

**TRAFFIC REGULATION ORDER FOR CONTROLLED PARKING ZONE,
CHORLEYWOOD, THREE RIVERS DISTRICT**

Report of the Director of Environment

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Local Member: E Clarke

1. Purpose of the Report

- 1.1 To consider, in the light of objections raised, whether or not to confirm the introduction of a Controlled Parking Zone (CPZ) in Chorleywood within the Three Rivers District Council area.

2. Summary

- 2.1 The main objective of the parking scheme in Chorleywood is to achieve a better management of the very limited number of on-street parking spaces, restricting all day parking to ensure easier parking for residents and more short stay shopping and visitor parking.
- 2.2 Three Rivers District Council (TRDC) are supportive of the proposals.
- 2.3 A number of objections have been received. All objections are summarised in Appendix 1, a report prepared for Hertfordshire County Council and Three Rivers District Council by Arup Transport Planning.
- 2.4 Despite these objections, members are being asked to confirm the introduction of the traffic regulation orders that comprise the CPZ.

3. Conclusions

- 3.1 That the proposed CPZ will allow better management of the limited on street parking in Chorleywood.

1. **Background**

- 1.1 As part of their plans for parking management within the district, TRDC has commissioned Arup Transport Planning to investigate, consult on and design a Controlled Parking Zone for Chorleywood.
- 1.2 Chorleywood is an historic settlement of approximately 12,000 people in Three Rivers District. A conservation area covers part of the village and many of the streets within it are residential and offer only limited parking opportunities. The centre of the village provides local shopping facilities to residents and the surrounding countryside; this area also has only limited space for parking. The village is served by Chorleywood Station, which attracts a considerable number of commuters each day. These various factors have created competing demands on the available parking.
- 1.3 The Arup report is attached at Appendix 1. Details of the proposed scheme and objections are in Arup's report, this report and Appendix 1 should be read in conjunction.
- 1.4 The proposed CPZ is divided into two areas. In the central area, most restrictions would operate Monday to Saturday 9am to 5pm or 8am to 6pm and would be a mix of 'no waiting', resident's permit parking and limited waiting by parking disc. There would also be some 'no waiting at any time' restrictions, in particular to protect junctions. This is shown in Appendix 4. In the outer area, most restrictions would operate Monday to Friday for one hour during the day to prevent all-day parking by commuters. Once again, there would also be some 'no waiting at any time' restrictions to protect junctions and ensure the safe and free flow of traffic. This is shown in Appendix 5.

2. **Analysis of Objections**

- 2.1 For ease of administration, four separate Traffic Regulation Orders have been prepared to cover the required restrictions.
- 2.2 The following three Orders would need to be made by Hertfordshire County Council:
 - The Hertfordshire (Various Roads Chorleywood Central Area) (Waiting Restrictions) Orders 2001.
 - The Hertfordshire (Various Roads Chorleywood Central Area) (Parking Places) Orders 2001.
 - The Hertfordshire (Various Roads Chorleywood Outer Area) (Waiting Restrictions) Orders 2001.
- 2.3 The fourth Order needed, the Hertfordshire (Various Roads Chorleywood Central Area) (Off-Street Parking Places) Orders 2001, will be dealt with by Three Rivers District Council under its own powers.

- 2.4 Members are being asked to confirm the introduction of the three Traffic Regulation Orders that relate to on street waiting and parking restrictions as listed in paragraph 2.2 above.
- 2.5 The responses to the formal consultation are included in Part 3 of Appendix 1. The objections are summarised in Part 4 of Appendix 1, together with recommendations on how the objection should be addressed.
- 2.6 Appendix 2, also prepared by Arup, includes a full list of those responding to the formal consultation on the traffic orders, together with copies of their correspondence.
- 2.7 In most cases, except as noted in Appendix 1, it is recommended that the restrictions be introduced as advertised with any actual problems to be dealt with as part of a review that TRDC will undertake once the scheme is in operation. A review of this type is normal practice with any new CPZ or similar scheme.
- 2.8 TRDC supports the proposals as part of their parking strategy for the district. The proposed Chorleywood CPZ is complimentary to the recently implemented Special Parking Area covering the Three Rivers district. A copy of a letter from the Director of Planning and Leisure at TRDC to the Director of Environment confirming TRDC's position is attached at Appendix 3.
- 2.9 Appendix 4 and Appendix 5 are plans produced by Arup showing the extent of the proposed CPZ and the parking controls it would introduce.
- 2.10 Appendix 4 shows the central area where most restrictions would operate Monday to Saturday 9am to 5pm or 8am to 6pm and would be a mix of 'no waiting', residents' permit parking and limited waiting by parking disc. There would also be some 'no waiting at any time' restrictions, in particular to protect junctions.
- 2.11 Appendix 5 shows the outer area where most restrictions would operate Monday to Friday for one hour during the day to prevent all-day parking by commuters. Once again, there would also be some 'no waiting at any time' restrictions to protect junctions and ensure the safe and free flow of traffic.

3. **Conclusions**

- 3.1 The CPZ would allow the limited available parking within Chorleywood to be better used to the benefit of local residents and traders.
- 3.2 TRDC would carry out a review of the scheme within its first year of operation.
- 3.3 The CPZ would 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.

3.4 It is therefore concluded that the three Traffic Regulation Orders listed in paragraph 2.2 above should be confirmed as advertised except for the changes identified in Appendix 1 to facilitate the introduction of the controlled Parking Zone in Chorleywood.

4. Financial Implications

4.1 The cost of confirming the orders would be covered by Three Rivers District Council with support 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 CPZ orders are not confirmed.

4.3 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 Penalty Charge Notices (PCNs). It also includes an allowance for the revenue to be generated from the sale of permits within the proposed Chorleywood CPZ. There could, therefore, be a significant cost to TRDC in lost revenue both from PCNs and from permits, 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 PCNs across the District as a whole 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 taxpayers.

Background information used by the author in writing this report

Report and appendices prepared by Arup Transport Planning
Hertfordshire's Local Transport Plan 2001/02 – 2005/06

The objections and comments from those who responded to the various advertisements regarding the traffic regulation orders.