

**TRAFFIC REGULATION ORDER
NOTICE OF PROPOSAL (PUBLIC CONSULTATION) REPORT
WAITING RESTRICTIONS PROPOSALS,
ANCHOR LANE, HEMEL HEMPSTEAD**



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Notice of Proposal Consultation Report

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1.0 INTRODUCTION AND PROCESS SO FAR

1.1 Context

1.1.1 Concerns have been raised regarding the appropriateness of the current parking restrictions on Anchor Lane, near to its junction with Heath Lane and in close proximity to the mini roundabout junction between Anchor Lane and Beechfield Road.

1.1.2 Dacorum Borough Council are therefore undertaking a review of the current parking restrictions to assess how general road safety can be improved for pedestrians and cyclists using these roads. As part of this review, a site assessment has been undertaken by officers in April 2022 and following this, a design has been produced outlining the proposed changes on the section of road under investigation.

1.2 Proposals

1.2.1 The proposed alterations to the existing parking arrangements on Anchor Lane and Beechfield Road are shown in Appendix A and outlined below:

- Introducing 'No Waiting at Any Time' (Double Yellow Line) restrictions on the North and South sides of Anchor Lane at its junction with Beechfield Road.
- Introducing 'No Waiting at Any Time' (Double Yellow Line) restrictions on Beechfield Road opposite its junction with Anchor Lane on the West side.
- Introducing 'No Waiting at Any Time' (Double Yellow Line) restrictions on Beechfield Road on the East side, north of its junction with Anchor Lane to a point at the boundary of 38 Beechfield Road.
- Extending the existing No Waiting at Any Time restrictions on Anchor Lane at its junction with Heath Lane on both sides of the road up to the existing speed table.
- Advisory Disabled Bay to be relocated from its current position west of Beechfield Road to Haybourn Mead.

1.2.2 The No Waiting At Any Time restrictions are proposed in order to prevent inappropriate parking and double parking at this junction (at any time), prevent parking on verges and pavements, to ensure the safe, convenient and expeditious movement of traffic at the junction, and to generally improve road safety and amenity at the junction.

1.3 Previous Informal Consultations

1.3.1 Residents and businesses affected by the proposals were consulted over a four-week period from 29th September 2022 to 27th October 2022. A letter and plan were posted to the directly affected properties which explained the proposals and the reasoning behind them. Consultees were able to respond via email or post. A total of 3 responses were received, 2 of them objecting. The other response did not object but suggested that the funding could be better utilised on pothole repairs.

1.3.2 A consultation with the Statutory Consultees was also undertaken between 3rd November 2022 to 24th November 2022. A letter and plan were emailed directly and consultees were invited to submit any comments via email. Five responses were received, with none of them objecting to the proposal.

1.3.3 Officers considered the responses received and in discussion with local stakeholders it was resolved to make the following changes to the proposal:

- To extend the length of Double Yellow Lines on the western side of Beechfield Road to include the southernmost junction of Beechfield Road and Anchor Lane.
- To scale back the length of the Double Yellow Lines on the eastern side of Beechfield Road to allow on-street parking south of the southernmost mini roundabout, where it is considered safe.
- To change the location of the advisory disabled bay, which is currently not located on public highway. The advisory disabled bay was initially proposed on the south side of Anchor Lane. Instead, it will be located in Haybourn Mead.

2.0 NOTICE OF PROPOSAL (PUBLIC CONSULTATION)

2.1 Methodology

2.1.1 The Notice of Proposal (Public Consultation) process took place from 1st March 2023 to 22nd March 2023 – a period of 3 weeks. During this process, Site Notices were erected on street furniture on site, the Notice of Proposal documents were made available on the Council website, and they were also published in the Hemel Hempstead Gazette.

2.1.2 A copy of the Notice of Proposal document package is included as Appendix B.

2.2 Consultation Responses

2.2.1 Following the completion of the Notice of Proposal (Public Consultation) process, two objections were received from the general public. No objections were received from the statutory consultees. An additional response was received from a member of the public regarding vehicles parked on the footway at the mini roundabout junction of Anchor Lane and Beechfield Road, which is causing visibility issues.

2.2.2 One objection received from the member of the public stated that parking in Beechfield Road is already extremely limited. The existing spaces have been removed as part of the proposal plan. They state that inconsiderate parking only lasts for ten minutes a day on school days. This equates to 32.5 hours a year. The resident states that the proposed No Waiting at Any Time is too restrictive. They also believe that enforcement will be an issue, and that motorists will resort to parking on grass verges further down the road if the proposals are implemented.

2.2.3 On Beechfield Road, the No Waiting At Any Time restrictions have been proposed in order to prevent inconsiderate parking close to the mini roundabouts, within visibility splays and on the wide grass verges, which are maintained by the council. An area south of the southernmost mini roundabout has been left unrestricted, which allows on-street parking where the council considers it to be safe. Beechfield Road will also remain largely unrestricted north of its junction with Anchor Lane, where it is deemed more appropriate for parking to be permitted.

2.2.4 The waiting restrictions around junctions in the vicinity are proposed to improve the navigability of these roads and to improve road safety generally for vehicles (including cyclists) and pedestrians. By preventing inappropriate parking close to junctions, or where it causes obstruction for passing vehicles (including emergency service vehicles) traffic flows in the area should be improved. The proposals would also supplement Rule 243 of the Highway Code (i.e., no parking within 10 metres of a junction).

In terms of restrictiveness, the restrictions are limited in their nature, and so will have a limited and targeted impact on the current issues being faced. The existing single yellow line restriction will remain in place on the majority of Anchor Lane, meaning that vehicles will be able to park for 22 hours per day on weekdays, and all day at weekends. It is important to maintain a balance between where parking is permitted and where it is not permitted when implementing parking restrictions, so as not to be deemed to be “over-restrictive”. The proposal aligns with this balance.

2.2.5 The other objection received was from a resident concerned about on-street parking in Haybourn Mead. They state that the proposals will push any vehicles using Beechfield Road into Haybourn Mead. They also mention the relocation of the advisory disabled bay, which will also reduce the amount of available parking at Haybourn Mead. They question the validity of the advisory disabled bay if the user is able to freely move 25-30 metres in order to access the disabled bay.

2.2.6 In response, the current positioning of the Advisory Disabled Bay on western side of Beechfield Road is not to guidance, as it is not located on the public highway. It is also unsafe and poses a threat to pedestrians using the pavement. Therefore, it is imperative that the Advisory Disabled Bay is relocated. Haybourn Mead is considered to be the most appropriate location for the Advisory Disabled Bay. Given that concerns have been raised regarding parking within the vicinity of the two mini roundabouts linking Anchor Lane and Beechfield Road, it is not considered appropriate to retain the Advisory Disabled Bay at its current location.

2.2.7 The final response from the public regarded vehicles parked on the footway at the mini roundabout junction of Anchor Lane and Beechfield Road, causing visibility issues. However, this was not witnessed on any site visits undertaken. The situation will be monitored and will be reviewed if deemed necessary at a future date.

2.3 Conclusion

- 2.3.1 Consideration has been given to the receipt of two objections arising from the formal Notice of Proposal for the above titled order. Despite these objections, it can be concluded that Statutory Consultees and the majority of the general public consider the proposals on Anchor Lane and Beechfield Road to be acceptable.

3.0 SUMMARY AND RECOMMENDATION

- 3.1 Dacorum Borough Council have undertaken an extensive Notice of Proposal (Public Consultation) process with regards to proposed changes to existing parking restrictions on Anchor Lane and Beechfield Road in Hemel Hempstead.
- 3.2 Site Notices and Plans were erected on street furniture on site, the Notice of Proposal documents were made available on the Council website, they were also published in the Hemel Hempstead Gazette.
- 3.3 Two objections have been received from the general public and no objections have been received from the statutory consultees. It can therefore be concluded that the vast majority deem the proposals to be acceptable.
- 3.4 Consideration has been given to the receipt of two objections arising from the formal Notice of Proposal for the above titled order. Notwithstanding receipt of these objections, for the reasons as set out above, it is recommended to continue to make and implement the Traffic Regulation Order be implemented as proposed.