

**INFRASTRUCTURE, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE -
24 SEPTEMBER 2019**

PART I - DELEGATED

8A. REPORT FOLLOWING INTRODUCTION OF DEDICATED ON-STREET 'LONG-STAY VISITOR PARKING BAYS' AT KINGS LANGLEY AND CROXLEY GREEN (REF: 17-3) (DCES)

1 Summary

- 1.1 Three Rivers District Council, acting under agency from Hertfordshire County Council and in its own right as statutory Local Parking Authority, has implemented proposals to introduce long-stay parking bays for visitors at various locations on public roads in Kings Langley and Croxley Green .
- 1.2 Following receipt of objections and subsequent discussions with local Ward Councillors and the Lead Member, modifications were made to the proposed scheme, to address, where possible, the concerns raised. A report to the Lead Member detailed the proposals and objections, and recommended options on how the Council should proceed.
- 1.3 The approved scheme was installed in August 2019 following the completion of the statutory process for a new Traffic Order.
- 1.4 Following this recent installation of the approved parking scheme a number of concerns have been expressed specifically about the location of the parking bays in Kings Langley. Officers have been asked by Members to review the parking restrictions as constructed in light of the strength of local concern and problems regarding free flow of traffic in the vicinity of the new parking bays.

2 Details

Role and scope of the District Council in managing on-street parking

- 2.1 On-street and off-street parking controls apply within the main settlements in Three Rivers District and on other roads where they were needed to balance parking demand, ensure highway safety and promote the free flow of traffic. Three Rivers District is designated as a Civil Enforcement Area for parking controls and the District Council provides the statutory parking enforcement service.
- 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 competing demands for parking provision 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. These powers were set out in a Parking Agency Agreement between the two Local Authorities which enables the District to introduce "*Controlled Parking Zones and Ancillary Measures.*"
- 2.3 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 or duties to specifically address traffic flow or road safety issues, although both were often improved by District Council parking schemes.

Scheme background – Proposed long-stay visitor parking in areas of undersupply.

- 2.4 As part of the programme initiated in 2015/16 Members of the Parking Member Working Party identified a desire in August 2016 to explore the introduction of new long-stay parking bays near rail stations. In policy terms, this proposal is intended to provide parking to supplement off-street parking primarily at rail stations to ensure that all groups of road-user, including rail commuters, could access on-street parking provision (which is a key objective of the District Council's Parking Management function).
- 2.5 Following a feasibility study into the conversion of existing parking restrictions (mostly single yellow line waiting restrictions) to long-stay parking bays. which included (Winton Drive in Croxley Green and Station Road (and the adjacent Home Park Mill Link) in Kings Langley, the Council's consultants produced a long-list of potential locations, grading each using a traffic-light colouration scheme to indicate their assessment of safety, convenience and feasibility of introducing bays in each location.
- 2.6 The majority of these sites that the Working Party agreed to progress were located in Kings Langley and would reallocate as parking bays sections of waiting restriction introduced by Hertfordshire County Council as part of local safety schemes. One site, the existing Station Road bays in the Roman Gardens CPZ, was suggested as an extension to the brief by the consultants, as they noticed that these bays were not visibly used during the zone operational hours. One location is included in Croxley Green.
- 2.7 HCC was consulted from August 2017 on the principle of converting safety restrictions to bays but did not return a view before February 2018, which was non-committal and placed the onus to determine risks on the District Council.
- 2.8 Once the Traffic Order had been prepared, it was agreed with local Ward Councillors. The Police and Hertfordshire County Council (HCC) were consulted and returned no objections on the proposed Traffic Order. A formal public consultation was then undertaken during June 2018.
- 2.9 Following installation of the agreed bays in August 2019, complaints were received from Members and members of the public regarding the bays in Kings Langley, by Imagination (site 2A, 'North of Home Park Mill Link'), site 1A (Station Road, south of the M25) and site 2B (Roman Gardens CPZ). All complaints made allegations that the approved locations were unsuitable due to traffic flow and perceived road safety concerns.
- 2.10 The following response has been given to enquiries to date:

The new parking bays on Station Road were designed and modelled by two firms of traffic specialists and were authorised both by the Local Highway Authority (the County Council) which is responsible for road safety and traffic flow; and by the Police Traffic Management Unit (who must both, legally, approve any new traffic orders).

The District Council approved this scheme based on this expert advice and on the results of the public consultation held in June 2018 (which was publicised using street notices at each location, in local newspapers and online). The legal traffic order was subsequently advertised and made in June 2019 (again advertised in local

newspapers and on-street) followed by a statutory six-week period when legal challenges could be made.

- 2.11 The District Council has not formally launched the scheme in either Croxley Green or Kings Langley pending further review, however the Order has been confirmed, which has the effect of cancelling the previous restrictions. Officers have been made aware motorists are parking in the permit bays (without a permit). The Council will look at enforcing the use of the bays to prevent motorists from parking in them.

3 Options and Reasons for Recommendations

- 3.1 It is good practice to review a scheme once installed and Officers have suggested to members of the public that an immediate review of the parking bays where complaints have been received (all the bays in Kings Langley) will be undertaken in light of the continuing public concerns. The investigation will show what weight the reported concerns carry and what if any mitigation could be introduced (including rationale to remove bays if necessary). This investigation has been initiated

- 3.2 Notwithstanding this Officers have been asked to consider an immediate cessation of the use of the parking bays and to reinstate the former parking restrictions in view of the strength of concern from Members and the public. This would be achieved through the revocation of the Traffic Order. The process would involve a minimum 21 day statutory consultation process. There is also a 6 week challenge period within the statutory procedures but regard could be had to whether any revocation agreed is brought into effect immediately if it is considered that the risk of a challenge is low.

- 3.3 A statement of reasons has to accompany any change to a Traffic Order. In seeking the revocation of this Traffic Order technical justification for the revocation should therefore be provided. The risk associated with the revocation of this Order is detailed below.

- 3.4 Revocation of the Order would result in the entire scheme (all new parking bays in Kings Langley and Croxley Green) being withdrawn and the lines and signs removed. This would not of course prevent a revised scheme being reconsidered (without the areas of current concern) in the future.

4 Policy/Budget Reference and Implications

- 4.1 The recommendations in this report were within the Council's agreed policy and budgets, developed to contribute towards the corporate objectives included in:

- Three Rivers Community Strategy 2018 to 2021
- Three Rivers District Council Strategic Plan 2018 to 2021

5 Financial Implications

- 5.1 The proposal will be dealt with within existing budgets.

6 Legal Implications

- 6.1 This scheme will be progressed in line with the District Council's powers conferred by the Road Traffic Regulation Act and as detailed by its relevant Agency Agreement with Hertfordshire County Council.

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 Transport & Parking team, overseen by the Head of Regulatory Services. The proposal has no impact on staffing.

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 were 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 were designed to take account of safety implications. Where appropriate the police were consulted and safety audits were 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 the progress of schemes, and the Council's general approach to parking schemes, will be made available online and at key local public locations (such as libraries and Parish Council offices) as appropriate.

14 Risk and Health & Safety Implications

- 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 **not** covered by the Regulatory Service Plan. Any risk resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
Lack of technical justification for revocation of a Traffic Order results in potential risks to other schemes linked by the same approvals. E.g. Winton Drive				Medium to High

14.3 The above risk was scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely ----- Likelihood ----- Remote	Low	High	Very High	Very High
	4	8	12	16
	Low	Medium	High	Very High
	3	6	9	12
	Low	Low	Medium	High
	2	4	6	8
	Low	Low	Low	Low
	1	2	3	4
	Impact			
	Low			High

Impact Score

4 (Catastrophic)

3 (Critical)

2 (Significant)

1 (Marginal)

Likelihood Score

4 (Very Likely (≥80%))

3 (Likely (21-79%))

2 (Unlikely (6-20%))

1 (Remote (≤5%))

14.4 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 were therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

15 Recommendation

15.1 That the Committee determines to initiate procedures to revoke the long term visitor parking bay Traffic Order covering Kings Langley and Croxley Green.

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Data Quality

Data sources: Sufficient

Background Papers

None.

APPENDICES / ATTACHMENTS

None