



**Traffic Regulation Order**  
**Informal consultation report**  
Waiting restriction proposals,  
Old Fishery Lane, Hemel Hempstead



**Client:** Dacorum Borough Council

**Reference:** 5226-08

**Date:** Dec 2022

## REPORT CONTROL

**Document:** Traffic Regulation Order  
Informal Consultation Report

**Client:**  
Dacorum Borough Council

**Project:** Old Fishery Lane

**ADL Reference:** 5226-08

**Primary Author:** Will Cox

**Initialed:** WC

**Contributor:**

**Initialed:**

**Review by:** Tom Hayward

**Initialed:** TH

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<b>Issue</b>	<b>Date</b>	<b>Status</b>	<b>Checked for Issue</b>
1	22.12.22	Final	TH

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## **1.0 INTRODUCTION**

### **1.1 Context**

- 1.1.1 Concerns have been raised to local members and the Council regarding inappropriate parking on Old Fishery Lane near to its bridge over the Grand Union Canal. Concerns have also been raised with regards to vehicles parked in the turning head south of the canal bridge.
- 1.1.2 Dacorum Borough Council are therefore undertaking a review of the current parking arrangements on Old Fishery Lane, Hemel Hempstead. As part of this review, a site assessment was undertaken by officers in September 2022 and, following this, a design has been produced outlining the proposed changes on the sections of road under investigation.
- 1.1.3 The Council have undertaken both a consultation with residents and businesses who would be affected by the proposals, as well as a consultation with the Statutory Consultees based upon the designed proposals.
- 1.1.4 The purpose of this report is to outline the consultation processes undertaken, the responses received and to make a recommendation on how to proceed.

### **1.2 Proposals**

- 1.2.1 The proposed alterations to the existing parking arrangements on Old Fishery Lane, are shown in Appendix A and outlined below:
- Introducing 'No Waiting at Any Time' (Double Yellow Line) restrictions along both sides of the carriageway south of the canal bridge and into the turning head.
- 1.2.2 The introduction of No Waiting at Any Time (Double Yellow Line) restrictions on Old Fishery Lane aims to; prevent inappropriate parking close to the canal bridge, prevent private accesses and the turning head being obstructed, ensure the safe, convenient, and expeditious movement of traffic and generally improve road safety and amenity in the vicinity.

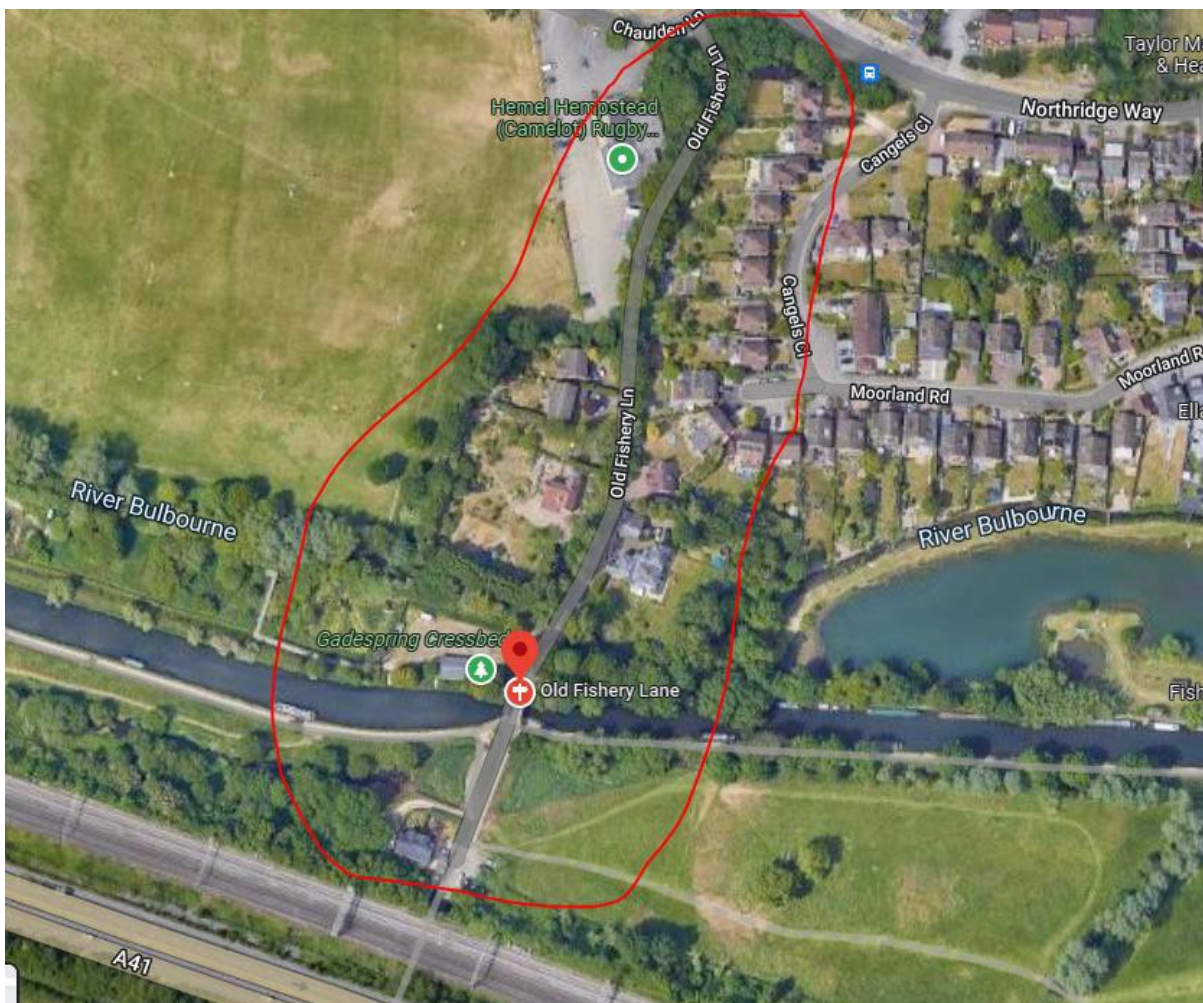
## 2.0 RESIDENTS AND BUSINESS CONSULTATION

### 2.1 Methodology

2.1.1 Residents and businesses affected by the proposals were consulted over a four-week period from 17<sup>th</sup> November 2022 to 15<sup>th</sup> December 2022. A letter & plan was posted directly which explained the proposals and the reasoning behind them. Consultees were able to respond via email or post. The letters posted are included as Appendix B.

2.1.2 The consultation areas are outlined in Figure 1 below.

**Figure 1: Resident & Business Consultation Area – Old Fishery Lane**



## **2.2 Consultation Responses**

2.2.1 Following the completion of the consultation process, a total of 3 responses were received for the proposals at Old Fishery Lane. No objections were raised in relation to the proposals. Two residents stated they were in favour of the restrictions and that they needed to happen. Another resident stated that they had concerns that the extent of the proposed No Waiting at Any Time (Double Yellow Line) restrictions would create a migration of parking to the northern side of the bridge, where the road is narrower. They requested that the entire extent of Old Fishery Lane be restricted.

## **2.3 Officers Response**

2.3.1 It is apparent from the comments detailed above, garnered during the informal consultation with residents and businesses, that the residents who responded to the consultation were in support of the proposals put forward, although they were few in number.

2.3.2 After some reflection the Council understands the resident's point of view regarding parking migration and will agree to introduce No Waiting at Any Time Proposals along the entire extent of Old Fishery Lane. This will prevent parking along the entire extent of Old Fishery Lane in a section of carriageway which is not suitable for parking, due to its carriageway width.

## **2.4 Conclusion**

2.4.1 Although no objections have been received by local residents the Council must consider its duties under the Road Traffic Regulation Act (RTRA) 1984. According to the RTRA 1984, it is the duty of a highway authority to 'manage their road network' and 'to improve road safety'. Section 122 of the RTRA 1984 states that local authorities must, so far as is practicable, exercise their functions under the RTRA so as to 'secure the expeditious, convenient and safe movement of traffic'. Additionally, Section 1 of the RTRA states the permitted purposes of a TRO which include 'avoiding danger to road users' and 'preserving/improving the amenities in the area'.

2.4.2 Section 122 of the Road Traffic Regulation Act 1984 also states that local authorities must exercise their functions under the RTRA so as to 'provide suitable and adequate parking facilities on and off the highway'. It is important to maintain a balance when

imposing parking restrictions so as not to be 'over restrictive'. The proposals seek to improve road safety and amenities on Old Fishery Lane by preventing parking where it is unsafe to do so.

2.4.3 The Highway Code Rule 242 states 'You MUST not leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road'. In addition, Highway Code Rule 243 states 'DO NOT stop or park opposite or within 10 meters of a junction'. In order to ensure that the Highway Code Rules 242 and 243 are complied with at all times, a Traffic Regulation Order comprising the recommended 'No Waiting at Any Time' (Double Yellow Line) restrictions should be progressed in order to make the current parking habits illegal and enforceable at all times.

2.4.4 After considering the above legislation and guidance as well as the original reasoning behind the proposals, the Council considers it prudent that parking should be prevented where it is unsafe to do so 'at any time' predominantly as originally proposed. However, the Council accepts the request to increase the extent of the proposals along the entire extent of Old Fishery Lane, as detailed above in 2.3.2, as upon reflection the extents of the restrictions proposed could cause a migration of parking to unsuitable unrestricted locations.

## **3.0 STATUTORY CONSULTATION**

### **3.1 Methodology**

3.1.1 The Statutory Consultees were consulted over the period from 17<sup>th</sup> November 2022 to 7<sup>th</sup> December 2022. A letter and plan were emailed directly, and consultees were invited to submit any comments via email. The letter sent is included as Appendix C.

### **3.2 Consultation Responses**

3.2.1 A total of 3 responses were received from the Statutory Consultees.

3.2.2 A response was received from the Traffic Management Unit at Hertfordshire Police Constabulary stating that they did not wish to make comment at this stage.

3.2.3 Hertfordshire Fire & Rescue Service stated that they had no objections to the proposals.

3.2.4 A further response was received from the Box Moor Trust questioning whether they would be able to park outside of their gates, when checking livestock in adjacent fields.

### **3.3 Officers Response**

3.3.1 It is apparent from the comments detailed above, that the Statutory Consultees who responded have no objections to the proposals.

3.3.2 In response to the comments from the Box Moor Trust, they will still be permitted to load and unload under the exemptions for No Waiting at Any Time (Double Yellow Line) restrictions.

### **3.4 Conclusion**

3.4.1 In light of the responses received, it is clear that the statutory consultees do not object to the proposals.

## **4.0 SUMMARY AND RECOMMENDATION**

4.1 Dacorum Borough Council have undertaken an extensive consultation process with potentially affected residents and businesses in the area surrounding the proposals on Old Fishery Lane, Hemel Hempstead. No objections to the proposals have been raised. One comment requesting an extension to the proposed restrictions has been raised.

4.2 The comments received have been analysed and responded to in section 2 of this report.

4.3 A Statutory Consultation process has also been undertaken with the Statutory Consultees. Three responses were received, all of which did not offer any objections to the proposals.



- 4.4 In light of the above, it is recommended that the scheme is progressed to the statutory public TRO consultation process in order to implement the proposals, to include; additional No Waiting at Any Time restrictions along the entire extent of Old Fishery Lane.