

**INFRASTRUCTURE, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE - 20
NOVEMBER 2018)**

PART I – DELEGATED

**8. THREE RIVERS PARKING MANAGEMENT PROGRAMME 2019/21
(CED)**

1 Summary

1.1 This report reviews the success of the parking management for the 2018/19 financial year (Appendix A) and proposes a programme for the 2019/21 financial years.

2 Details

General approach to Parking Management

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 contract with Hertsmere BC

2.2 The District Council acts as agent for the Highway and Traffic Authority, Hertfordshire County Council, to promote and introduce schemes (called “Controlled Parking Zones”) to manage the many competing demands for parking on public roads in the District. The County Council also introduces parking controls through its own programmes to develop and improve the road network and these controls are also enforced by the District Council.

2.3 These powers are set out in a Parking Agency Agreement between the two Local Authorities which enables the District to introduce “Controlled Parking Zones and Ancillary Measures.” The basis for the agreement is that the District is best placed to address competing local demands for on-street parking. It does not confer powers to specifically address traffic flow or road safety, although both are often improved by District Council parking schemes.

2.4 This committee resolved on the 18 November 2014 to introduce a procedure for prioritising new parking schemes. All requests are now assessed against a set of criteria agreed by that committee meeting.

2.5 A programme of proposed investigations is brought regularly to this Committee, comprising any work arising from or required by Council decisions (e.g. changes to parking charges); updates on projects that are already under way; and the selection of new, altered or removed parking restrictions, such that a balanced programme is produced with due regard for available resources.

2.6 Since 2015/16, new schemes have been primarily introduced on an area-wide basis, to make best use of officer time, a balance has been sought between smaller projects and those covering a wider area or involving more complex issues.

2.7 While multiple smaller items have been grouped together into “various items” projects, rather than being pursued separately, it is intended that in future these

form the minority of schemes agreed each year, with the focus being on the larger, area-wide schemes.

- 2.8 This programme may be supplemented by the inclusion of minor lower priority items in the interests of efficiency (e.g. small and simple adjacent requests, legalisation of nearby disabled bays), at the discretion of the Lead Member for Economic Development; similarly works required for business reasons (e.g. Consolidation Orders, updates to reflect changes in legislation, coordination with other projects).
- 2.9 These area-wide schemes have been started in Croxley Green (2016) and Rickmansworth West (2017) and it is expected that the next area-wide scheme will address issues in Chorleywood as this settlement is comprised of numerous parking zones that have not been reviewed for some time.
- 2.10 Many requests are received regularly from South Oxhey but this area is currently not being considered, taking account of the impact of the major regeneration schemes around the area, for which a Parking Study was commissioned in 2016 by the Major Projects team to assess the existing needs. Once works are complete on these regeneration schemes, it is anticipated that a new area-wide scheme will focus on the area.

Current work programme update

- 2.11 The current work programme is set out at Appendix A and it is recommended that this programme is retained at this time. This programme includes:
- 2.12 Two area-wide studies (Croxley Green and Rickmansworth West) which are both at informal consultation stage. Over 5,000 properties were consulted in Croxley Green in 2017 to establish the area in which a scheme would be taken forward; this produced a scheme area including around 1,500 properties in central Croxley Green which are currently being consulted on design plans. A scheme is expected to be delivered in summer 2019. Another area-wide study, 'Rickmansworth West' is a combination of minor schemes agreed in 2016/17 and following a successful first stage consultation, preliminary designs are expected to be available in spring 2019.
- 2.13 One minor schemes project, incorporating twelve locations requiring small-scale improvements; of which one (Parsonage Close) has been removed and developed separately as it requires a wider-scale scheme. Two of these are on hold, waiting other schemes by Hertfordshire County Council which may interact. These minor schemes have been developed from consultations in 2016, with significant changes to most schemes, particularly those in Heronsgate Road, Chorleywood and The Crescent, Abbots Langley where these schemes are significantly reduced due to feasibility investigations and public responses, respectively. Statutory consultation is planned to take place very early in spring 2019.
- 2.14 A significantly more ambitious scheme at High Elms Lane in Garston including careful parking management proposals to investigate measures to mitigate school and crematorium parking issues, including limited waiting and loading capacity and resultant obstruction of the A405 North Orbital.
- 2.15 The Parking Management Programme does not include schemes that are driven by the emerging Parking Revenue Strategy (although these have been detailed in Appendix A for information) developed from the former Parking Member Working Party schemes to address the parking account budget shortfall. There are seven

such schemes currently being implemented or investigated; these are shown for information on Appendix A.

- 2.16 Through the delegation of the parking enforcement function to Hertsmere BC access to a Traffic Engineer is provided for 2 days a week, with flexibility dependent on current demand. The Traffic Engineer is based at Hertsmere BC offices but attends meetings and site visits in Three Rivers when required. The arrangement is for the Traffic Engineer to work with the Senior Transport officer at TRDC in designing and implementing parking schemes. The Traffic Engineer will lead on some schemes; they are currently leading on the Croxley Green area wide review and amendments to other TROs including the introduction of free vend machines.

3 Options and Reasons for Recommendations

- 3.1 The proposals set out above will enable the effective control and progression of the Parking Management Programme, through which the District Council delivers new parking control schemes acting as agent to Hertfordshire County Council, the local Highway Authority.
- 3.2 The nature of the work programme has changed since 2017 following the inclusion of parking projects aimed at reducing the budget shortfall, increases in project timescales (due to the move towards larger area-wide schemes with longer project timescales as well as recent corporate changes affecting budget management). This resulted in projects being planned across financial years and the programme currently is set as a two-year rolling programme with an annual update with the Lead Member, where projects will be reviewed and new projects added if resources allow.

4 Policy/Budget Reference and Implications

- 4.1 The recommendations in this report are within the Council's agreed policy and budgets, developed to contribute towards the corporate objectives included in:
- Three Rivers Community Strategy 2012 – 2018
 - Three Rivers District Council Strategic Plan 2018 to 2021

5 Financial Implications

- 5.1 It is anticipated that the 2019/21 budget will include an allocation specifically for these types of schemes and the programme will be managed within the agreed allocation.

6 Legal Implications

- 6.1 All schemes will be progressed in line with the District Council's powers under its relevant Agency Agreement with Hertfordshire County Council. In some cases, where any physical changes to the layout of highway are proposed, it may be necessary for the District Council to enter into a Section 278 Agreement with the County Council, to enable works on the highway to proceed.

7 Equal Opportunities Implications

7.1 Relevance Test

Has a relevance test been completed for Equality Impact?	No – there is no change to service provision
Did the relevance test conclude a full impact assessment was required?	No – matter will be reviewed through on-going consultation.

8 Staffing Implications

8.1 The Parking Management Programme sets out the core annual work of the Traffic Engineer, overseen by the Head of Regulatory Services.

9 Environmental Implications

9.1 The impact of schemes on the local built environment and street scheme will be considered as part of individual schemes, but the design and use of any proposed parking control measures are controlled by legislation and Government guidance as well as by local policy set out in the Hertfordshire County Council policy documents forming part of the Local Transport Plan and specifically in the local design guide, Roads in Hertfordshire (2011).

10 Community Safety Implications

10.1 All schemes are designed to take account of safety implications. Where appropriate the police will be consulted and safety audits are where necessary carried out as part of the scheme design.

11 Public Health implications

11.1 None specific

12 Customer Services Centre Implications

12.1 Parking consultation is particularly likely to attract unusual levels of contact. Where required, the Customer Services Manager will be briefed as appropriate.

13 Communications and Website Implications

13.1 Information about individual schemes, and the Council's general approach to parking schemes, will be made available online and at key locations such as libraries and parish offices as appropriate.

14 Risk Management

14.1 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.

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

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

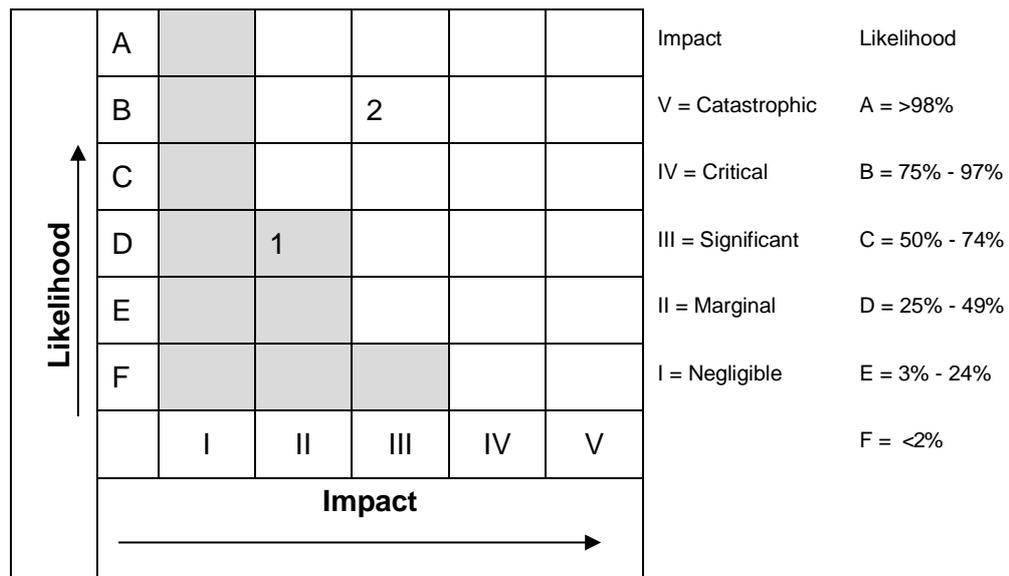
Description of Risk		Impact	Likelihood
1	The programme may not be completed in full, due to the consultative and iterative nature of the legal process for introducing parking restrictions, and limited resources within the council.	II	D

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

Description of Risk		Impact	Likelihood
2	Lack of clear and consistent approaches and procedures will lead to limited resources being unable to provide an adequate level of service in addressing parking management issues within the district.	III	B

14.5 The risks detailed above are already managed within a service plan.

14.6 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.



14.7 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.

15 Recommendation

- 15.1 That the draft programme appended to this report is agreed, and that once the programme has been set it shall be adhered to as the core scheme of work, with any significant additions, being limited to exceptions to the prioritisation procedure requested by the Lead Member, to be delegated to the Director of Community and Environmental Services.
- 15.2 That the consideration of objections relating to Traffic Regulation Orders brought forward in this programme of works and to any items remaining from earlier programmes of works, be delegated to the Director of Community and Environmental Services in consultation with the Lead Member and relevant Ward Councillors.

That public access to the report be immediate.

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Data Quality

Data sources: None

Background Papers

None.

APPENDICES / ATTACHMENTS

Appendix A – Current work programme