

**INFRASTRUCTURE, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE – 19  
JANUARY 2021**

**PART I - DELEGATED**

**8. VERGE HARDENING PROGRAMME 2021-23  
(DCES)**

**1 Summary**

- 1.1 The District Council as the statutory Local Parking Authority (and as agent to the local Highway Authority, Hertfordshire County Council) manages the provision of on- and off-street parking in the Three Rivers District.
- 1.2 The Verge Hardening Programme introduces infrastructure improvements to improve parking opportunities by hardening grassed verges on land owned by the District Council (off-street parking). The annual programme integrates with the Parking Management Programme to ensure that parking areas are suitably controlled and managed by both enabling parking; and restricting it where necessary.
- 1.3 This report provides the current, prioritised list of proposed schemes to increase parking opportunities by converting grassed verges and other areas. It details the schemes that have been introduced over the last 2 financial years and which are expected to be introduced in the next period 2021/23.

**Context**

- 1.4 The Programme specifically addresses parking on verges under the control of the District Council where parking demand and behaviours are reported to cause difficulties for people walking, cycling and driving. Schemes are generally requested by residents who find it difficult to park near their home.
- 1.5 New off-street parking can only be provided to address parking demand where parking congestion is shown to affect the free flow of traffic (vehicular or pedestrian), often at key locations such as town centres and significant attractors, but also in residential areas, where the District Council often owns significant sections of verge.
- 1.6 Three Rivers District Council manages parking on 126 kilometres of roads (36 kilometres of residential streets) for a local population of around 99,000, to improve parking for local people and businesses and for visitors.
- 1.7 Verge hardening in residential areas targets the grassed areas on the verge of public roads, on land owned by the District Council or occasionally on land owned by other public bodies such as Housing Associations. Some schemes are progressed jointly with the Local Highway Authority, Hertfordshire County Council ('the LHA'). Some consents may be required such as planning or highways consents, or agreements with land owners.
- 1.8 **Progress from 2019/21**
- 1.9 One of the three proposed schemes has been delivered (the site requested on Barnhurst Path). A further site on Barnhurst Path was programmed following this and along with the two other proposed schemes is in progress. These two, at South Way, Abbots Langley and School Mead, Abbots Langley, were subject to unplanned changes to timescales because of, respectively, a conflicting highways scheme and the need to seek agreement from the land owners. These obstacles have now been

removed and all three schemes are being developed (consents are required for South Way and School Mead, which requires planning permission).

## 2 Options and Reasons for Recommendations

- 2.1 The recommendations will enable effective control and delivery of the Programme, through which the District Council delivers new parking control schemes (acting as agent to Hertfordshire County Council, the local Highway Authority).
- 2.2 The proposed programme is set from requests received from the public and other agencies. Every request we receive is assessed against a set of criteria agreed by this committee in January 2019, which sets procedure for prioritising new parking schemes. The programme comprises the completion of projects that are already under way; and it is proposed to include a further three schemes to address the highest scoring requests, which current estimates indicate can be delivered using the available funding.

### Scheme Prioritisation Procedure

- 2.3 The Parking Bay Prioritisation Procedure was updated by this Committee in January 2019 and is described below. Schemes are selected using this procedure to set the biennial programme which comprises firstly the completion of projects that are already under way; and secondly three schemes to address the highest scoring requests, to ensure a balanced programme with due regard for available resources.
- 2.4 The agreed procedure sets out that once the programme has been set it shall be adhered to with significant additions being limited to urgent risk reduction concerns and subject to the Lead Member's approval in agreement with the Director of Community and Environmental Services.
- 2.5 Requests for verge hardening schemes are scored according to Table 1 below.

Ref.	Description	Score
A	Request of scheme by each resident including petitions	+ up to 5
B	For each Ward Cllr making/supporting the request	+ up to 3
C	If a request is made by the Police	+2
D	where Hertfordshire County Council proposes a joint scheme and commits to contributing 75% (or a similar figure) of the final total cost of the scheme	+2
E	Adjustment based on Officers' judgement	+/- up to 2
F	A score of up to 3 for scheme deliverability (to be allocated based on opportunity factors such as opportunities for reduced consents or for additional funding).	+1/+2/+3
G	This programme proposes hardening of areas clearly defined as verge, where parallel parking or echelon parking can take place, this excludes any grassed amenity green over 6 metres (one car-length) from the kerb-	

	edge of the nearest public road (adopted highway maintainable at public expense).	
H	All verge hardened bays and informal parking areas on TRDC land are required to be treated with relevant Orders under the Road Traffic Regulation Act to control parking and other activities at these locations.	
I	Parking areas on TRDC estate will not be designated for the benefit of private persons or bodies.	

### 3 Policy/Budget Reference and Implications

- 3.1 The recommendations in this relate to the Council's agreed policy. The District Council operates as Local Parking Authority in a context of local and national policy and sets its policies with regard to those published by Hertfordshire County Council (primarily the *Local Transport Plan 4* and its child document, *Roads in Hertfordshire* (2011)). It also considers relevant policies including the Local Plan and the Corporate Plan.
- 3.2 It is anticipated that the 2021/23 budgets will include an allocation specifically for these types of schemes and the programme will be managed within the agreed allocation.

### 4 Legal Implications

- 4.1 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.
- 4.2 Three Rivers District Council is the Local Parking Authority for the District, designated by the Traffic Management Act 2004 (and associated legislation). It is responsible for enforcing and introducing controlled parking zones and other measures, acting under agency from the Local Highway Authority, Hertfordshire County Council. It is directly answerable to the Government for the way it manages parking finances.

### 5 Equal Opportunities Implications

- 5.1 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.

### 6 Staffing Implications

- 6.1 The Verge Hardening Programme is part of the core annual work of the Transport & Parking Policy team, supported by the retained Hertsmere Borough Council Traffic Engineer, overseen by the Head of Regulatory Services.

### 7 Environmental Implications

7.1 Parking infrastructure management schemes help to improve local environments by controlling and managing the impact of on-street parking, by improving access and safety for people walking and cycling and by promoting responsible driving.

7.2 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 4 and specifically in the local design guide, Roads in Hertfordshire (2011).

## 8 Community Safety Implications

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

## 9 Public Health implications

9.1 None specific.

## 10 Customer Services Centre Implications

10.1 Parking consultation is particularly likely to attract high levels of contact. This is usually managed directly by the Service using dedicated contact routes including online forms and email. Where required, the Customer Services Manager will be briefed as appropriate.

## 11 Communications and Website Implications

11.1 Information about individual schemes, and the Council's general approach to parking schemes, is published online at [www.threerivers.gov.uk/betterparking](http://www.threerivers.gov.uk/betterparking) and at key accessible locations such as libraries and parish offices as appropriate.

## 12 Risk and Health & Safety Implications

12.1 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.

12.2 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/these plan(s).

<b>Nature of Risk</b>	<b>Consequence</b>	<b>Suggested Control Measures</b>	<b>Response</b> <i>(tolerate, treat, terminate, transfer)</i>	<b>Risk Rating</b> <i>(combination of likelihood and impact)</i>
The programme may not be completed in full, due to the	Threats to local quality of life, environmental quality reduction,	Relevant and appropriate project management	Tolerate.	3

consultative nature of the process, consents required and limited resources.	negative publicity.	processes used.		
Failure to agree programme would leave the Council unable to address some Verge Hardening issues within the district.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3

12.3 The above risks are 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.

<b>Very Likely</b> ----- <b>Likelihood</b> ----- ▼ <b>Remote</b>	<b>Low</b> 4	<b>High</b> 8	<b>Very High</b> 12	<b>Very High</b> 16
	<b>Low</b> 3	<b>Medium</b> 6	<b>High</b> 9	<b>Very High</b> 12
	<b>Low</b> 2	<b>Low</b> 4	<b>Medium</b> 6	<b>High</b> 8
	<b>Low</b> 1	<b>Low</b> 2	<b>Low</b> 3	<b>Low</b> 4
	<b>Impact</b> Low -----▶ <b>Unacceptable</b>			

**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%))

12.4 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 are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

### 13 Recommendations

It is recommended that the Committee:

- a) Agrees that the current programme along with the three highest-scoring schemes set out in Appendix A will be included on the proposed work programme; and authorises the Director of Community and Environmental Services to develop and implement schemes at these locations (or if schemes prove undeliverable, at other high-scoring locations as shown on Appendix A) in agreement with the Lead Member for Transport and Economic Development following discussion with local Ward Councillors.
- b) Confirms its agreement for the amended criteria used to prioritise the request list and the practices used in delivering the programme, as set out in section 2.5 above and as agreed in the January 2019 meeting of this committee.

Report prepared by: P. Simons, Transport Planner, Transport & Parking Projects

#### Data Quality

Data sources: Web, Local Plan, Government and HCC publications

Data checked by: P. Simons

Data rating: Tick

1	Poor	
2	Sufficient	x
3	High	

#### Background Papers

None.

#### APPENDICES / ATTACHMENTS

Appendix A –Current request list with prioritisation criteria.

## Appendix A - Current request list with prioritisation criteria

Ref	Location	Number of requests	LWCs in support	Police support?	HCC	Officer judgement	<50% offstreet	<60% offstreet	<70% offstreet	Score
		+ up to 5	+ up to 3	+ 2	+ 2	+ up to 2	+2	+3	+4	
VH01	Pinchfield, Rickmansworth	5	2	0	0	2	0	0	0	9
VH09	Mullion Walk, South Oxhey	4	3	0	0	0	0	0	0	7
VH27	Falkirk Gardens, South Oxhey	3	3	0	0	0	0	0	0	6
VH22	Birstall Green South Oxhey	2	3	0	0	0	0	0	0	5
VH31	Ballater Close, South Oxhey	1	3	0	0	0	0	0	0	4
VH11	Dumfries Close, South Oxhey	1	3	0	0	0	0	0	0	4
VH14	Muirfield Green, South Oxhey	1	3	0	0	0	0	0	0	4
VH33	Sleaford Green, South Oxhey	1	3	0	0	0	0	0	0	4
VH39	Blairhead Drive, South Oxhey	1	3	0	0	0	0	0	0	4
VH30	Hayling Road, South Oxhey (33-53 )	1	2	0	0	0	0	0	0	3
VH05	Hayling Road, South Oxhey (o/s 287)	1	2	0	0	0	0	0	0	3
VH41	Newquay Gardens, South Oxhey	1	0	2	0	0	0	0	0	3
VH35	Ivinghoe Road, Mill End	1	1	0	0	0	0	0	0	2
VH17	Jacketts Field, Abbots Langley	1	1	0	0	0	0	0	0	2
VH07	Romilly Drive, Carpenders Pk (o/s 2-4)	1	1	0	0	0	0	0	0	2
VH10	Summerhouse Way, Abbots Langley	1	1	0	0	0	0	0	0	2
VH25	Swanston Path, South Oxhey	1	1	0	0	0	0	0	0	2
VH36	Ashford Green, South Oxhey	1	0	0	0	0	0	0	0	1
VH38	Birkdale Gardens, South Oxhey	1	0	0	0	0	0	0	0	1
VH34	Blackford Road, South Oxhey	1	0	0	0	0	0	0	0	1
VH27	Bramley Gardens, South Oxhey	1	0	0	0	0	0	0	0	1
VH13	Filton House, rear Oxhey Drive	1	0	0	0	0	0	0	0	1
VH08	Henderson Place, Bedmond	1	0	0	0	0	0	0	0	1
VH15	Holmside Rise, South Oxhey	1	0	0	0	0	0	0	0	1
VH12	Lytham Avenue	1	0	0	0	0	0	0	0	1
VH37	Newport Mead, South Oxhey	1	0	0	0	0	0	0	0	1
VH32	Oakfield, Rickmansworth	1	0	0	0	0	0	0	0	1
VH21	Piltown Road, South Oxhey	1	0	0	0	0	0	0	0	1
VH20	Prestwick Road, South Oxhey	1	0	0	0	0	0	0	0	1
VH40	Tanners Hill, Abbots Langley	1	0	0	0	0	0	0	0	1
VH23	Tibbs Hill Road, Abbots Langley on the gr	0	1	0	0	0	0	0	0	1
VH24	Trowley Rise, Abbots Langley western en	0	1	0	0	0	0	0	0	1
VH44	Oak Green, Abbots Langley	1	0	0	0	0	0	0	0	1
VH42	Glencorse Green	1	0	0	0	0	0	0	0	1
VH43	Muirfield Road South Oxhey	1	0	0	0	0	0	0	0	1