

## EXECUTIVE DECISION RECORD SHEET

**Name of decision maker:** Councillor Graeme Elliot

**Portfolio:** Finance and Resources

**Date of Portfolio Holder Decision:**

**Title of Decision:**

To informally consult on proposals to introduce long stay shared use parking bays in Green End Road.

**Decision made and reasons:**

To undertake an informal consultation on proposals to introduce long stay shared use parking bays in Green End Road as part of the proposed Dacorum Borough Council (Controlled Parking Zones) Order 2017 which is due for formal consultation later this year.

The proposal is to facilitate a degree of commuter parking within the proposed zone.

Details of proposals

Telephone payment to be available in the proposed limited wait shared use bays from north of Ethwal to the Green End Lane junction with Gravel Terrace to facilitate a number of bays that can be used by commuters.

Parking bay restrictions:

- Valid residents permit – no limit on waiting
- Valid visitor vouchers – to limit of expiry of displayed voucher(s)
- Limited wait pay by phone (Telephone payment only, no pay and display machines)

Up to 1 hour - £0.50

Up to 2 hours - £1.00

Up to 3 hours - £2.00

Up to 4 hours - £4.00

Up to 9 hours - £5.50

(these charges do not include any convenience fee or additional service fees levied by the pay by phone provider)

No other changes to the existing plans are proposed to be made.

**Reports considered: (here reference can be made to specific documents)**

Boxmoor Informal Consultation Report. Dated April 2015

Boxmoor Consultation Report G-Zone Informal consultation, St. John's Road Informal consultation, X-Zone extension Formal consultation. Dated January 2016

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Boxmoor Consultation Report G-Zone Final Informal consultation Dated September 2016

### **Officers/Councillors/Ward Councillors/Stakeholders Consulted:**

Should the decision be approved formal consultations will take place with:

- The residents in Green End Road
- Councillor Graeme Elliot (Portfolio Holder)
- Ward councillors

Statutory consultees will be consulted as part of the formal consultation process.

### **Monitoring Officer Comments:**

No comments to add to the report.

### **Deputy S151 Officer Comments:**

The costs of the informal consultation can be met from within approved budgets.

### **Implications:**

Without appropriate measures and ongoing enforcement being in place, inconsiderate parking in these areas will continue to cause residents concern.

#### **Risk:**

The intention of this informal consultation is to comply with legislation and therefore avoid the risk of non-compliance.

#### **Value for Money:**

On-street parking is designed to be self-financing, in line with government guidelines. The cost of the additional informal consultation is £2998.00 and will be funded from the parking reserve within which there is budget to accommodate this consultation.

The consultants selected for this function carried out the initial consultations and design works and are familiar with the area. They are also one of the named contractors in the framework agreement for the provision of consultancy for traffic related operations and parking with Watford Borough Council which is available to Dacorum Borough Council.

### **Options Considered and reasons for rejection:**

Not to consult on the proposals, which would leave inappropriate parking issues unresolved.

### **Portfolio Holders Signature:**

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**Date:**

**Details of any interests declared and any dispensations given by the Standards Committee:**

### **For Member Support Officer use only**

Date Decision Record Sheet received from portfolio holder:

Date Decision Published:

Decision No:

Date of Expiry of Call-In Period:

Date any Call-In received or decision implemented:

### **BACKGROUND**

The area to the north of St John's Road, Boxmoor has been adversely affected by displacement parking by commuters using Hemel Hempstead railway station following the introduction and extension of the adjacent X- Controlled Parking Zone in 2014

An informal consultation was undertaken February 2015 to determine support for additional waiting restrictions. 60% of respondents from the consultation were in favour of parking controls.

A further informal consultation took place in October 2015 from which interest to be included within the proposed scheme was received from roads adjacent to the consultation area.

A further informal consultation took place in May 2016

The informal consultation will gauge support for the proposal to introduce long stay parking availability in a number of shared use bays in Green End Road prior.

A formal consultation covering the entire G-zone proposals is due to be undertaken later this year.

Due to problems with increasing parking congestion in and around Hemel Hempstead town centre and the congestion that commuters have been causing in the close proximity of Hemel Hempstead train station, since 2003 the Council has been introducing Controlled Parking Zones (CPZ's).

The purpose of the CPZ's is to introduce parking restrictions in a particular zone to help residents to be able to park near their homes. The introduction of the CPZ's has delivered a positive outcome for residents including less congestion, safer streets and reduced pollution.

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The costs of consulting with residents, advertising and installing the new CPZ's have up until now been funded from a parking reserve, but this reserve is now exhausted. The cost of the ongoing parking enforcement is funded from the annual Parking Service budget, however as the number of areas to be enforced has increased significantly since the Council adopted Decriminalised Parking Enforcement (DPE), back in 2003, the enforcement resources have not matched this increase.

The parking enforcement of CPZ's, Traffic Regulation Orders (TRO's) and Council off-street car parks is delivered by Indigo Park Services UK Ltd, via a contract between Dacorum Borough Council and Watford Borough Council

The latest parking enforcement contract commenced in March 2008, at that stage the Council had 3 CPZ's, 26 TRO's and 23 TRO's from Hertfordshire County Council to enforce, this was in addition to the Council's off-street car parks.

Since March 2008 the Council have introduced a further 6 CPZ'S (excluding G-Zone), 29 on-street TRO's and Hertfordshire County Council has introduced a further 48 on-street TRO's.

The impact of the introduction of these additional CPZ's and TRO's is that as the number of areas to be enforced increases, the cost of the resource to enforce these areas has remained fixed and as a consequence the enforcement resources are spread thinner.

With the CPZ reserve now depleted, the Council does not have the funds from the reserve to be able to introduce any further CPZ's. Should the Council wish to continue to implement CPZ's and TRO's then they will need to investigate different funding streams.