



**TRAFFIC REGULATION ORDER
INFORMAL CONSULTATION REPORT
WAITING RESTRICTION PROPOSALS,
HIGH STREET, BOVINGDON**



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INTRODUCTION

1.0 Context

- 1.0.1 Concerns have been raised to local members and the Council regarding the turnover of spaces in the existing designated parking bays outside of the row of shops on the High Street in Bovingdon. These bays, to the south-east of the High Street junction with Old Dean, are currently experiencing vehicles waiting for long periods of time, resulting in lack of spaces for shoppers to utilise.
- 1.0.2 Dacorum Borough Council are therefore undertaking a review of the current parking arrangements on the High Street in Bovingdon. As part of this review, a site assessment was undertaken by officers in March 2023 and, following this, a design has been produced outlining the proposed changes on the sections of road under investigation.
- 1.0.3 The Council have undertaken both a consultation with residents and businesses who would be affected by the proposals, as well as a consultation with the Statutory Consultees based upon the designed proposals.
- 1.0.4 The purpose of this report is to outline the consultation processes undertaken, the responses received and to make a recommendation on how to proceed.

1.1 Proposals

- 1.1.1 The proposed alterations to the existing parking arrangements on High Street are shown in Appendix A and outlined below:
- Introducing a Loading Only Monday – Saturday 8am-6pm No Return within 1 Hour Bay.
 - Introducing a Disabled Badge Holder Only Monday – Saturday 8am-6pm 3 Hours, No Return within 1 Hour Bay.
 - Introducing Limited Waiting Bays Monday – Saturday 8am-6pm, 2 Hours, No Return within 1 Hour on the north-eastern side of High Street and in front of the shops on the south-western side of the carriageway.
- 1.1.2 The proposals have been formulated in order to create a greater turnover of parking spaces to assist local businesses, as well as to provide dedicated loading and disabled

badge holder facilities. Additionally, the implementation of Limited Waiting Bays will formalise the current parking habits on the north-eastern side of the carriageway and in front of the shops on the south-western side of the carriageway. The proposed H-bars aim to reduce the likelihood of nearby accesses being blocked by parked vehicles.

RESIDENTS AND BUSINESS CONSULTATION

2.0 Methodology

2.0.1 Residents and businesses affected by the proposals were consulted over a four-week period from 16th November 2023 to 15th December 2023. A letter & plan which explained the proposals and the reasoning behind them was posted to those directly affected. Consultees were able to respond via email or post. The letters posted are included as Appendix B.

2.0.2 The consultation areas are outlined in Figures 1 below.

Figure 1: Resident & Business Consultation Area – High Street



2.1 Consultation Responses

- 2.1.1 Following the completion of the consultation process, a total of 2 responses (of which one was a signed petition) were received regarding the proposal. Of these responses, both the individual response and the petition stated no objection to the proposal, but requested that the proposal be expanded slightly (up to the existing bus stop on the north-western side of the carriageway) to encompass the New Hall Mews and New Hall Close accesses.
- 2.1.2 The responses stated that the introduction of restrictions here would prevent access and visibility issues for vehicles utilising these accesses (as vehicles park right up to the accesses dropped kerbs), as well as improve visibility for pedestrians crossing the road. The respondents also stated this would create a pull in area for vehicles to let a vehicle travelling in the opposite direction pass.

2.2 Officers Response

- 2.2.1 It is apparent from the comments detailed above, garnered during the informal consultation with residents and businesses, that the residents who responded to the consultation were in support of the proposals put forward, although they were few in number. However, they did request that the proposals were expanded to encompass the New Hall Mews and New Hall Close accesses.
- 2.2.2 Therefore, in response to the comments received, the Council will expand the proposal to introduce No Waiting at Any Time Restrictions on High Street across the accesses to the New Hall Mews and New Hall Close and up to the existing bus stop on the north-western side of the carriageway. Additionally, to ensure that vehicles are not parked right up to the south-eastern dropped kerb access to New Hall Mews and improve visibility, the proposed Limited Waiting Bay will be shorted by 1 car length and replaced by No Waiting at Any Time Restrictions. Furthermore, to improve the constituency of the restrictions over accesses to properties, the accesses initially proposed with H-bar markings will be replaced with No Waiting at Any Time Restrictions. This will enable the Council to enforce these restrictions and aim to prevent the issues referred to above.
- 2.2.3

2.3 Conclusion

- 2.3.1 Although no objections have been raised by local residents, the Council must consider its duties under the Road Traffic Regulation Act (RTRA) 1984. According to the RTRA1984, it is the duty of a highway authority to 'manage their road network' and 'to improve road safety'. Section 122 of the RTRA 1984 states that local authorities must, so far as is practicable, exercise their functions under the RTRA so as to 'secure the expeditious, convenient and safe movement of traffic'. Additionally, Section 1 of the RTRA states the permitted purposes of a TRO which include 'avoiding danger to road users' and 'preserving/improving the amenities in the area'.
- 2.3.2 Section 122 of the Road Traffic Regulation Act 1984 also states that local authorities must exercise their functions under the RTRA so as to 'provide suitable and adequate parking facilities on and off the highway'. It is important to maintain a balance when imposing parking restrictions so as not to be 'over restrictive'. The proposals seek to improve road safety and amenities on High Street, whilst allowing parking where it is safe to do so.
- 2.3.3 After considering the above legislation and guidance as well as the original reasoning behind the proposals, the Council considers it prudent that the proposal be expanded to introduce No Waiting at Any Time Restrictions on High Street across the accesses to the New Hall Mews and New Hall Close and up to the existing bus stop on the north-western side of the carriageway, as well as to replace the originally proposed H-bar markings.

STATUTORY CONSULTATION

3.0 Methodology

- 3.0.1 The Statutory Consultees were consulted over the period from 16th November 2023 to 15th December 2023. A letter and plan were emailed directly, and consultees were invited to submit any comments via email. The letter sent is included as Appendix C.

3.1 Consultation Responses

- 3.1.1 A total of 3 responses were received from the Statutory Consultees.

- 3.1.2 A response was received from the Traffic Management Unit at Hertfordshire Police Constabulary stating that they had no comments to make on the proposed scheme.
- 3.1.3 Hertfordshire Fire and Rescue Service stated that they had no objection to the proposed scheme.
- 3.1.4 Bovingdon Parish Council requested that a H-bar marking was installed over the entrance to New Hall Mews.

3.2 Officers Response

- 3.2.1 It is apparent from the comments detailed above, that the Statutory Consultees who responded broadly support the proposals.
- 3.2.2 The Council has also agreed to implement to introduce No Waiting at Any Time Restrictions on High Street across the accesses to the New Hall Mews and New Hall Close and up to the existing bus stop on the north-western side of the carriageway, as well as to replace the originally proposed H-bar markings.

3.3 Conclusion

- 3.3.1 In light of the responses received, it is clear that the statutory consultees do not object to the proposals. The Council has also considered Bovingdon Parish Council's for additional restrictions in the area and therefore proposes to introduce No Waiting at Any Time proposals on High Street across the accesses to the New Hall Mews and New Hall Close and up to the existing bus stop on the north-western side of the carriageway, as well as to replace the originally proposed H-bar markings, should the proposals be progressed to the statutory public TRO consultation.

SUMMARY AND RECOMMENDATION

- 4.0 Dacorum Borough Council have undertaken an extensive consultation process with potentially affected residents and businesses in the area surrounding the proposals on High Street, Bovingdon. No objections to the proposals have been raised. Two responses requesting an extension to the proposed restrictions has been raised.

- 4.1 The comments received have been analysed and responded to in section 2 of this report.
- 4.2 A Statutory Consultation process has also been undertaken with the Statutory Consultees. Three responses were received, all of which did not offer any objections to the proposals.
- 4.3 In light of the above, it is recommended that the scheme is progressed to the statutory public TRO consultation process, in order to implement the proposals with an expansion to the proposal to include No Waiting at Any Time proposals on High Street across the accesses to the New Hall Mews and New Hall Close up to the existing bus stop on the north-western side of the carriageway, as well as to replace the originally proposed H-bar markings.