

**TRAFFIC REGULATION ORDER CONSOLIDATING EXISTING WAITING  
RESTRICTION ORDERS, THREE RIVERS DISTRICT**

Report of the Director of Environment

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**1. Purpose of the Report**

1.1 To consider, in the light of objections raised, whether or not to confirm the Traffic Regulation Order consolidating existing regulations within the Three Rivers District Council area.

**2. Summary**

2.1 The purpose of the consolidation order is to bring together in a single document all existing parking and loading restrictions within the Three Rivers area. This will:

- Make effective enforcement of these orders easier in the future which will be beneficial to highway safety and amenity
- Make it easier to make future amendments to these orders where such changes are deemed to be necessary
- Fulfil the requirement for a review of the state of existing restrictions, which was a requirement of the Special Parking Area order for the district.

2.2 A number of minor changes and additions to the existing parking restrictions have also been incorporated in the order. These are detailed in Appendix 1. In most cases they are low-key and non-controversial.

2.3 The consolidation order was prompted by the fact that the Three Rivers District has been made a Special Parking Area (SPA) with the District Council delivering parking enforcement on the highway through its contractor Vinci Park. This replaced the previous parking enforcement service provided by the police.

2.4 A number of objections have been received including one from the Member for the South Oxhey Division. All objections are summarised in Appendix 2.

2.5 Despite these objections, members are being asked to confirm the introduction of the consolidation order.

### **3. Conclusions**

- 3.1 In most cases there will be no change to the existing restrictions.
- 3.2 Most objections relate to existing restrictions that would continue to be enforced in the event that the consolidation order was not confirmed.
- 3.3 The confirmation of the consolidation order will allow the effective enforcement of all parking restrictions within the Three Rivers District. This will help to deter inappropriate parking and benefit highway safety and amenity.
- 3.4 That it would be acceptable for the consolidation order for waiting restrictions in the Three Rivers District to be confirmed as advertised.

## 1. **Background**

- 1.1 From 1<sup>st</sup> July 2001 Three Rivers District Council (TRDC), actively supported by Hertfordshire County Council, obtained a directive from Central Government giving the Three Rivers District the status of a Special Parking Area (SPA) thereby allowing the District Council to take over the enforcement of on-highway parking restriction from the police.
- 1.2 One of the requirements of the SPA directive was that, within a reasonable time period, a complete review of existing waiting restrictions should take place. The purpose of the review was not to test whether any existing restrictions were still needed or desired but rather to ensure that all the requisite documentation was available and that the restrictions were clearly and correctly signed and marked on the road to allow proper enforcement.
- 1.3 Over the last twenty-five years there have been in excess of eighty traffic regulation orders made appertaining to waiting restrictions within the District. Some of the paperwork relating to these orders was found to be missing or incomplete. This makes the task of relating a parking ticket (or Penalty Charge Notice [PCN]) to an individual order difficult and potentially reduces the effectiveness of the parking control. Consequently it was decided to produce a single consolidation order encapsulating all existing orders within the District with the exception of those which were to fall within the proposed Chorleywood Controlled Parking Zone (CPZ).
- 1.4 While preparing the consolidation order, a number of anomalies were found including experimental orders which had not been made permanent, waiting restrictions which were marked but had no formal order and current restrictions which were patently inappropriate. Consequently a few changes to the existing orders have been made to deal with these anomalies. These are detailed in Appendix 1. All other restrictions – the vast majority of those within the consolidation order – remain unchanged. The purpose of the order is to reconfirm these restrictions in a form which would allow easy reference and, if necessary, amendments in the future.
- 1.5 TRDC has now entered in to an agreement for parking management with Hertfordshire County Council. Under this agreement, TRDC has the power to make and amend orders relating to waiting restrictions. This will allow TRDC to implement its parking policies within the District. To take advantage of this arrangement, TRDC is setting up a protocol under which existing restrictions can be reviewed, unnecessary restrictions revoked and new restrictions introduced. It is also actively pursuing CPZs for Chorleywood and Rickmansworth with other areas possible set to follow in due course. This is an appropriate mechanism for the review of existing restrictions and TRDC's Executive Committee has indicated that South Oxhey, which generated the most objections to the consolidation order, will be its next priority for review.
- 1.6 The nature of the consolidation order, encompassing as it does nearly every waiting restriction in the district, meant that a detailed consultation process was beyond the scope of the available time and resources, particularly as, in

most cases, there would be no change to the existing restrictions. Consequently, it was not felt to be appropriate to make any significant or contentious modifications to orders. In most cases the consolidation order reflects the existing order precisely. In a few cases minor amendments which were felt to be necessary and non-contentious were included. Also included were a few new restrictions that had been previously agreed through more detailed consultation processes but were still awaiting implementation. Appendix 1 details all changes, modifications and additions to the existing restrictions. All other restrictions remain unchanged.

- 1.7 Most of the objections that have been received relate to existing regulations that are currently in place and enforceable. If the consolidation order were not confirmed, these existing restrictions could and would still be enforced. These objections have generally arisen where local residents and traders feel that existing restrictions are unduly harsh, particularly in the light of the new, potentially more rigorous, enforcement regime. Such restrictions could be reviewed through TRDC's protocols in due course, although it should be born in mind that all of these waiting restrictions would have been introduced for a reason.
- 1.8 From the above, it will be seen that the consolidation order is principally an administrative function and will bring all the existing orders together into a single document. This will in turn help the District Council to manage the parking controls more efficiently and to make future amendments to orders more easily.

## 2. **Analysis of Objections**

- 2.1 For ease of administration, the consolidation order is divided into seven parts. Four cover the Parishes of Abbots Langley, Chorleywood, Croxley Green and Watford Rural (the Parish of Sarratt contains no waiting restrictions); one section covers the unparished area around Rickmansworth and one covers the Moor Park estate which is composed mainly of private streets within that unparished area. The final section covers Green Street, an area of existing controlled parking within Chorleywood that does not form part of the Chorleywood CPZ and therefore needed separate coverage. Appendix 2 summarises all objections by street but the following is a general summary by area of objections and issues raised. A full copy of the objections is available for Members to view in Room 103 at County Hall. If any members of the public wish to view, arrangements can be made to view either at Three Rivers Highways Partnership, Basing House, Rickmansworth or at County Hall by contacting Adrian Service on 01992 555564.
- 2.2 **Rickmansworth:** Most objections relate to existing orders to which no changes are proposed. In many cases objectors felt that the restrictions are no longer necessary and could be removed or relaxed. One objection was raised to a new restriction. One objection, received after the deadline, related to an experimental order that had never been confirmed and is therefore not enforceable, the confirmation order seeks to make it enforceable.

- 2.3 **Abbots Langley:** All objections, including a petition of 56 signatures, relate to existing orders to which no changes are proposed. Again, many objectors feel that the restrictions are unnecessary.
- 2.4 **Watford Rural:** This area generated in excess of 200 objections including one from the County Council Member for the South Oxhey Division. All objections related to the South Oxhey area, part of the Watford Rural Parish where parking is often at a premium. Most objections took the form of a standard letter objecting to each of the proposed restrictions in South Oxhey. As with other areas, most of these restrictions are existing and no changes are proposed. The only new restrictions were agreed as part of a recent enhancement scheme but have not yet been implemented.
- 2.5 **Croxley Green:** Two objections have been received, both relate to new or modified restrictions. In both cases, however, the modifications are minor, introducing short additional lengths of ‘At Any Time’ restriction in places where it is considered obstructive and potentially dangerous to park.
- 2.6 **Moor Park:** One objection was received, this has been withdrawn following negotiations to reach an acceptable solution.
- 2.7 **Chorleywood (general):** Two objections have been received, both of which relate to an existing order to which no changes are proposed.
- 2.8 **Chorleywood (Green Street):** No objections have been received.
- 2.9 The majority of objections received relate to existing restrictions to which no changes are proposed. Objectors generally either wanted the restrictions revoked altogether or modified in some way. It was outside the scope of the consolidation exercise to consult on and modify orders in this way, it is felt that the new protocol being developed by TRDC is a far more appropriate way of addressing issues of this sort.
3. **Conclusions**
- 3.1 The consolidation order is largely an administrative exercise designed to make the enforcement and modification of existing waiting restrictions easier.
- 3.2 In most cases there will be no change to the existing restrictions.
- 3.3 Most objections relate to existing restrictions that would continue to be enforced in the event that the consolidation order was not confirmed.
- 3.4 Some existing restrictions are currently unenforceable for administrative reasons, the consolidation order will correct this.
- 3.5 The confirmation of the consolidation order will allow the effective enforcement of all parking restrictions within the Three Rivers District. This will help to deter inappropriate parking and benefit highway safety and amenity. It is therefore in line with the policies set out in Hertfordshire’s Local Transport Plan 2001/2002 – 2005/2006.

3.6 That it would be acceptable for the consolidation order for waiting restrictions in the Three Rivers District to be confirmed as advertised.

#### **4. Financial Implications**

4.1 The cost of confirming the consolidation order would be limited to the cost of the final advertising and associated staff time. This is estimated at £5,000 and could be funded from Hertfordshire County Council's South West Herts Area Plan budget.

4.2 There is no immediate cost implication to Hertfordshire County Council if the consolidation order is not confirmed.

4.3 However, the business case for the decriminalised enforcement in Three Rivers (which is designed on a break-even basis) relies on a certain level of revenue from the issue of PCNs. Currently, many restrictions are unenforceable; the consolidation order is designed to address this. If the order is not confirmed, the revenue generated is unlikely to reach the estimates. There could, therefore, be a significant cost if the order is not confirmed. It is not possible to quantify this cost in detail but Three Rivers District Council's business case assumes an income generation of approximate £80,000 p.a. from parking tickets in order to break even. Under the terms of the agreement between the two bodies TRDC, rather than HCC, would have to fund any shortfall if the revenue from the scheme does not cover the operating costs although these costs would still, ultimately, be borne by local council taxpayers.

4.4 The cost in staff time and advertising costs already incurred is approximately £12,000. This, along with other capital start-up costs of the CPZ, has been met from HCC's South West Herts Area Plan budget.

#### Background information used by the author in writing this report

Hertfordshire's Local Transport Plan 2001/02 – 2005/06

The objections and comments from those who responded to the various advertisements regarding the consolidation order.