

EXECUTIVE DECISION RECORD SHEET

Name of decision maker:	Andrew Williams
Portfolio:	Corporate and Contracted Services
Date of Portfolio Holder Decision:	23/02/22

Title of Decision:

To undertake a statutory consultation on the proposal to introduce:

- “Borough of Dacorum Hemel Hempstead – Waterhouse Street (Parking Places) Order 2021”

Decision made and reasons:

To engage consultants to undertake an informal consultation on the proposal to:

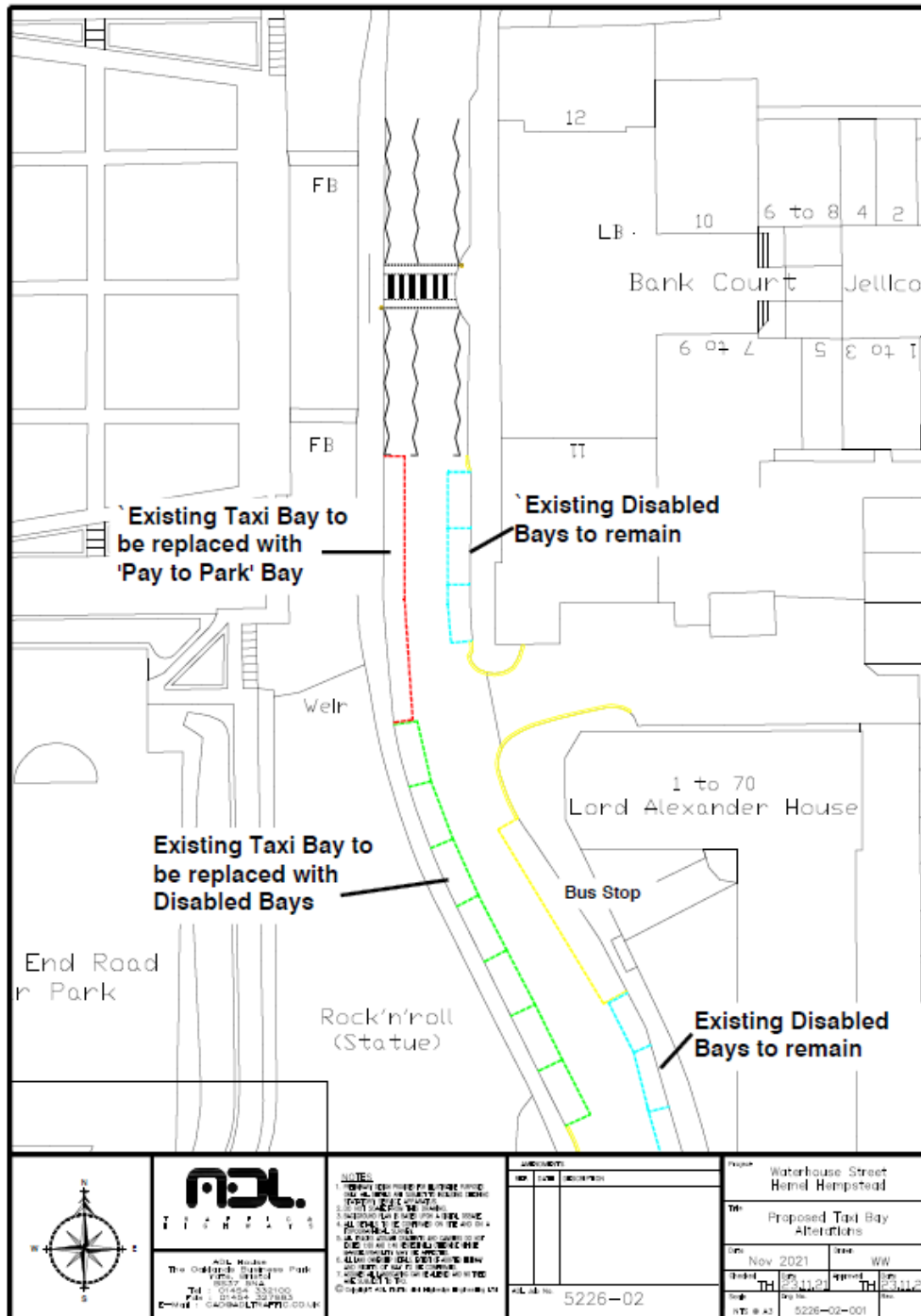
1. Revoke part of the taxi rank on Waterhouse Street, from the southern end of the pedestrian crossing, opposite bank court to the bus stop opposite the rear of Primark on Waterhouse Street and replace with seven (7) disabled badge parking only bays. These bays will be proposed for restriction ‘Mon-Sun 8am-8pm 3 hours maximum with no return within 2 hours, which will encourage greater bay turn over for other disabled motorists to easier access the town centre shops and facilities. Please see map below.

2. Revoke part of the taxi rank on Waterhouse Street, from the southern end of the pedestrian crossing, opposite bank court to the bus stop opposite the rear of Primark on Waterhouse Street and replace with one length of pay to park bay with the ability to park five standard sized family vehicles, please see the map below. This bay will require payment to park with the tariff to mirror that of the existing pay to park bay on the opposite side of Waterhouse Street:

Location	No. of spaces	Up to 15 minutes	15 to 30 minutes	Up to 1 hour	1 to 2 hours	2 to 3 hours	3 to 4 hours
Waterhouse Street	20	£0.50	£1	30-minute maximum stay	30-minute maximum stay	30-minute maximum stay	30-minute maximum stay

There is a 15p transaction fee for paying by credit/debit card, which is payable by the Council. The proposed parking charges will apply from 8am to 6pm Monday to Saturday with no return within 2 hours, with a maximum stay of 30 minutes, which will enable the local businesses to benefit from the increased footfall generated by greater bay turnover.

3. Revoke The Borough of Dacorum (Waterhouse Street, Hemel Hempstead) (Prohibition of Stopping and Waiting except Taxis) (Consolidation) Order 2014 as it relates to the southern end of the existing Taxi Rank on Waterhouse Street, Hemel Hempstead.



4. To delegate the decision to implement the proposals, if applicable, to the Assistant Director Corporate & Contracted Services in consultation with the Portfolio Holder for Corporate & Contracted Services.

The introduction of the restrictions is proposed to make better use of the stretch of the road and to improve parking capacity for both disabled and non-disabled visitors to the town centre.

Reports considered: (here reference can be made to specific documents)

No reports to date.

Officers/Councillors/Ward Councillors/Stakeholders Consulted:

The following stakeholders will be consulted:

Hertfordshire Constabulary Road Policing Strategy Unit

Hertfordshire County Council Highways Locality Officer

Hertfordshire County Council Highways Strategy Manager (Dacorum)

Hertfordshire County Council Passenger Transport Unit

Hertfordshire County Council Land Charges

Hertfordshire Fire & Rescue Service

East of England Ambulance Service

Chairman of the taxi association for private and hackney carriage for Dacorum

Councillors for Hemel Hempstead town centre

Local businesses and residents in the affected area

Deputy Monitoring Officer Comments:

The proposed consultation to make new Traffic Regulation Orders meets the requirements following the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996.

Deputy S151 Officer Comments:

Costs associated with the consultation and resulting works will be met from existing budgets.

Implications:

Risk:

The intention of the consultation is to comply with legislation and therefore avoid the risk of non-compliance.

Having considered the duty imposed under section 122 of the Road Traffic Regulation Act 1984, It appears to the local authority that it is necessary and expedient to make an Order in the interests of:

- avoiding danger to persons or other traffic using the road or any other road for preventing the likelihood of any such danger arising
- for facilitating the passage on the road or any other of any class of traffic (including pedestrians).

- preserving or improving the amenities of the area through which the road runs

In mitigation of the reduction to the taxi rank for taxi drivers, we would recommend that taxi drivers use the taxi rank on Marlowes, which is underused by the taxi drivers leaving the rank empty of taxis at most times. We would also recommend that taxi drivers continue to use the northern section of the taxi rank on Waterhouse Street.

Value for Money:

Parking Services will need to purchase a solar powered payment machine to place on Waterhouse Street, as the bays will be on the opposite side of the road to the existing payment machine.

Based on previous projects, the costs of implementation are estimated to be approximately

Consultancy £2,812 with an additional fee of £2,208 would be required to cover a second initial consultation and £1,237 for the installation and management

Solar powered payment machine £4,400

Machine installation £975

Lining & Signs £1,250

Advertising £1,000

Contingency £1,388.20

Installation total £15,270.20 including 10% contingency

On-going revenue costs £520 per annum SIM costs

The consultancy selected for this function have previously carried out consultations and design works for DBC and are now familiar with the area. They are the named contractors in the framework agreement for the provision of consultancy for traffic related operations and parking with Dacorum Borough Council.

The cost will be taken from the Parking Services 'On-street consultancy budget' - MB200 3950.

There will be on-going revenue costs for enforcement, maintenance and SIM connection

Options Considered and reasons for rejection:

Option considered and rejected, not to propose to introduce waiting restrictions which would:

Allow a large proportion of the existing taxi rank to go unused, which encourages vehicles to park in contravention of the taxi's only parking restriction.

Not provide additional disabled parking spaces near the town centre.

Not provide local businesses with the benefit from the increased footfall generated

by greater bay turnover.

Portfolio Holders Signature:

Date:

Details of any interests declared and any dispensations given by the Standards Committee:

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Date Decision Record Sheet received from portfolio holder: 23/02/22

Date Decision Published: 23/02/22

Decision No: PH-004-22

Date of Expiry of Call-In Period: 02/03/22

Date any Call-In received or decision implemented:

BACKGROUND

The leader of the Council has voiced concerns to Parking Services that the taxi rank on Waterhouse Street is too large for purpose and is therefore underused. Parking Services have worked in partnership with the Councils Licensing team headed by Nathan March who has provided a report showing a substantial number of visits to the rank to determine its level of occupancy, which shows legitimate reasoning to reduce the length of the rank.

The Licensing team's observations are:

Waterhouse Street Rank checks:

Monday 13 September

Part of rank near Moor End Road has been empty on each occasion and no more than ten cars on the forward rank

Between 18:15 and 19:00 rank empty at one stage no vehicles.

Friday 15 October 2021

08:30 Rank checked 7 cars no cars on lower rank

11:00 Rank checked 10 cars none on lower rank

15:00 Rank Checked 13 cars on rank none on lower rank

18:00 Rank checked 9 cars on rank no lower rank

Saturday 16 October 2021

09:00 6 cars on rank lower rank 6 private cars only

11:00 13 cars on rank again only private cars on lower rank

14:00 5 cars on rank lower rank only 5 private cars all unattended

16:00 7 cars on rank 2 vans on lower rank

18:00 12 cars on rank lower rank 2 private cars unattended

Wednesday 27 October 2021

10:00 15 cars on rank no cars on lower rank

14:00 8 cars on rank one private car on lower rank

18:00 10 cars on rank one unattended hackney on lower rank

Thursday 28 October 2021

08:30 5 cars on rank no lower rank

12:00 12 cars on rank 3 private cars on lower rank

17:00 9 cars on rank no cars on lower rank one police car

Friday 29th October 2021

10:00 13 cars on rank 2 private cars on lower rank

12:00 8 cars on rank 3 private cars on lower rank

13:30 12 cars on rank 2 private cars on lower rank

As you can see, there is little legitimate use of the far end of the rank (referred to as the lower rank in the above feedback), and there is a lot of misuse, by private cars, and licensed vehicles left unattended. In relation to this, we have had 13 occasions where we have issued warnings to licensed drivers for inappropriate use of the rank.

Therefore, from a licensing perspective, I see no justification for the rank being maintained to the extent that it is currently, and support the alternative use of far end of the rank.

The proposed pay to park bays with the tariff fees are to encourage bay turnover and the introduction of Blue Badge holder only bays will support disabled persons requiring access to the town centre.

The consultation will gauge support for, or objection to the proposals.