

## EXECUTIVE DECISION RECORD SHEET

<b>Name of decision maker:</b>	<b>Councillor Graeme Elliot</b>
<b>Portfolio:</b>	<b>Finance and Resources</b>
<b>Date of Portfolio Holder Decision:</b>	

<b>Title of Decision:</b>  Consultation on a proposal to introduce a Controlled Parking Zone in the roads near Tring Railway Station.
<b>Decision made and reasons:</b>  To engage consultants to undertake an informal consultation on the proposal to introduce a Controlled Parking Zone to include Clarkes Spring and a length of Station Road, Aldbury, the boundary of which would be determined by the results of the consultation.  The introduction of the restrictions is proposed to regularise the on-street parking provision and improve amenities.  The reason for the decision is to deter inappropriate parking by commuters using Tring Station.
<b>Reports considered: (here reference can be made to specific documents)</b>  No reports to be considered
<b>Officers/Councillors/Ward Councillors/Stakeholders Consulted:</b>  Should the decision be approved consultations will take place with: <ul style="list-style-type: none"><li>• The residents in and around the proposed zone</li><li>• Councillor Graeme Elliot (Portfolio Holder)</li><li>• Ward councillors</li></ul>
<b>Monitoring Officer Comments:</b>  No comments to add to the report  <b>Deputy S151 Officer Comments:</b>  The costs of implementing this decision can be met from the existing Parking Reserve.

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### Implications:

Without appropriate measures, inappropriate parking in these roads will continue.

### Risk:

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

### Value for Money:

The on-street parking service is not designed to produce any income, but, in line with government guidelines, to be self-financing.

The funding resource for this scheme is available from the Parking Reserve. The estimated cost to complete the scheme is £21,000. The initial costs are estimated at £14,440.

The consultants selected for this function have previously carried out consultations and design works for DBC 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:

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

Clarks Spring currently has a Monday to Friday 10am to 11am "commuter ban" waiting restriction in place. This, while discouraging parking by commuters who work

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on weekdays during “normal” working hours, is proving less effective in preventing parking by commuters who work non-standard hours and at weekends.

There is currently a small resident parking scheme on one side of Station Road adjacent to Railway Cottages, (TS zone), it is anticipated that this would be absorbed within the larger scheme.

To avoid displacement parking into Station Road the proposals will initially include the section of Station Road between its junction with Beggars Lane and its junction with Northfield Road.