



AGENDA ITEM: 10

SUMMARY

Report for:	Cabinet
Date of meeting:	16 December 2014
PART:	1
If Part II, reason:	

Title of report:	Hemel Evolution: Marlowes Shopping Zone - Bank Court Regeneration Proposals
Contact:	<p>Cllr Andrew Williams, Leader of the Council and Portfolio Holder for Planning and Regeneration</p> <p>Author/Responsible Officers: James Doe, Assistant Director, Planning, Development and Regeneration</p> <p>Nathalie Bateman, Strategic Planning and Regeneration Team Leader for Hemel Evolution</p> <p>Shalini Jayasinghe, Strategic Planning and Regeneration Officer</p>
Purpose of report	<ol style="list-style-type: none"> To consider the outcomes of the Traffic Regulation Order (TRO) consultation to formally remove the disabled parking bays from Bank Court as part of the project's design

Recommendations	<ol style="list-style-type: none">1. That progress on the Bank Court phase of the Marlowes Shopping Zone improvements project be noted.2. That Cabinet accepts and approves the responses to the consultation analysis provided following the Bank Court TRO consultation 1 Oct - 24 Oct 2014 (Appendix A)3. That following the approval of 2 above, that Cabinet agrees to progress the project by making and sealing of the Borough of Dacorum (Bank Court, Hemel Hempstead)(Pedestrian Zone) Order 2014 at the completion of the works (Appendix B)
Risk Assessment	Risk Assessment included as part of the PID for Marlowes Shopping Zone,

Equalities Implications	Equality Impact Assessment carried out as part of each design processes.
Consultees: Health And Safety Implications	<p>Harry Cole, Transformation Programme Manager for DBC, V4 Services S.151 Coordinator has been appointed to undertake statutory Health and Safety assessments. Steven Barnes, Lead Officer Parking Policy, DBC</p>
Monitoring Officer/S.151	<p>Terence Smith, Principal TRO Officer, HCC Deputy Monitoring Officer</p>
Background comments papers:	<p>Comments have been incorporated into the report. Marlowes Shopping Zone Improvement Strategy, 2011 S.151 Officer</p> <p>Cabinet Report 17 December 2013: Hemel Evolution: Major projects procurement and funding, Water Gardens and Bank Court No further comments to add to the report.</p> <p>Hemel Hempstead Town Centre Masterplan, 2013</p> <p>Dacorum Local Planning Framework Core Strategy, 2013</p>
	<p>Cabinet Report 11 February 2014 – Hemel Evolution: Marlowes Shopping Zone Pedestrian Area Designs, Bus Interchange Designs and PPO/TRO proposals</p> <p>Appendix 1: TRO notice of intention of consultation and consultation results analysis</p>
Glossary of acronyms and any other abbreviations used in this report	<p>DfT – Department for Transport</p> <p>TRO – Traffic Regulation Order</p> <p>HCC – Hertfordshire County Council</p>

Background

1. As part of the implementation of the Hemel Hempstead Town Centre Masterplan, the design proposals aim to deliver a programme of public realm improvements to transform the Marlowes pedestrianised shopping area into a unique place that offers something for everyone and is vibrant during the day, evening and night attracting more visitors, business and investment and making it a place that people will want to visit over and over again to shop, work, live and enjoy.
2. At Cabinet on 17 December 2013, Cabinet approved proposals to regenerate Bank Court with the concept of creating a piazza style flexible focal area with opportunities for pavement cafes, market stalls and special events including the relocation of all 12 disabled parking bays to Waterhouse Street.
3. At the same meeting, Cabinet also delegated authority to the Assistant Director (Planning, Development and Regeneration) to arrange a consultancy, project management and delivery solution and to award a construction contract in accordance with the Council's procurement governance arrangements for the regeneration of Bank Court.
4. Following a two stage tender process (PQQ and ITT) a Main Construction Contractor for the Marlowes Shopping Zone and Bank Court improvements, were appointed in June 2014. The design stage will continue until April 2015, with construction to starting on the Bank Court part of the project in May, with completion in Autumn 2015.
5. Initial designs for Bank Court (to RIBA stage C) were approved by Members at February 2014 Cabinet and it was agreed that a Traffic Regulation Order consultation could be carried out to formally remove the twelve Disabled Parking bays currently in Bank Court.
6. A public consultation was undertaken to gather the views of the public, local businesses and stakeholders on the planned improvements to Bank Court. The consultation was run from 12 July – 10 August 2014 and was promoted widely at the Hemel Evolution Consultation and Information Day in Marlowes on 12 July and through Social Media, website and press releases.
7. At Cabinet 16 September 2014 the results of this consultation were approved by members.
8. To deliver the scheme, a TRO is required for Bank Court. The following TRO has been consulted upon: (Appendix B)

The Borough of Dacorum (Bank Court, Hemel Hempstead)(Pedestrian Zone) Order 2014

A Pedestrian Zone which will affect Bank Court between its junction with Waterhouse Street and its junction with Marlowes. The Order will prohibit all traffic with an exemption for vehicles issued with permits by Dacorum Borough Council as specified in the Order.
9. As part of any TRO consultation there are regulations and guidelines as to the Council's responsibility to consult and consider responses received). The

Council's legal team is satisfied that appropriate consultation has been carried out and no consultations which necessitate a public inquiry remain outstanding. Accordingly, the TRO's can be made at the appropriate time and works commence.

10. The guidelines state that a public inquiry could be held if a respondent objects formally, on the grounds of either a loading/unloading restrictions, or restrictions to public service vehicles or if a Bus Operator objects. Whilst the scheme does restrict loading and unloading, this has been addressed by way of implementation of the 'DBC permit holder scheme' as per the MSZ, in which the Council can decide on an individual basis whether a vehicle will be allowed in this area at any given time, therefore not restricting loading/unloading. This area previously restricted public service vehicles (including minibuses and limousines), and therefore there have been no changes to this within our proposed order that may affect the outcome, also no Bus Operators have objected.
11. Two responses were received on this consultation (Appendix A), neither of which opposed the consultation and therefore satisfy the guidelines and it is considered that the Council has fulfilled its obligation regarding TRO consultations and are now able to proceed with the removal of these spaces as part of their regeneration plans