerbate the problem. Particularly with the additional double yellow lines and if, as has been suggested, it is the intention to stop people parking in front of their own rented garages. This will displace at least half a dozen cars into roadside parking thereby making the situation much worse.</p>	<p>1</p>	<p>Garages rented from Welwyn Hatfield Borough Council only permits parking inside a garage not on the forecourt leading to it as per the terms and conditions of rental, our intention was to include WHBC managed garage forecourts in part of the parking restriction proposals advertised on 8th June 2022 however, we have in error omitted to include garage forecourts. Therefore, there will be no enforcement concerning garage forecourts parking in these proposals (concerned residents have been informed), but the matter is subject to review during the 6 months review period if parking issues persist on forecourts</p>
<p>This road should have NO road or verge parking permitted at any time .... all properties have private driveways</p>	<p>1</p>	<p>We have investigated Roe Green Close prior to the proposals and due to the width of the road, it was not feasible to include this section of Roe Green Close within the Verge Prohibition Order as parked vehicles would force passing vehicles onto the grass verge. Parking Services deem any carriageways under 4.5m to be less suitable to a VFPO. However, Residents with their own driveway who do not wish to park on the road will not be required to purchase a permit. The measures proposed meets design standards and we will monitor any impact on the road due to recommended removal of permit zone.</p>
<p>With the signage that the university has put in place at the entrance of Roe Green Close, the issue of student parking has diminished over the past academic year. Therefore, there is no need for the proposed parking permit scheme to progress</p>	<p>Roe Green Close Petition</p>	<p>University signage was unauthorised and only the local authority is permitted to place signage upon the highway referring to legal parking restrictions. The University also cannot manage parking upon the public highway which must be managed by the highways authority or permitted Borough Council using Traffic Regulation Orders and signage in accordance with the Traffic Signs Regulations and General Directions legislation. Since the objection highlighted this issue, the University have been made aware and removed all signage which will no longer be placed. The road due to petition is being recommended to be removed from the permit zone proposals.</p>
<p>As per your proposals, anyone with the right permit can come and park in the Close, that will cause great disruption.</p>	<p>1 (Roe Green Close)</p>	<p>The initial proposal would have only permitted Roe Green Close, College Lane and Tomsfield residents who proven their eligibility would have possibly parked in the road under permit zone proposals. As Roe Green Close is being recommended to be removed in line with the petition received, anyone would be able to park in the road whether they had a permit for a nearby road or not. It is likely that there will be parking displacement/disruption caused by non-resident parking as the road would not be restricted to residents only.</p>
<p>Regarding Notice of Intention that double yellow lines are proposed on Bishops Rise junctions at Peregrine, Reservoir Court, and Nine Acre Lane. Although I agree with concerns raised about the dangerous parking which I have witnessed countless times due to drivers parking too close to junctions, I feel making this area a completely No waiting at any time zone is short-sighted.</p>	<p>1</p>	<p>We received numerous complaints concerning dangerous parking, the installation of double yellow lines to improve road safety by aiding visibility in exit and entry. In Bishops Rise, we have proposed some sections of double yellow line where parking would have led to oncoming traffic being unable to pass through or reduced vision to pull out onto the carriageway. Double yellow lines first and foremost are proposed on junctions of roads to enable enforcement powers of the highway code provision of not parking within 10 metres of a junction or where parking would impair vision to pull out onto the carriageway.</p>

I am concerned that those currently parking unsafely on Bishops Rise will move to Peregrine Way as there is no enforcement or restrictions planned for the street	1 (Peregrine Way)	As Peregrine Way, Reservoir Court and Nine Acre Lane are all privately maintained roads and does not make up part of the Hertfordshire County Council public highway network, we do not have powers to introduce restrictions. It would be up to the land/road owner to introduce any measures
The layby at the bottom of Bishops Rise is used for parking by residents of Aldykes	1	Feedback received from some Bishops Rise residents highlighted parking by residents from Aldykes causing a reduction in parking in this road. Aldykes residents since 2020 have been within their own resident permit zone – B20. At this time, there is significantly more kerbside parking space compared to number of permits sold. Whilst it is appreciated that residents may have their own personal choice of where they have historically parked, however, parking upon the public highway cannot be guaranteed. To remove Aldykes residents from Zone B20 and move into proposed zone B26 would also require a previously made Traffic Regulation Order to be considered for amendment with additional financial cost. At this stage only one resident of Aldykes has asked us to consider moving their property into another permit zone. We acknowledge that the resident in question may now need to park within the address road they live in which may out of sight of their property. At weekends and evenings (by our recommendation) the resident can choose to park in Bishops Rise evenings and weekends as restrictions wouldn't apply.

Hilltop Objections	Number	Response
I have just read your Notice of Intention for the parking in Zone B28 and feel that the times expressed are excesses. I would like to see 08:00 to 16:00 Monday to Friday and not include weekends... I have noticed that in most areas their parking restrictions are only Monday to Friday, Saturday and Sunday FREE	22 re. days and times  40 Tudor Close Petition	The proposals were based on what most respondents who voted for in our previous surveys where they highlighted parking pressures due to the prevalence of non-residential parking in this area such as university students and hence 7am to 9pm being voted by the majority. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 6
This is inconsiderate to all residents in the area, Unreasonable hours of permit parking proposed (7am to 9PM 7 days a week) is restrictive/and curfew like. Most areas implement a 9am to 5pm restriction which are peak times Monday to Friday on Lark Rise, we already have a university term time restriction which I think works, so why do we now need resident permits.	1	The proposals are based on what most respondents who voted for in our previous surveys where they highlighted parking pressures due to the prevalence of non-residential parking in this area such as university students and hence 7am to 9pm being voted by the majority. Term time dates never remained the same every year. The Easter Bank Holiday dates varied every year. With the variation of these dates, it meant the enforcement was inconsistent and could lead to the area not being enforced at all when students were at university. A resident permit zone would not be suitable to turn on and off in accordance with

		events and should apply equally to all drivers 52 weeks a year. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 6
I am completely opposed to this as I have a lot of extended family with young children who visit very regularly on the weekends, and this will not be viable for them to come and visit with nowhere to park. I will already have to pay for 4 vehicles in our household and could not afford to pay for anymore.	1	While we understand that the cost of living has gone up, the cost of designing, introducing, and maintaining a resident permit scheme is partly self-funding by residents who would get direct benefit from better availability of parking. Residents who have off street parking e.g., a driveway will not require to purchase a permit if they plan to park off road. As most respondents to the survey indicated they wanted a permit scheme it is in effect wanted, though not all residents will of course want or agree to the concept. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 6, which in turn would mean the objector would not need to use visitor vouchers at weekends
With ongoing living cost crisis as a Council instead of helping your resident, you increase a cost of living in the area. Our Council tax is higher every year, the permit cost will grow each year as well.	22 re. financial cost	While we understand that the cost of living has gone up, the cost of designing, introducing, and maintaining a resident permit scheme is partly self-funded by residents who would get direct benefit from the scheme. The fees and charges received from permits and vouchers goes back to funding the service. Welwyn Hatfield Borough Council have aimed to keep permit and voucher prices low and is amongst the cheapest in Hertfordshire and beyond. The Council Tax funds cannot be used to cover the cost of the permits as it is a service that is not benefitted by all the residents within the Borough.
I want to object to the ridiculous proposed restrictions on Northdown road. By restricting on verge parking, you will be removing a substantial amount of available space to park. There is very limited space already and the cars can't vanish into the ether. If you do put the VFPO in place in Northdown road, which we can't park on the cobbled verge, you are just pushing the parking problem onto another street.	6 re. VFPO	Concerning parking spaces, the proposed residents permit scheme is intended to address the issues relating to non-resident parking as raised by you the residents and allow free parking spaces for residents and their visitors only.  We have spoken further with Hertfordshire County Council who confirm the cobbled areas in Northdown and Southdown Roads are not parking spaces and was designed to protect verges and footways and reduce the risk of run overs onto the pavement. The cobbles are not designed to be suitable for vehicles to be parked upon them.
There is no guarantee that having an expensive Permit, will get a Space.	11 re. lack of parking	While we cannot guarantee that residents will always get parking spaces of their choice, the proposed residents permit scheme is intended to address the issues relating to non-resident parking as raised by the residents and allow free parking spaces for residents and their visitors only. By removing the non-resident parking (aside from authorised visitors to a household), it would in turn free up parking space giving residents better options to park closer to their homes.

<p>I am writing to object to the parking restrictions for hilltop area of Hatfield I live in Ryecroft and your restrictions and verge orders that you want to implement are totally unrealistic and not fit for purpose. Your restrictions will leave us with 4 spaces for 13 residents' cars.</p>	<p>2 (Ryecroft)</p>	<p>An additional parking bay which can enable 5 vehicles to park was built in March 2022 on Hazel Grove near Herneshaw which will provide additional parking for Hazel Grove and the adjacent cul de sacs. Upon recent visits, parking bays further along Hazel Grove often sit under occupied whilst drivers park haphazardly on the footway and verge nearer to Ryecroft. Ryecroft residents with permits would be permitted to park on Hazel Grove and other roads within their permit zone albeit a short walk away from their properties.</p>
<p>Parking is already very difficult, and use of the verge is the only option a lot of the time. One solution I put forward is the sacrifice of some verges to parking lay-bys, I have seen this has recently been done in some areas of Hatfield.</p>	<p>2</p>	<p>Parking improvements have been investigated in this area for approval from Hertfordshire County Council, but many areas did not qualify or comply with current design guidelines. Given that HCC under LTP4 (Local Transport Plan 4), there is an aim to reduce the number of vehicles upon the highway additional parking creation is harder to justify, bay creation also requires a minimum footway width of 2.0m and ideally a verge width of 2.4m to consider such proposals. Some areas were also cost prohibitive to create extra parking bays due to underlying utility cables/pipes, lamp-posts or the need to land transfer or re-route public footways.</p>
<p>We already have restricted parking during the university term time dates on Lark Rise and imposing additional restrictions is likely to cause hardship to the residents of this street especially at a time of rising costs of living and a low response rate to your consultation.</p>	<p>1 (Lark Rise)</p>	<p>Existing single yellow line restrictions apply to all drivers stopping residents also parking upon the road. The part time single yellow lines were introduced 15+ years ago before university expanded and did not stop parking in the whole road by non-residents. A resident permit zone would enable residents who wish to park on the road to do so without battling with non-residents increasing parking demand. Lark Rise response rate was 35% with 80% who responded in favour of restrictions.</p>
<p>Residents of 28-48 Travellers Lane, there has always been limited parking spaces in Travellers Lane and surroundings and we have always parked in Dove Court. If Zone B30 proposals go ahead, our parking would be taken away. We request to be included in the Zone B30.</p>	<p>3 re. Travellers Lane and 1 from Summerfield</p>	<p>Whilst it is <u>appreciated</u> that residents may have their own personal choice of where they have historically parked, however, parking upon the public highway cannot be guaranteed. The road was not contained within the consultation boundary, and therefore could not be considered to be granted permits at this stage. Travellers Lane and all of its postal addresses are included on the 2022/24 works programme, and the road is likely to receive its own consultation survey by early 2023 depending on the current works, where residents will have opportunity to vote for their own parking restrictions if a majority of respondents wish to see such introduced. Within that consultation Parking Services can consider (if residents vote in favour) to include these addresses either in a new zone or an existing one such as Dove Court. As our recommendation is to reduce the permit zone hours to Monday to Friday 9am to 5pm, residents in the properties concerned will still have the option to park overnight and weekends within vision of their property windows if they so wish. Disabled</p>

		badge holders can park within a resident permit zone even if not eligible for a resident permit and that can assist those who are in receipt of a badge.
Why is Furzen Crescent, Shallcross Crescent, Bradshaws and Redhall Drive not included?	1 (Other roads)	Roads such as those as well as Travellers Lane and Summerfield will be included in our next parking consultation starting in late 2022-early 2023 (depending on the outcome of this report). That consultation area was included on the 2022-24 works programme and covers the last section of South Hatfield yet to be consulted. Residents in those roads will have opportunity to then tell us any parking issues and what restrictions they would like to see introduced in their area.
...Ex-husband picks up our disabled daughter	1	Disabled badge holders can park within a resident permit zone even if not eligible for a resident permit and that can assist those who are in receipt of a badge, in this instance if the resident's daughter has a disabled badge and is being picked up or dropped off, the driver can display the blue badge in order to be exempt from the parking restrictions in order to allow pickups/drop offs.
We would like parking restrictions, but we should not have to pay for parking as this is a student parking problem, not residents parking problem. we believe that the University should be approached to pay for these permits.	2 (shouldn't pay)	The cost of designing, introducing, and maintaining a resident permit scheme is partly self-funding by residents who would get direct benefit from the scheme. The fees and charges received from permits and vouchers go back to funding the service. As with the permit zones introduced in Old Hatfield due to railway commuter parking, we do not have powers to get those who cause the parking issues to pay for permits for those residents who will benefit from the permit zone service longer term.
Why is this yearly and not a 5/10 year yearly subscription?	1 (Duration of permit)	In terms of duration of parking permits, it is standard practice not just within Welwyn Hatfield but across England and Wales that on street parking permits last for 1 year before requiring renewal. It ensures ongoing eligibility of permit holders (e.g., checks that someone has not moved and is still making use of the permit), and to make it last for a longer period would simply ensue a higher cost to be paid upfront, increasing the duration wouldn't lead to a reduction in cost.
As successor in title to the (Eagle way property), I have already purchased the right to use the residents' car park. I cannot be compelled to pay again, in the form of a parking permit, for a right that I already possess. I would interpret an attempt to enforce such a position as a breach of contract	1 (Eagle Way)	Parking Services have already investigated and consulted with relevant department regarding this objection and resident has been informed that part of the parking area did not exist at the time of the conveyance and therefore parking restriction exemption will not be granted. Owning a property lease does not grant access or rights to park. The land in question is owned and managed by the Council in the similar way to the highway.

<p>I live in Hawthornes and do not agree with the notice. We don't have enough parking space for the residents that live in the street. Our street will need more parking spaces. Some houses have two cars.</p>	<p>1 (Hawthornes)</p>	<p>An additional parking bay which can enable 5 vehicles to park was built in March 2022 on Hazel Grove near Herneshaw. However, the proposed residents permit scheme is intended to address such issues relating to non-resident parking as raised by you the residents and allow free parking spaces for residents and their visitors only. Upon recent visits, parking bays further along Hazel Grove often sit under occupied whilst drivers park haphazardly on the footway in other parts of Hazel Grove and nearby cul de sacs. Residents with permits would be permitted to park on Hazel Grove and other roads within their permit zone.</p>
<p>Parking around Martin Close.... High numbers of vans which does exacerbate parking issues</p>	<p>1 (Martin Close)</p>	<p>Resident permits can only be acquired by vehicles proven to be insured, registered at the permit address OR by a headed letter by a company confirming their employee needs to take a company vehicle home due to their role. Resident permits as agreed by County Council are also limited to vehicles that measure less than 2.3m in height and less than 5.25m in length, in turn this may reduce the number of vans.</p>
<p>I am not aware of any issues with cars being parked there for any extended periods of time, other than the cars of the residents who live there...University Campus, and there are already lots of signs and notices in the area that students are not to park there, and I do not believe that any students come and park on that road to access the University</p>	<p>4 (no parking issues)</p>	<p>As most objections received were residents who did not voice their opinions in either the two survey letters we sent out or the feedback letter we sent in Feb 2022 asking for opinions on proposed operational times, proposals were based on those who participated in the survey and most responses from the proposed permit areas indicated a preference for a resident permit scheme. Regarding university signage, these are only advisory, can be removed at any time and are not enough to stop student parking against those who know a permit control scheme is needed. There is also a possibility of unauthorised signage on lampposts in the area.</p>
<p>I am a 75 years old and registered as a disabled person with the Blue Badge Scheme. Due to my disability,... I have carers attending three times every day to get me up, provide personal care and get me back to bed. I am obviously extremely worried as to how they will be able to attend when the parking permits come into effect</p>	<p>1 (Southdown Court)</p>	<p>Council offers an all-zones professional health carers permit priced lower than a resident permit which enables carers to park across any of our resident permit schemes. Many care companies already have brought such a permit to cover them across all permit zones we operate. The carers permit allows parking within a Residents Permit parking scheme. Blue Badge Holders qualifies for free first vehicle resident permits if living in an eligible property.</p>
<p>We have a massive green which is a waste of space surely it would be beneficial to cut this back and provide the resident with more parking as over the years people have more cars What is most annoying is that we already pay WHC £59 per month for a</p>	<p>1</p>	<p>Regarding the creation of more parking spaces, Parking Services has investigated most areas for potential parking improvements and approval from Hertfordshire County Council, but areas did not qualify or comply with current design guideline and HCC's Local Transport Plan 4 (LTP4) when considering parking designs. Given that HCC under LTP4, require a minimum footway width of 2.0m and ideally a verge width of 2.4m to consider such proposals. The scheme will be monitored during the review period. A resident permit fees</p>



garage to park as the street is limited so does this mean that we will get a discount.		and charges apply equally to all drivers, and we cannot provide a discount if someone rents a garage, and a garage rent reduction also cannot be provided if a permit zone is operational nearby.
Imposing this ridiculous scam would only further isolate my mum and the community. Not to mention cause more mistrust between the public and the council. I for one would never be able to visit as I have children and can't visit late.	1	Residents parking permit scheme would enable residents and their visitors to park on the road if they choose. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 6, which in turn would mean the objector would not need to use visitor vouchers at weekends or evenings
This type of blanket application of residents permits seems to me just to be a money-making exercise for the council. If you price people out of these areas I strongly suspect that you will be reducing footfall to places like the COOP and even the Galleria, as people simply will not visit Hatfield.	1 (Received from Birmingham objector)	The fees and charges received from permits and vouchers goes back to funding the service. There are many costs involved, from the upkeep of the online permit system, the cost of the fees to create the Traffic Regulation Order, upkeep of lines (which gets repainted every 5 years), signage, cost of the enforcement officers. The service is designed to be cost neutral as well as self-funding and any excess is invested back into Parking Services and under regulations money received from on street parking cannot be used for funding other aspects of the Council. The Galleria and Co-Op have suitable on-site parking facilities. As our recommendation as per Section 6, parking would be free at the weekends which may pose a slight risk if those who visit the Galleria wish to park, though other roads would be closer to the facility already in a weekday only permit zone.
What happens if you need to call out a tradesman or the utilities for emergencies – do they need permits as well?	1	Any person parking in a permit zone road during operational hours would require a resident permit OR visitor voucher. For trades, residents would need to cover such parking with a visitor voucher. Some utilities when undertaking essential works upon the highway are exempt for the duration of works, if working inside a property, they would fall under the visitor voucher provision.
University students also park on Ryecroft.... construction workers... service providers	1	This is part of the reasoning for proposing a resident permit scheme is to remove parking by non-residents, visitors to permit households can be covered by visitor vouchers purchased by the householder. By removing such non-resident parking would then increase the available parking for permit holders during restricted hours.
Instead of your plan, just make the roads fit for parking then you would not have a problem	1	The public highway is maintained by Hertfordshire County Council (HCC), although WHBC can look to convert some highway land into parking bays, not all verges meet criteria. Widening the public highway falls under the budget and remit of HCC and can be costly to implement where space permits.

<p>While we would always seek to avoid parking in Bishops Rise and adjacent roads during Sunday Church Services, the imposition of parking restrictions Monday-Sunday 7am-9pm will impact on growing congregation at a time when all public car parks at Hilltop have been redeveloped, we would therefore, ask for consideration to a relaxation of parking restrictions on Sundays.</p>	<p>1 (Church services)</p>	<p>Parking restrictions must apply equally to all drivers, we cannot lift them for events. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 4, which in turn would mean the objector's congregation would be able to park in nearby roads as well as the 1- and 3-hour parking bays that have been approved under an executive member decision and separate Traffic Regulation Order. would not need to use visitor vouchers at weekends or evenings.</p>
<p>240 visitor vouchers a year is not enough.</p>	<p>1</p>	<p>Most Councils who manage permit schemes limit visitor vouchers to ensure the system cannot be misused. Having no limits for voucher purchases would increase the likelihood of vouchers being sold on for financial gain, causing the effect of non-residents utilising space that was designed for residents and their visitors. At the current time, we offer one of the highest rates of voucher limits, the equivalent of 46 weeks' worth. Many councils offer less than 20 weeks' worth per year. Residents in existing WHBC permit schemes rarely get close to the annual limit especially when the number of days enforcement does not apply is taken into account and other factors such as days residents may not have visitors e.g., on holiday/day out etc.</p> <p>WHBC do offer other parking solutions for professional health carers by way an annual "all zones healthcare permit" which is set at a lower cost whilst offering the holder parking access to ALL our permit zones whilst carrying out home medical and care visits. Other very short term "visitors" such as a delivery company would not require a visitor voucher to deliver a parcel or a household item. Visitor vouchers are only required if a vehicle is parking on the road in a permit zone for more than 5 minutes during the restricted days and hours. We also issue family care permits in proven exceptional medical related circumstances which also assists in reduction of visitor vouchers. Our recommendation is to proceed with Monday to Friday 9am to 5pm for the reasons set out in section 6, which in turn would mean far less visitor vouchers would likely be required.</p>

## **10 Legal Implication(s)**

- 10.1 TROs are created under the Road Traffic Regulation Act 1984. Consultations follow a statutory legal process as set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council can amend proposals once advertised. Any proposals that are less restrictive can be done without having to re-advertise the Traffic Regulation Order.
- 10.2 Through the Agency Agreement with Hertfordshire County Council, Welwyn Hatfield can implement restrictions on any road within the Special Enforcement Area and links in with Road Traffic Regulation Act 1984 powers to make certain Orders.
- 10.3 Section 149 of the Equality Act 2010 places an obligation on the Council to have due regard to the need to advance equality of opportunity between those groups who share protected characteristics and those who do not, when coming to a decision on the exercise of any of its functions.

## **11 Financial Implication(s)**

- 11.1 The cost of TRO and Parking Improvement works recommended in this report will be funded through existing Parking Services revenue and capital budgets.

## **12 Risk Management Implications**

- 12.1 Changing the parking conditions could generate negative publicity. Some parking may be displaced into nearby roads where no restrictions exist, though the adjacent roads not yet consulted are due to be surveyed in 2022/23 to ascertain any parking issues and requirements.
- 12.2 It is standard procedure to monitor new parking restrictions for the first 6 months after any are implemented; in this case Parking Services will request feedback after 3 months as the proposals are less restrictive than the consultation outcome. During this period all reports of safety issues or parking displacement will be recorded. If any significant safety issues are discovered during the monitoring period, Parking Services will investigate and carry out the appropriate remedial action.

## **13 Security & Terrorism Implications**

- 13.1 There are no known security & terrorism implications in relation to the proposals in this report.

## **14 Human Resources**

- 14.1 There are no known Human Resources implications in relation to the proposals in this report.

## **15 Communication and Engagement**

- 15.1 When making any changes to parking restrictions there is a statutory consultation process set out in the Local Authority Traffic Orders (Procedures) (England and Wales) Regulations 1996 which the Council needs to adhere to. This includes consulting directly with all affected parties and a number of statutory consultees, such as the Police and Hertfordshire County Council. Formal objections can be made only during this period stating the grounds on which they are being made.
- 15.2 Ward Members as well as emergency services and Hertfordshire County Council have been consulted as part of this process and no objections have been received from them relating to the proposals recommended in this report.

- 15.3 In addition, Public Notices are required to be erected within all affected roads and advertised in the Welwyn Hatfield Times.
- 15.4 This process has been carried out and there are no known implications in relation to the proposals in this report.

## **16 Health and Wellbeing**

- 16.1 There are no known Health and Wellbeing implications in relation to proposals in this report.

## **17 Procurement Implications**

- 17.1 There are no known procurement implications in relation to the proposals in this report.

## **18 Climate Change Implication(s)**

- 18.1 There are no known negative climate change implications in relation to the proposals in this report. Residential permit zones will restrict parking within the zone, and this may decrease the number of non-resident vehicles driving through the zone from other locations in order to park. Therefore, there is a potential for a positive climate change implication.

## **19 Link to Corporate Priorities**

- 19.1 This report is linked to the Council's Corporate Priorities to engage with our communities and deliver value for money.

## **20 Equality and Diversity**

- 20.1 I confirm that an Equality Impact Assessment (EqIA) has been carried out.

The EqIA found that there is potential for both positive and negative impacts on Age, Disability, Pregnancy and Maternity. No issues were raised from any of these characteristic groups during the course of the consultation process; however, the use of yellow lines to prevent parking on junctions may have an effect on these groups in that they might have to park further away. Verge and footway prohibitions would have a positive affect for such pedestrians for easier navigation of the public footways.

As the recommendation is to amend the proposals for permits to apply on weekdays only, it would not have a significant impact on attendance of religious services at the two churches within the permit areas which mainly occur at weekends when attendance is highest.

In mitigation there are statutory exemptions contained within the Order which allow for the unloading and loading of goods and passengers while parked on yellow lines. Blue badge holders can also park on double yellow line restrictions for up to 3 hrs. The introduction of resident permit parking will free up additional capacity which will allow these groups better opportunities to park closer to home. Visitor permits may be purchased at a 50% discounted rate for those persons in receipt of a state pension. Parking close to junctions creates a hazard in that it reduces visibility on entry and exit. The benefits accrued to the new restrictions outweigh the above-mentioned risks.

- 20.2 Parking Services believe that the benefits gained from double yellow lines far outweigh any drawbacks as it enhances the safe navigation of the highway for all.
- 20.3 In addition, during the monitoring period, should any unintended negative impacts arise Parking Services will, where possible, investigate and carry out the appropriate remedial action.

Name of author Patrick Bepura  
Title Parking Services Officer  
Date July 2022

**Background papers:**

Objections Received	Appendix A
High Dells area survey data	Appendix B
Hilltop area survey data	Appendix C
Advertised Public Notice	Appendix D
High Dells advertised drawings	Appendix E
Hilltop advertised drawings	Appendix F
High Dells recommended drawings	Appendix G
Hilltop recommended drawings	Appendix H