

**INFRASTRUCTURE, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE
26 JUNE 2018**

PART 1 - DELEGATED

- 5. INTRODUCTION OF A NEW TRAFFIC REGULATION ORDER AT THE STATION APPROACH CAR PARK, STATION APPROACH, SOUTH OXHEY (DCES)**
- 1. Summary**
- 1.1 This report details the proposed introduction of a Traffic Regulation Order (TRO) for the redeveloped Station Approach car park in Station Approach, South Oxhey. This has been redeveloped as part of the South Oxhey Initiative (SOI). Members are requested to consider the TRO proposal.
- 2. Details**
- 2.1 On-street and off-street parking controls apply within the main settlements in Three Rivers District and on other roads where they are needed to balance parking demand, ensure highway safety and prevent obstruction for service and emergency vehicles. Three Rivers is designated as a Civil Enforcement Area for parking controls and the District Council provides an on-street and off-street parking enforcement service through a partnership with Hertsmere Borough Council.
- 2.2 As part of the SOI the existing P&D car park at Station Approach was closed in April 2017 as part of the redevelopment of the area around Carpenders Park station. Prior to its closure the car park, which contained 34 spaces (including 8 spaces for business permit holders only and 2 disabled persons' parking bays), offered 2-hour free parking or all-day parking for £2. Before its closure Members had resolved at the SDP&T Committee in June 2016 to increase the cost of long-term parking to reflect that charged elsewhere in the District (initially £3 for 24 hours, increasing to £4 for 24 hours from April 2017).
- 2.3 Following the redevelopment of Station Approach the car park has been resurfaced and the layout has been modified. As a result the existing Traffic Regulation Order is no longer enforceable. It is therefore proposed to introduce a new Traffic Regulation Order.
- 2.4 The new car park has 34 parking spaces including 2 disabled persons' parking spaces. As part of the area's redevelopment it now also contains a hatched area adjacent to the rear of one of the new business units. The developer handed the car park back to the Council in April 2018. It is currently uncontrolled.
- 2.5 A wayleave is to be retained through the car park, as previously, to enable Network Rail to maintain access to the adjacent railway.
- 2.6 The proposal is for a Traffic Regulation Order which:
- 1) Introduces 1-hour free parking. This replicates the free parking now in the Rickmansworth car parks and is considered to provide a good opportunity to the new Station Approach businesses.
 - 2) Allow parking for up to 24 hours for a charge of £4, aimed at long-stay users, considering the location of the car park adjacent to the station.
- 2.7 For information, prior to the redevelopment of South Oxhey there were two car parks in central South Oxhey: Station Approach and Bridlington Road.

Bridlington Road offered up to 36 hours' free parking in 75 spaces. The Bridlington Road car park has been removed as part of the redevelopment.

- 2.8 A planning condition of the SOI was to re-provide the 75 parking spaces located in the existing Bridlington Road car park (Phase 1A of the project) prior to the commencement of works on Phase 1A. Fifty-five of these parking spaces have been re-provided on land that was formerly a grassed area located in Henbury Way. Members resolved to implement a Traffic Regulation Order on this car park allowing up to 4 hours' maximum stay free parking (SDP&T March 2017).
- 2.9 The intention is for this temporary car park to remain in place for the majority of the SOI development programme, which is currently scheduled for completion late in 2022. Towards the end of the programme this area is intended to be converted to open space for amenity use in line with the planning consent for the scheme.
- 2.10 The remaining 20 spaces were initially provided on land opposite this area formerly known as Baden Hall but have now been provided as permanent spaces within existing grassed verges owned by the District Council in Fairfield Avenue. These parking spaces are free and uncontrolled.
- 2.11 The impact on surrounding streets of the completed development will become clear on its completion. Parking provision for both the residential and commercial aspects of the SOI was considered and addressed during the planning process. Future schemes will take account of changes to parking pressures as a result of the Initiative.

3. Reasons for Recommendation

- 3.1 The implementation of a new TRO for the Station Approach car park will allow for parking controls to be implemented in this car park to enable the District Council to control it.
- 3.2 The introduction of a mixture of short-stay (1-hour free parking) and long-stay parking (£4 for up to 24 hours' parking) allows for flexibility in the use of the car park. The use of individual parking bays will not be designated, so all bays could be used either for 1-hour or up to 24-hour parking. All vehicles will need to display a ticket.
- 3.3 The 1-hour parking, reduced from the previously available 2-hour free parking, reflects the parking regime recently introduced in Rickmansworth and provides short-term parking for those visiting the businesses in Station Approach or the station for dropping off/collecting purposes (in excess of the dropping off bays to the front of the station). It is considered there are other parking options in the vicinity of the station (4 hours at Henbury Way car park, on-street parking and the proposed private car parks) which will provide alternative parking.
- 3.4 Consideration has been given to balancing the conflicting needs of different user groups. Where short-stay users occupy a space in the car park for 1 hour, resulting in a long-term space being compromised, it is anticipated that those seeking long-term parking will arrive first, prior to the majority of the businesses opening. The view of Officers is that this car park is primarily intended to be a car park to serve long-stay rail users, given its proximity to the station.
- 3.5 Business permits have previously been issued in parts of the District, including in this car park prior to its redevelopment, for use by employer and employees vehicles but these permits were initially created to provide parking for businesses which had a vehicle registered to the business. The business units

in Station Approach are already being sold without business permits. As of 25 May, 3 units have completed leases and there has been no demand to date for business permits. However, there is a loading/unloading bay provided to accommodate a funeral parlour. This will be subject to a separate licence agreement linked to the lease for the shop. The licence will terminate if the shop tenancy ends.

4. Policy/Budget Reference and Implications

4.1 The recommendations in this report are within the Council's agreed policy and budgets.

5. Staffing, Environmental, Community Safety, Public Health, Customer Services Centre

5.1 None specific.

6. Financial Implications

6.1 The cost for implementing a TRO will be in the order of £2,000 - £5, 000 (excl. vat) and will be funded from existing budgets.

6.2 Prior to its redevelopment this car park operated long-term charges resulting in an income of approx. £3,700 in 2016/17. It is anticipated this income would be replicated with the new restrictions, albeit it is accepted demand may be less than previously given the £4 long-term tariff compared to the previous £2 tariff. However, the previous 36-hour free car park at Bridlington Road has also now been demolished, reducing long-term parking options compared to those existing historically.

7. Legal Implications

7.1 The prescribed process for implementing a TRO will take approximately four to eight months to complete having regard to other work streams and this process is subject to receipt of objections which may prevent the introduction of the TRO.

8. Equal Opportunities Implications

8.1 Relevance Test

Has a relevance test been completed for Equality Impact?	No
Did the relevance test conclude a full impact assessment was required?	No

9. Communications and Website Implications

9.1 All proposals will be publicised using the web site and standard communication channels.

10. Risk Management and Health & Safety Implications

10.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

10.2 The subject of this report is covered by the departmental service plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this plan.

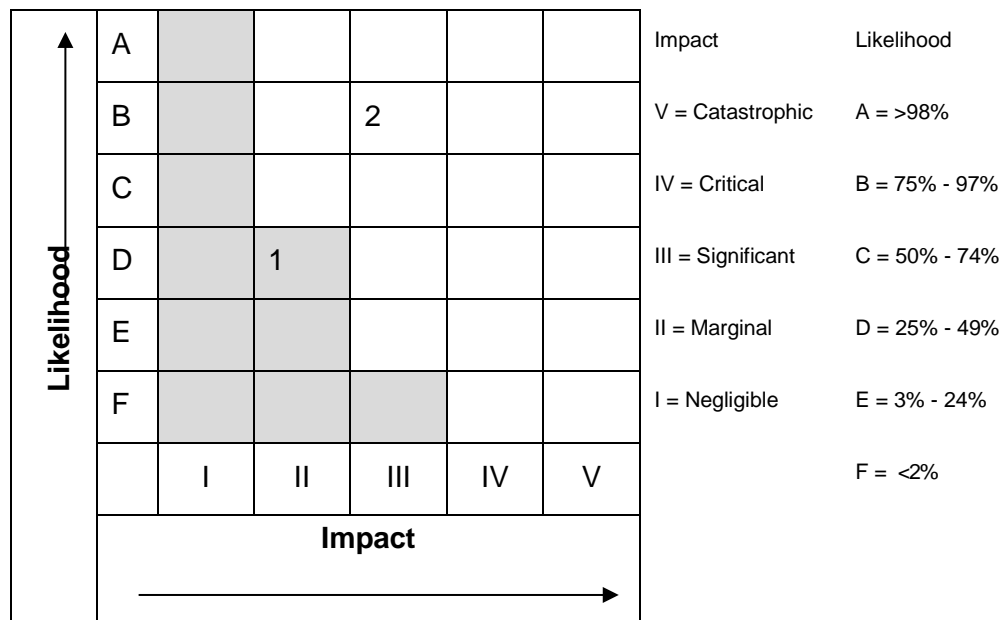
10.3 The following table gives the risks if the recommendations are agreed, together with a scored assessment of their impact and likelihood:

Description of Risk		Impact	Likelihood
1	The car park is under- utilised due to the charges and parking is displaced into surrounding streets	II	D

10.4 The following table gives the risks if the recommendations are rejected, together with a scored assessment of their impact and likelihood:

Description of Risk		Impact	Likelihood
2	Maintenance costs for the car park, but with no income received to cover these costs.	III	B

10.5 The above risks are plotted on the matrix below depending on the scored assessments of impact and likelihood, detailed definitions of which are included in the risk management strategy. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood are plotted in the shaded area of the matrix. The remaining risks require a treatment plan.



10.6 In the officers' opinion, none of the new risks above were they to come about would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of treatment plans are reviewed by the Audit Committee annually.

11. **Recommendation**

11.1 The Committee is asked to agree the introduction of a new TRO for the Station Approach car park, South Oxhey which will allow implementation of the following parking controls:

- 1) To implement a TRO with:
 - a. Short-stay 1-hour free parking and
 - b. Long-stay, up to 24 hours' parking for a charge of £4.

Report prepared by: Kimberley Rowley, Head of Regulatory Services

Data Quality

Data sources:

None

Data checked by: Kimberley Rowley, Head of Regulatory Services

Data rating:

1	Poor	
2	Sufficient	✓
3	High	

Background Papers - Parking Survey of South Oxhey 2016

APPENDICES / ATTACHMENTS

Appendix 1 - Location Plan