

**APPENDIX 4**

**TRO APPLICATION AND MAPS - BUS INTERCHANGE**

## Internal Request for Services TRAFFIC REGULATION ORDER

Name (must be a Herts Highways applicant) -

of

Contact Number -

Date -

Project Number -

Project Name –

Workstage -

WBS Code -

Client Budget Holder -

Purchase Order No -

Type of TRO

**Permanent / ~~Experimental~~ / Notice Only**

Specify Restriction - (e.g. Waiting, speed etc) (please delete as per which one is decided \*

Buses, cyclists and permit holders only and restricted speeds at 20mph \* or

Pedestrian Zone Order – with access to local buses, cycles and permit holders – restricted speeds 20mph \*

Planned Operational Date of Order\* - Jan 15

**Please endorse all parties that have been consulted (dates of consultations added)** (include contact name where applicable)

**POLICE**

Crawford Simpkins, Traffic Officer (4-12-13)

Mike Sibley, Crime Prevention design Officer (stakeholder meetings attendee)

Inspector George Holland, Dacorum Police (2-12-13)

Sgt Dean, Licensing Officer (2-12-13)

**FIRE AND RESCUE** - Ian Markwell, Hertfordshire Fire Brigade (4-12-13)**AMBULANCE** - Jackie Page, Hertfordshire Ambulance Service (4-12-13)**PASSENGER TRANSPORT UNIT**

Rupert Thacker, Team Leader – Rail Liaison and Forward Planning (18-12-13)

Guy Brigden, TAS (18-12-13)

Caroline Patten, TAS (18-12-13)

Jenny Applestone, Forward Planning Officer (18-12-13)

**LOCAL COUNCILLOR** – Cllr McKay and Adshead – 10-12-13**COUNTY COUNCILLOR** – Cllr Douris and Wyatt-Lowe 10-12-13**PARISH COUNCIL** – N/A**LOCAL AUTHORITY** – All DBC Stakeholders – 04-12-13**OTHERS** - Local area residents, local area businesses, cycling representatives (CTC Right to ride, Tring and Berkhamsted Cycle Campaign, Sustran, bus operators, Dacorum and Watford Quality Network Partnership, taxi drivers (Taxi Drivers Association)

\*It is important that sufficient time is allowed. You should allow a minimum of 6 weeks from the request date plus 21 days and one working day for Public Consultation, plus a further 2 - 4 weeks for legal procedures - see Procedure IWP 020 Section 10

**Enclosures**1) **Scale Plans** - (1:1250 preferred for urban / 1:2500 for rural on A4 if possible, if not A3)2) **Statement of Reasons** – **(Please complete attached form)**3) **Schedules** - (Lengths of road specified by fixed points to which the restrictions apply) –4) **Other Documentation** - Refer to drawing MMD-324961-C-SK-00-XX-0527,



**TRO Ref. No.**  
*(To be added by TRO Team)*

/

## INSTRUCTIONS TO CARRY OUT PROCEDURE BEFORE MAKING TRAFFIC REGULATION ORDER

PART II The Local Authorities' Traffic Orders (Procedure)  
 (England and Wales) Regulations 1996

**Subject:** Provision of new Bus Interchange for Marlowes, Hemel Hempstead

### PROPOSED TRO FOR

1. Marlowes, Hemel Hempstead – Northbound carriageway between the junction of Bridge Street and Hillfield Road. Southbound carriageway between junctions of Hillfield Road and Bridge Street.

2. Bridge Street, Hemel Hempstead – Eastbound carriageway between the junctions of Waterhouse Street and Marlowes. Westbound carriageway between the junctions of Marlowes and Waterhouse Street.

To provision access for local buses and Local Authority permit holders, cyclists and statutory bodies only, provision of solid lines to bus clearways

or

Provide a pedestrian zone order with access to local buses, cycles and LA permit holders only

Delegated Officer:

Engineer:

Tel: Alan Story – DBC 01442 228000

Tel: Mott MacDonald / Broadway Malyan

### 1. Description of Proposed TRO

(a) Name of Road: (plan of part affected to be attached)	The Marlowes and Bridge Street, Hemel Hempstead
(b) Classification of Road: (strike out/delete if not applicable)	<ul style="list-style-type: none"> <li>• Highway/ <del>Private Road</del></li> <li>• If highway:-             <ul style="list-style-type: none"> <li>• Carriageway/<del>Footway/Cycle Track/Verge;</del></li> <li>• <del>Footpath/Bridleway/Restricted Byway/BOAT</del></li> </ul> </li> </ul>
(c) Any Additional Information: (any limitations or such other relevant information about the road)	<p>Access to service areas behind buildings remains unaffected.</p> <p>We require no parking facilities, except for local buses on the Marlowes and Bridge Street and authorised limited DBC permit holders. LA permit scheme details attached</p>
(d) Nature of proposed restrictions: (details of proposed order)	To prohibit vehicles from entering the area at all times with exception to local buses, cycles and LA permit holders.

## 2. Purpose of the Proposed TRO

The TRO is proposed to address the following statutory purposes:

(Section 1 of Road Traffic Regulation Act 1984)

(Strike out if not applicable)

- |                |   |
|----------------|---|
| (a)            | for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising  |
| <del>(b)</del> | <del>for preventing damage to the road or to any building on or near the road</del>   |
| (c)            | for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)  |
| (d)            | for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property |
| <del>(e)</del> | <del>(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot</del>                |
| <del>(f)</del> | <del>for preserving or improving the amenities of the area through which the road runs</del>  |
| <del>(g)</del> | <del>for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).</del>  |

## 3. Reasons for Proposed TRO

Description of Reasons why the TRO is expedient for the above statutory purposes:

(Paragraph 2(d) of Schedule 2 of the Regulations)

To facilitate a new bus interchange and to restrict the area from unauthorised vehicles, to assist visitors to the new Bus Interchange in Bridge Street/Marlowes and the Marlowes Shopping Zone regeneration. The provision of these will enhance and facilitate easier access for visitors arriving by local transport or cycle.

#### 4. Section 122 Duty

Section 122 of the Traffic Regulation Act 1984:

*(1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.*

<b>Section 122(2) Matters:</b>	<b>Summary of Consideration</b> (If relevant)
<i>(a) the desirability of securing and maintaining reasonable access to premises</i>	Access to premises remains unaffected
<i>(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;</i>	Effect on amenities are negligible
<i>(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)</i>	N/A
<p><i>(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles</i></p> <p><i>Note: A public service vehicle is a motor vehicle (other than a tramcar) adapted to carry 9 or more passengers for hire or reward or adapted to carry 8 or less passengers for hire or reward at separate fares in the course of a passenger carrying business</i></p>	PSV are affected by this TRO, however facilities remain present with local buses and permit holders to secure the safety and convenience of persons wishing to use public transport

**Section 122(1) Generally**

*(Including: S122(2)(d)- any other matters appearing to the local authority to be relevant)*

**Note:**

Considering the purpose and reason of the proposed TRO have you secured as far as practical the expedient, convenient and safe movement of vehicular and other traffic (including pedestrians) permitted to use the road and, if applicable, the provision of suitable and adequate parking facilities on and off the highway

**Summary of Consideration**

The proposed scheme has been designed to the Roads in Hertfordshire – Highway Design Guide (3<sup>rd</sup> Edition) and Transport for London Accessible Bus Stop Design Guidance, Inclusive Mobility, Hertfordshire County Council Quality Bus Stops – design Guidelines.

The scheme allows of the passage of specified, authorised vehicles required in this area to allow safe passage for authorised vehicles and pedestrians

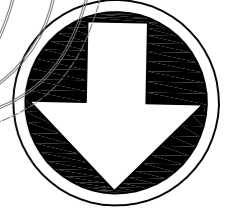
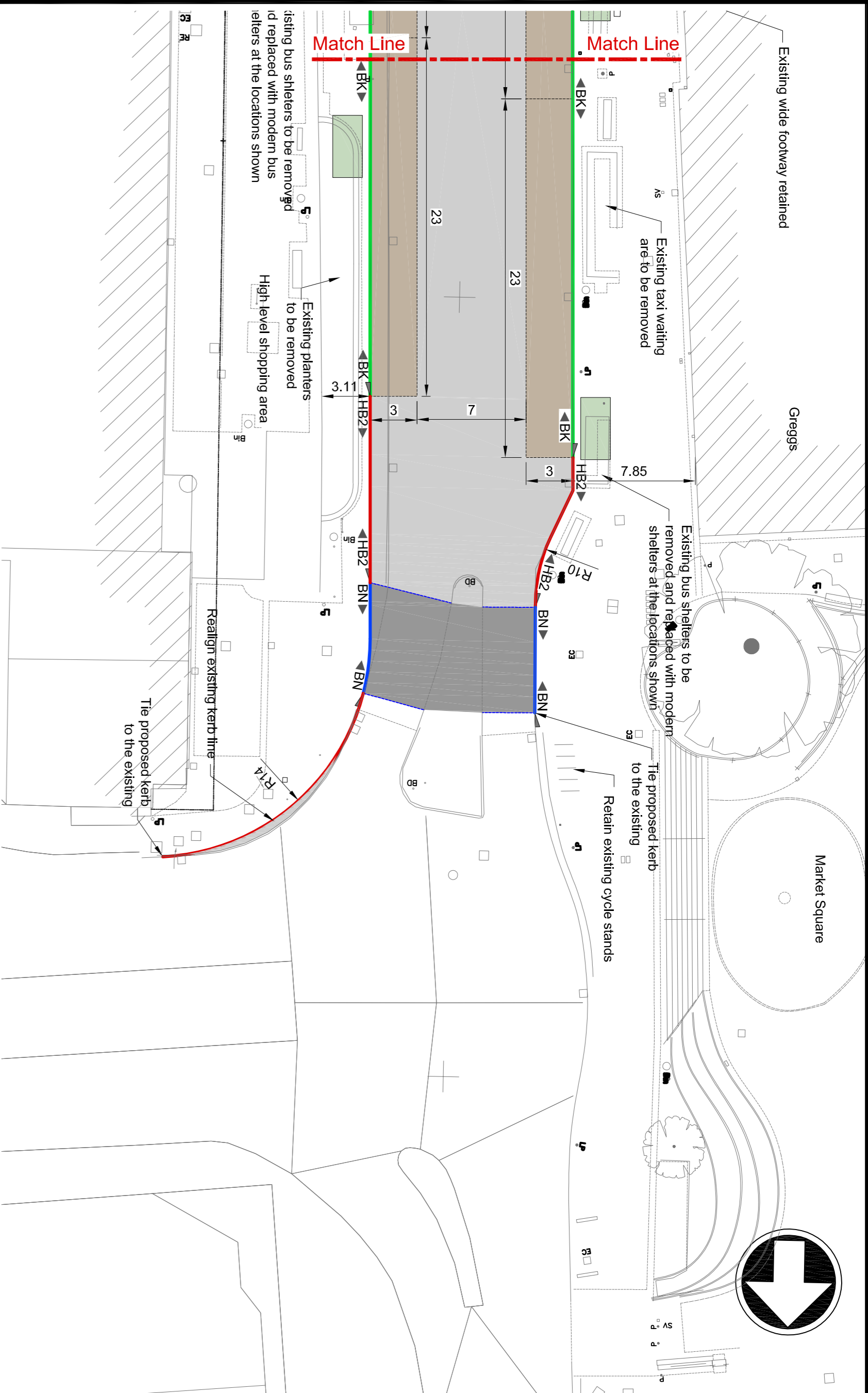
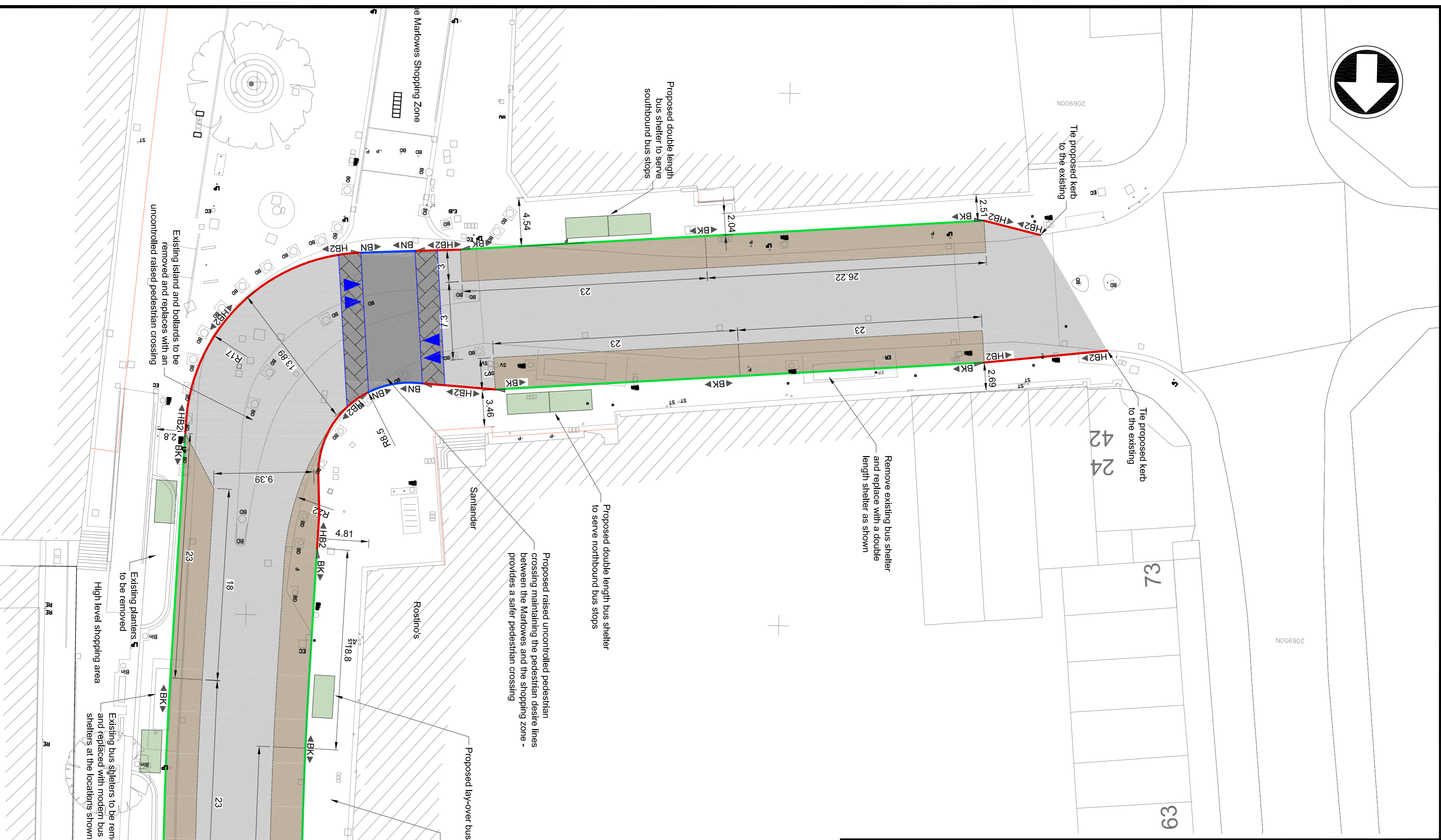
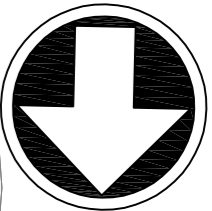
The existing PPO/TRO is no longer considered to be fit for purpose and the regeneration of the Marlowes Shopping Zone provides an opportunity to revoke the existing PPO and implement a new TRO or PZO which is fit for purpose, and allows enforcement by LA Officers and Police as required.

**5. Any other relevant matters**

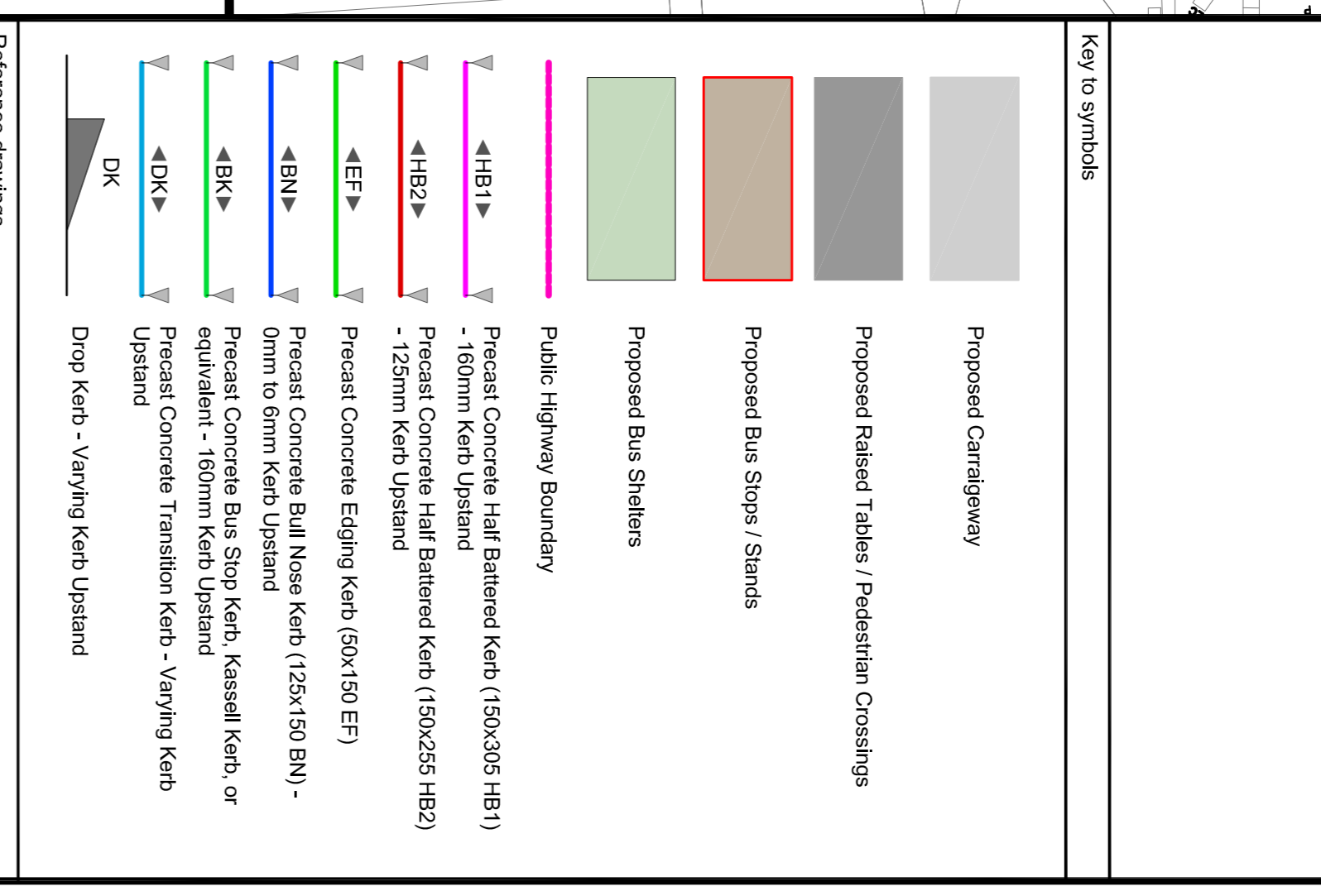
I hereby instruct the TRO Team to proceed with the publication and notification of the proposed TRO in accordance with Part II of the Regulations. The above comments are subject to further consideration after the consultation/publication period has concluded and a decision on the making of the TRO will be made at such time.

Signed: .....

Title: Hemel Evolution Project Officer..... Date: .....



- Notes
1. Do not scale from this drawing.
  2. All dimensions unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
  3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
  4. The number of bus stops to be confirmed.
  5. The number and location of bus shelters and/or awnings to be confirmed. For the purpose of this layout a Clear Channel Landmark bus shelter has been considered (to be confirmed by the Client).



Reference drawings

Rev	Date	Drawn	Description	CHK'd	App'd
P1	25/11/2013	LF	Preliminary Issue.	DR	-



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Client  
**Broadway Malyan**

**HCA Hemel Bus Interchange  
Traffic Regulation Order Consultation  
Proposed Bus Interchange  
General Arrangement**

Design	Drawn	Checked	Approved	Rev
Designed	L February	LF	Eng check	D Reddall
Drawn	L February	LF	Coordination	L February
Dwg check	D Reddall	DR	Approved	A M Rawlings
Scale at A1	1:250			
Drawing Number	PRE			
	P1			

Drawing Number  
**MMD-324961-C-DR-00-XX-0516**