

APPENDIX 5

TRO APPLICATION AND MAPS – WATERHOUSE STREET

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 (Please delete as required)

Permanent / Experimental / Notice Only

Specify Restriction - (e.g. Waiting, speed etc)

Restricted waiting – 10 minutes, no return within an hour, disabled parking (time limited if applicable), 24hr taxi clearway

Planned Operational Date of Order* - Dec 14

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 (Please specify below) Refer to drawing MMD-324961-C-SK-00-XX-0528

INSTRUCTIONS TO CARRY OUT PROCEDURE BEFORE MAKING TRAFFIC REGULATION ORDER

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

Subject: Waterhouse Street, Hemel Hempstead

PROPOSED TRO FOR (insert type of restriction and location)

Waterhouse Street Northbound carriageway between the junction of Moore End Road and Waterhouse Street and Southbound carriageway between the junction of Bridge Street and Waterhouse Street.

1. Provision of 24hr taxi clearway (37 spaces) located on the western side of Waterhouse Street, with solid yellow road markings the length of the clearway TSRGD Diag with TSRGD Diag. 1028.2 with the legend 'TAXIS'. The taxi clearway is located as follows;

- 40m South of the centre of Bridge Street up to the existing zig-zag road markings to the north of the existing controlled pedestrian crossing opposite Bank Court; and
- From the existing zig-zag road markings to the south of the existing controlled pedestrian crossing opposite Bank Court up to 55m north of the centre of the roundabout at the junction of Moore End Road and Waterhouse Street. (see plan xxx)

2. Provision of twelve (12) disabled parking bays with restricted waiting Max 3 hours no return within 1 hour at various locations (described below) on the eastern side of Waterhouse Street. Disabled parking bays are 2.0m wide x 6.0m long.

Location (see plan xx)

- 1 No. disabled bay located 20m south of the centre of Bridge Street. Total bay length 6m;
- 1 No. disabled bay located 64m south of the centre of Bridge Street. Total bay length 6m;
- 4 No. disabled bays located 26m north of the centre of the existing controlled pedestrian crossing opposite Bank Court. Total bay length 24m
- 3 No. disabled bays located 17m south of the centre of the existing pedestrian crossing opposite Bank Court. Total bay length 18m
- 3 No. disabled bays located 54m north of the centre of the existing roundabout at the junction of Moore End Road and Waterhouse Street. Total bay length 18m.

3. Provision of two (2) short stay parking bays (10 minutes – no return within 1 hour) on the eastern side of Waterhouse Street. Short stay parking bays are 2.0m wide x 6.0m long.

Location (see plan xx)

- 2 No. short stay parking bays located 26m south of the centre of Bridge Street. Total length 12m.

4. Existing bus bays to be relocated. Bus cage markings to TSRGD Diag. 1025.1 and 3.0m x 23m wide.

Location (see plan xx)

- Remove existing bus cage marking on the western side of Waterhouse Street Relocate existing bus cage on the western side of Waterhouse Street 30m north of the centre of the roundabout at the junction Moore End Road and Waterhouse Street and apply road markings to TSRGD Diag. 1025.1 with legend 'BUS STOP'
- Relocate existing bus cage on the eastern side of Waterhouse Street 72m north of the centre of the roundabout at the junction with Moore End Road and Waterhouse Street and apply road markings to TSRGD Diag. 1025.1 with legend 'BUS STOP'.

Delegated Officer:

[Tel: Alan Story](mailto:Alan.Story@hertfordshire.gov.uk), DBC 01442 228000

Engineer:

Tel: Mott MacDonald

1. Description of Proposed TRO

(a) Name of Road: (plan of part affected to be attached)	Waterhouse Street, Hemel Hempstead
(b) Classification of Road: (strike out/delete if not applicable)	<ul style="list-style-type: none"> • Highway/ Private Road • If highway:- <ul style="list-style-type: none"> • Carriageway/Footway/Cycle Track/Verge; • Footpath/Bridleway/Restricted Byway/BOAT
(c) Any Additional Information: (any limitations or such other relevant information about the road)	<p>No change to the access arrangement for vehicles and pedestrians on Waterhouse Street).</p> <p>The footway to the southern exit to Bank Court is to be reinstated</p>
(d) Nature of proposed restrictions: (details of proposed order)	Provision of taxi clearway with solid yellow lines, disabled parking bays and restricted short stay/drop off bays.

2. Purpose of the Proposed TRO

<p>The TRO is proposed to address the following statutory purposes: (Section 1 of Road Traffic Regulation Act 1984) (Strike out if not applicable)</p>	
(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
(b)	for preventing damage to the road or to any building on or near the road
(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
(e)	(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
(f)	for preserving or improving the amenities of the area through which the road runs
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

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 provide 24hr taxi clearway and formalise on-street disabled parking on the eastern side of Waterhouse Street, and to provide two short stay parking bays and 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 travelling by vehicles, cycles and on foot.

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.

Section 122(2) Matters:	Summary of Consideration (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
<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>	Passage of public service vehicles remains unaffected.

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

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 (3rd Edition) and Transport for London Accessible Bus Stop Design Guidance, Inclusive Mobility, Hertfordshire County Council Quality Bus Stops – design Guidelines and will be subjected to a road safety audit.

The scheme allows for the provision of a taxi clearway, short stay/drop off parking and formal blue badge parking.

5. Any other relevant matters

N/A

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.

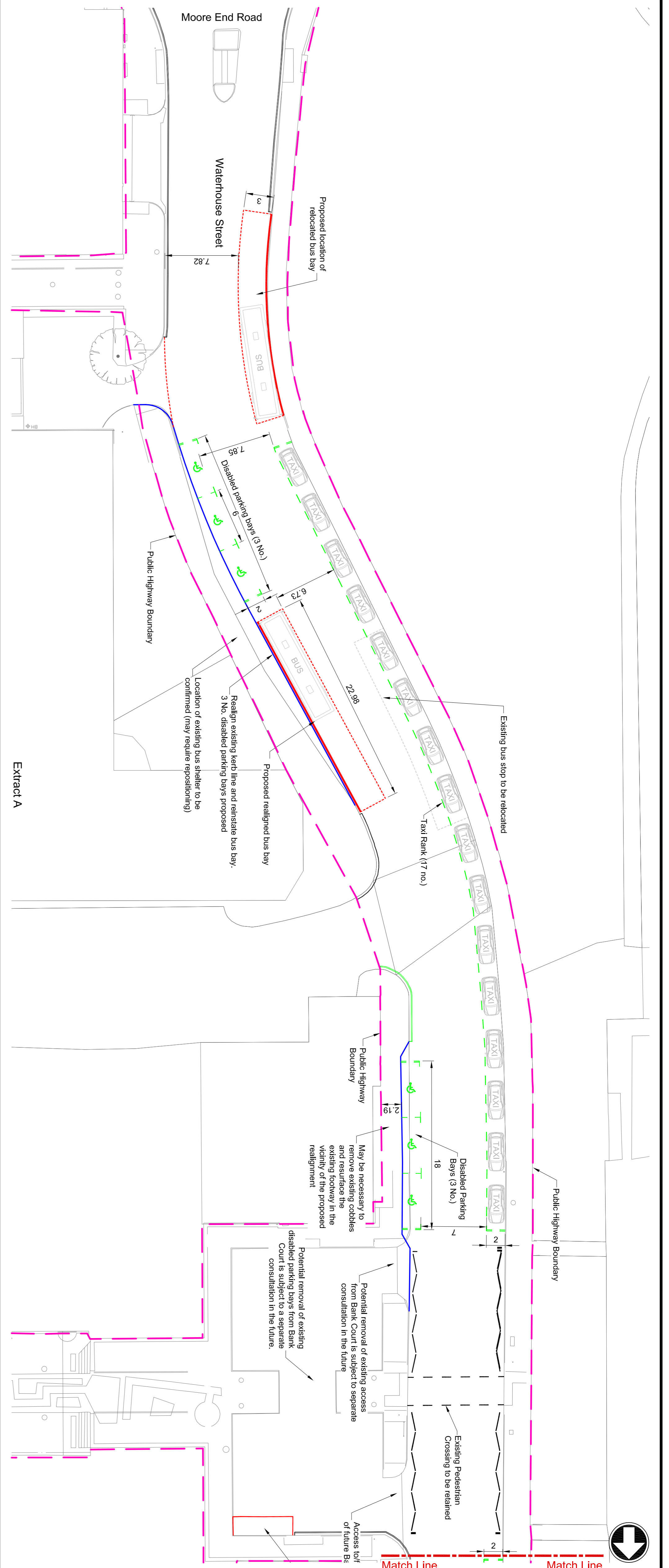
Signed: A Story

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 information provided are based on OS Mapping and are subject to change at detail design.
 5. All design to be in accordance with the Hertfordshire County Council's design guidance - Roads in Hertfordshire - Highway Design Guide 3rd Edition.
 6. Parking bay dimensions are in accordance with the Manual for Streets:
 - 6.1. Standard Parallel Parking Bays 2.0m x 5.0m
 - 6.2. Disabled Parking Bays 4.5m x 5.0m (incl. 1.2m hatched markings)
 - 6.3. Taxi spaces 2.0m x 5.5m (as suggested by Deccorum Borough Council Licensing)
 7. Proposed Parking: 37 No. Taxi rank spaces (southern end of Waterhouse St) 12 No. Disabled parking bays 2 No. Short stay parking bays (south of Bridge Street on Waterhouse street)
 8. It is assumed that taxi will depart from the head of the queue.
 9. Proposed shared occupancy cycle route to be signed with 'Way finding' signage.

Location Plan

Note:
A proposal for shared occupancy cycle route to be agreed by local authority and Mott MacDonald



Extract A



Extract B

Rev	Date	Drawn	Description	CHK'd	App'd
P1	25.11.2013	LF	Preliminary Issue	DR	-



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Client
Broadway Malayan

This
**HCA Hemel Bus Interchange
Waterhouse Street
Traffic Regulation Order Consultation
Parking Strategy**

Designed	L February	LF	Eng check	D Redfiall	DR
Drawn	L W Russell	LWR	Coordination	L February	LF
Dwg check	D Redfiall	DR	Approved	A W Rawlings	AW
Scale at A1	1:250	PRE	Status	Rev	P1

Drawing Number
WMD-324961-C-SK-00-XX-0526