

Verge Hardening Project

Prioritisation Criteria (Sieve approach) and delivery

Stage 1

Exclude non-residential demand

1. Is the problem due to commuter use?
2. Is the problem due to business use?
3. Is demand due to school run?
4. Would enforcement resolve this problem?

Remove from additional parking register if answer is yes to any of the above and consider for alternative method such as CPZ or enforcement

Stage 2

Service Delivery impact/ obstructions

1. Is there supporting evidence from agencies of congestion which impacts on service delivery or quality of life for residents:

- Waste Services
- Clean Safe and Green
- Members
- Fire Service
- Police
- Ambulance service
- Neighbourhood Support
- Housing
- Complaints
- Residents (unprompted)

Each agency/service above will rank problems from 1 to 10 dependent on levels of problems.

Stage 3

Environmental considerations

1. On an initial inspection does the area have potential for additional parking?

Consider:

- Lay of land (no steep slopes etc.)
- Mature trees – not near end of life
- Amount of green space
- Footpaths crossing area
- Bus stops
- Obvious utilities

If no potential remove from additional parking register

Stage 4

Current planning and design standards

1. Does existing provision meet current planning standards?

Appendix 5 of the Dacorum Borough Local Plan gives maximum parking standards for residential development. The standards for zones 3 and 4 will be applied for the purposes of this criteria.

2. Is there parking provision within 250 meters – as per recommendations in the Urban Design Compendium – 2nd edition, 3.1.2. ‘The Walkable Neighbourhood, Design for ease of Walking?’

This document puts walking and cycling at the top of the transport hierarchy and calls for measures to make them easier. The walking distances are meant to be an indication of how far it is convenient to walk to a facility, not how far one should be expected to walk to a car to access a facility. Nevertheless it does provide a useful walking guide. Certainly if there is adequate parking within 250m then that particular site should be given a low priority.

Remove from additional parking register if answer is yes to point 1 and give a low priority if parking available according to criteria of point 2.

- **Top 20 areas to go to planning for pre application planning advice.**
- **Once planning advice has been received, an initial consultation with residents will take place. It must be made clear that the consultation does not mean that additional parking will be provided, just that a feasibility study would take place and that their views are important.**

Stage 5

Feasibility and delivery

In line with procurement procedures, Hertfordshire Highways will:

- 1. Carry out a feasibility study and cost of the top areastaking account of pre planning advice and provide initial plans for consultation.**

At this stage extensive consultation with residents will take place in the selected areas. Consultation will be carried out by Neighbourhood Action and Housing Teams

- 2. Obtain planning permission for agreed areason amended plans that take in to consideration issues raised in consultation.**
- 3. Deliver agreed additional parking areas**
- 4. Review and evaluation report with resident feedback**

Number of areas will be added when they have been prioritised as this will be dependent on the size of the sites.