Zone T Consultation Report

Station Road and Clarkes Spring, Tring

Dacorum Borough Council

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PEOPLE PASSION PLACES

PROJECT CENTRE

EXECUTIVE SUMMARY

The consultation period ran for 38 days from **6th December 2017 to 12th January 2018. The consultation period was extended to allow for the Christmas period.**

The consultation included properties located on the following roads:

- Clarkes Spring
- Station Cottages
- Station Road

The consultation documents were hand delivered to 49 properties in the proposed Zone T Resident Permit Parking Scheme.

A total of 31 individual responses were received which equates to an overall response rate of 63% within Zone T.

The majority of respondents within proposed Zone T 22 of 31 (71%) were in favour of progressing the scheme proposals.

A total of two stakeholder responses were also submitted as part of the consultation, one in support and one in opposition to the scheme.

There were 21 responses from residents outside of the proposed zone, 8 of which specifically referring to the Iron Room, a community hall.

Objections to the proposals included:

- Hertfordshire County Council (HCC) objected to the draft scheme proposals on the grounds of traffic flow issues.
- The proposed permit bay outside one property on Station Road running over a dropped kerb and blocking access to the property.
- Unsuitable time restrictions on shared use bays specifically in relation to the Iron Room.
- A lack of unrestricted parking available for Iron Room users and organisations who regularly use the facility.

The following measures are proposed in response to the objections:

1. Continue to statutory consultation with the intention of implementing a permit holder only scheme in Clarkes Spring to deter weekend commuter parking, this will be an extension of the existing permit holder only scheme currently in operation on Station Road.
2. Extend the existing Permit holder only parking bay to include the area of unrestricted highway outside the Iron Room.

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1. INTRODUCTION

Dacorum Borough Council (DBC) is seeking to implement proposed Zone T Resident Permit Parking Scheme in Tring to include the following roads;

- Clarkes Spring
- Station Cottages
- Station Road

The proposed Zone T Plan can be found in Appendix A

Since the introduction of Zone TS outside Railway Cottages in Tring and a single yellow line in Clarkes Spring in 2007 to deter commuters wishing to park near to Tring station, it has been decided to review the current restrictions and to provide greater parking protection for the residents.

Vehicles now regularly park on footways and causing obstructions to pedestrians in Clarkes Spring at the weekends. This can make it difficult for residents to park near to their properties and causes an unwanted nuisance.

DBC consulted residents on the proposals for Zone T, the scheme proposals were provided in the form of a plan and an accompanying covering letter which were delivered to all properties within the proposed area. Comments were submitted either via email to **dacorum-consultaion@projectcentre.co.uk** or in writing to Dacorum Borough Council (DBC) in order for the council to make a decision on whether or not to progress to implement the proposed scheme.

The purpose of this consultation was to provide a potential solution to the current parking issues in the roads identified by DBC.

The views of residents are important and have been considered as part of this consultation process. The final proposals will be subject to the statutory legal process.

The consultation period ran from **6th December 2017 to 12th January 2018** to determine if the proposals were supported by the local community.

2. CONSULTAION RESULTS

The consultation took place between 6th December 2017 and 12th January 2018, letters were delivered to all properties within the consultation area. Residents and stakeholder were asked to submit their comments in relation to the draft scheme through the PCL Consult website and via the dacorum-consultation@projectcentre.co.uk email address.

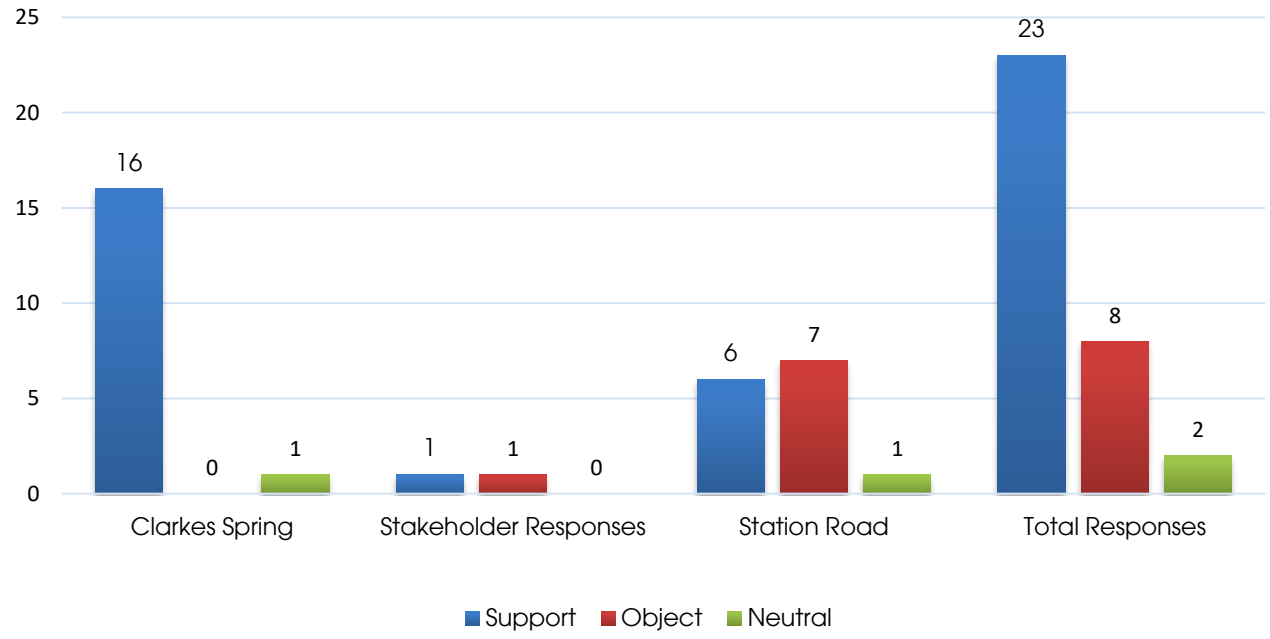
The Consultation sought to determine the level of support for the introduction of the proposed Zone T Resident Permit Parking Scheme. Comments were received from residents within Zone T and are summarised as follows.

The following section provides a breakdown of the responses received from residents of Clarkes Spring and Station Road along with stakeholders and comments submitted from residents outside of the consultation area. Repeated resident comments have been processed as singular entries. Detailed consultation comments can be found in **Appendix C** of this report.

Table 1

Road Name/ House name	Support	Object	Neutral
Clarkes Spring	16	0	1
Stakeholder Responses	1	1	0
Station Road	6	7	1
Total Responses	23	8	2

Graph 1



2.1 Clarkes Spring

Chart 1 displays a breakdown of responses submitted put forward by residents of Clarkes Spring. The results indicate 94% of the comments were in support of the proposed Resident Permit Parking Scheme with one response neither again or in favour of the proposals.

Chart 1

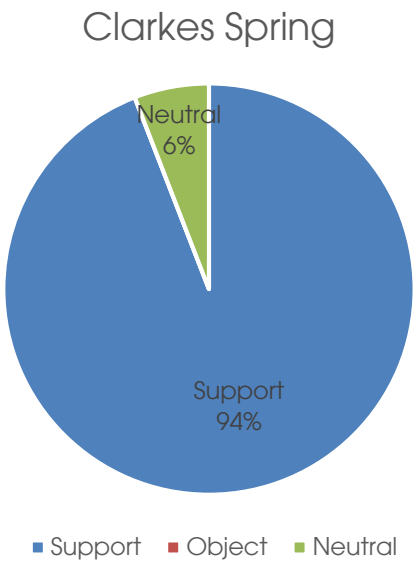


Table 2

	Support	Object	Neutral
Clarkes Spring	16	0	1

A total of 17 responses were submitted from Clarkes Spring with 94% in support of the scheme. Comments submitted in support of the proposals suggested residents of Clarkes Spring regularly suffer 'double parking on either side of the road', 'cars being parked nose to tail on the pavements', 'cars being parked on corners', 'Vans and large vehicles being parked all day outside occupants houses' and issues with larger emergency vehicles, service vehicles or delivery goods getting into Clarkes Spring. A resident who indicated their support of the scheme suggested the possibility of the proposed permit bay on Station Road would better serve the southern side of the road and should be changed to shared use to accommodate users of the Iron Room.

The neutral comment required clarification regarding the proposed plans for Clarkes Spring. The entirety of Clarkes Springs will be permit holders parking only. The current single yellow lines and signage will be removed from Clarkes Spring and two 'Permit Holders only beyond this point' signs will be erected at the junction with Station Road and repeater signs will be erected in Clarkes Spring.

2.2 Station Road

A total of 14 responses were received from the residents of Station Road. The results of consultation indicated a slight majority of 50% in Objection to the proposals.

Chart 2

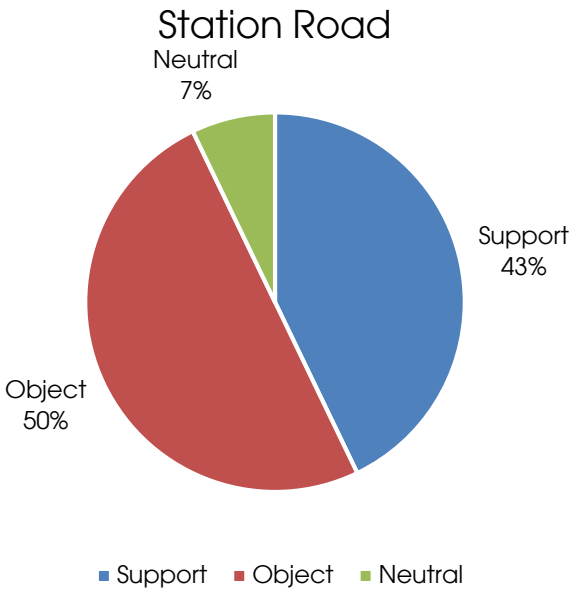


Table 3

	Support	Object	Neutral
Station Road	6	7	1

Six of the responses received were in support of the proposals. One written response supported the changes in principle but there are concerns that the proposed permit bay in front of Lanimers and the Wolds would create 'a bottleneck chicane resulting in huge traffic jams' which may need to be reviewed before moving to the next stage.

The objections to the scheme expressed concern the proposed 3-hour max stay shared use bay outside the Iron Room being unsuitable, the proposed permit bay in front of the Wolds blocking dropped kerb access to the property and parking bays on the north side of the road causing distraction for residents pulling out onto the main road presenting safety issues for oncoming vehicles and those using the cycle/foot path.

One resident expressed concern regarding how the proposed scheme would affect regular carer visits to their property. The response also commented on the proposed permit bay outside of the Wolds asking for 'assurance that this space will not be for the sole use of the residents of Railway Cottages'

2.3 Stakeholder Responses

Comments were submitted from both Hertfordshire County Council (HCC) and the Bedfordshire Police Traffic Management Unit regarding the Zone T consultation. Bedfordshire Police have no objections with the scheme proposals whilst HCC expressed their concerns regarding the restrictions imposed by the proposed parking bays and were therefore unable to support the scheme. Full stakeholder comments can be found within **Appendix C** of this report.

Chart 3

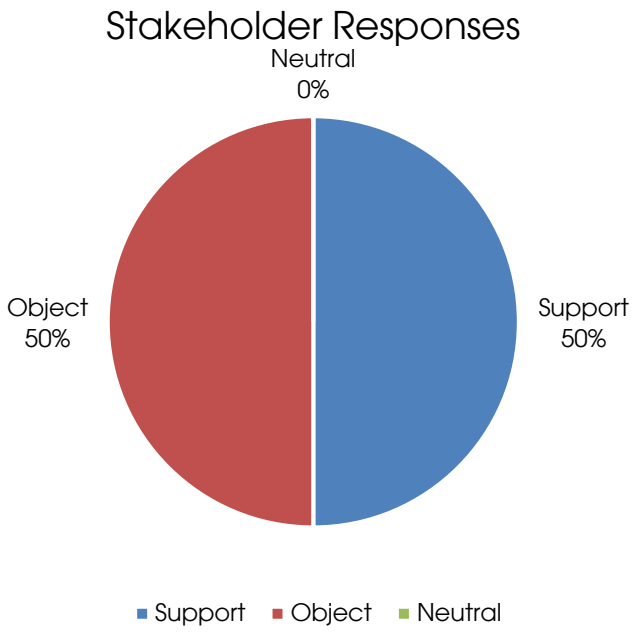


Table 4

	Support	Object	Neutral
Stakeholder Responses	1	1	0

2.4 Overall Summary of Zone T

The chart and table below indicate the number of responses received from within proposed Zone T and provide a breakdown of responses indicating support or objection towards the scheme proposals.

Chart 4

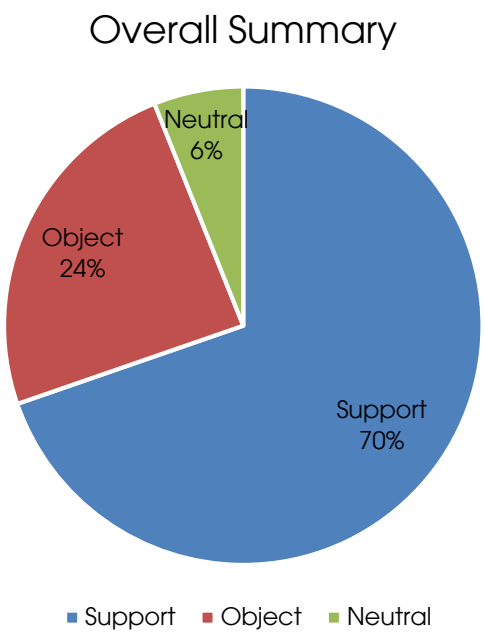


Table 5

Road Name/ House name	Support	Object	Neutral
Clarkes Spring	16	0	1
Stakeholder Responses	1	1	0
Station Road	6	7	1
Total Responses	23	8	2

As indicated in Chart 4 and Table 5 there was an overall majority of 23/33 responses (70% including stakeholders) indicating support for the introduction of the proposed Zone T Resident Permit Parking Scheme.

2.5 Overall response rate

The table below provides a breakdown of the response rate for proposed Zone T including the additional stakeholder responses.

Table 6

Road Name	No. Of Addresses	No. Of responses	Response rate
Zone T	49	31	63%
Stakeholders	N/A	2	

Within proposed Zone T there were 31 responses accounting for 63% of households. There were also 2 stakeholder comments submitted.

3. EXTERNAL OBJECTIONS IN RELATION TO ZONE T

20 comments were received from residents residing outside of the Zone T draft scheme. The objections focused on both the entirety of the scheme as well as concerns relating to the impact the proposed parking restrictions would have on the Iron Room on Station Road.

3.1 Iron Room

Chart 3

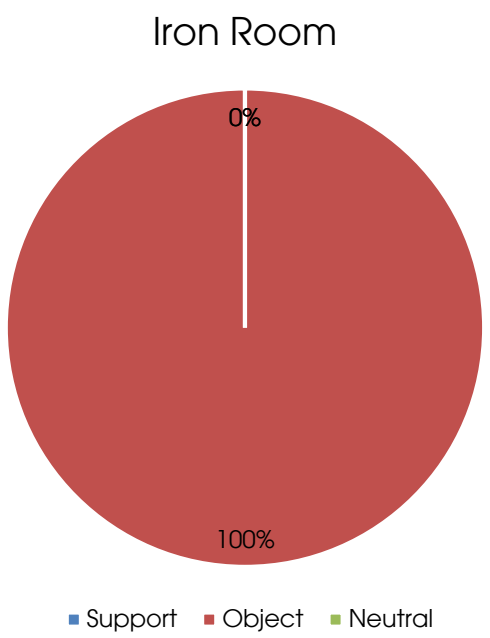


Table 4

	Support	Object	Neutral
Iron Room	0	8	0

Eight comments indicating objection to the scheme proposals particularly were received, with particular focus on the effects it would have on the functionality of the Iron Room. Four objections were submitted through the PCL Consult Website along with four written objections. One written objection put forward a list of 25 club members of the Iron Room who were against the introduction of the Zone T draft scheme. The other three comments suggested concerns particularly regarding the no waiting at any time sections of the plan suggesting that there will be a lack of parking available outside of the Iron Room, failing to facilitate the demand of members and visiting teams therefore having a direct impact on the club.

3.2 Outside Zone

Chart 4

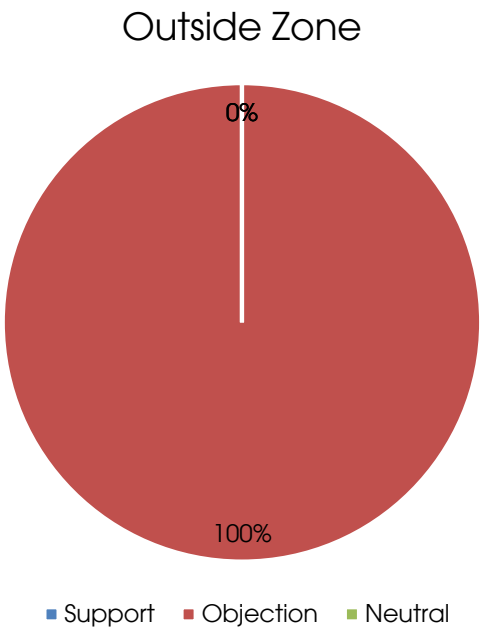


Table 5

	Support	Objection	Neutral
Outside Zone	0	13	0

13 comments were received from outside of the Zone T plans excluding those already discussed above primarily relating to the Iron Room. 13 objections were submitted through the PCL consult website as well as one written objections sent by email. The written objection expressed concern that the proposed permit bay on the plan would 'block off existing dropped kerb access way into the Wolds'. The comment also suggested the scheme 'does not improve the width of the carriageway for through traffic'. Along with these comments the Iron room was also mentioned stating that the scheme 'will affect the number of parking spaces which are needed for the continued use of the Iron Room hall'.

4. CONCLUSIONS & RECOMMENDATIONS

4.1 Conclusions

Responses from within proposed Zone T indicated overall support for the introduction of the Resident Permit Parking Scheme with 71% of respondents in favour of progressing the scheme proposals.

Both Hertfordshire County Council (HCC) and the Bedfordshire Police Traffic Management Unit (BPTMU) submitted comments regarding the proposal. HCC did not support the current proposal due to concerns regarding traffic flow and potential congestion along Station Road. BPTMU do not have any objection to the proposals.

21 comments from consultees outside of the consultation area were not in support of the changes to the existing parking controls. When assessing these comments, the consultation results indicate 23 of 54 responses (43%) were in favour of progressing the proposals.

Objections to the scheme suggested that the proposed permit and shared use bays on Station Road would cause more issues with pedestrian/cyclist safety and increase congestion on the main road.

Comments received from residents of Clarkes Spring show 94% were in support of the draft proposals.

The Iron Room

The Iron Room is a local community hall which offers space to various organisations and clubs throughout the week. Responses have been analysed separately to highlight issues raised by users of the facility.

Eight comments were submitted regarding the Iron Room, specifically from regular venue hirers and committee members. In summary, the comments suggested the proposed permit bays and introduction of double yellow lines would limit the amount of parking available for Iron Room users and that the 3-hour limited shared use bays are unsuitable for the types of activities as users generally require a longer period to park. The introduction of the double yellow line will greatly reduce the amount of parking currently available outside of the operational hours of the existing single yellow line.

4.2 Recommendations

Due to concerns regarding the potential impact to traffic flow along Station Road a revised scheme proposal has been agreed with HCC. The revised proposals intend to remove the single yellow line restriction in Clarkes Spring and replace this with a Permit holder only past this point restriction as originally consulted. There is to be no change to the current restrictions on Station Road other than extending the current permit holder only restriction outside the Iron Room, a revised scheme proposal can be found in **Appendix B** of this report.

The draft scheme proposal was widely supported by the residents of Clarkes Spring and therefore no proposed scheme alterations are required. It is recommended to implement this change following completion of any further consultation process.

To ensure commuter parking over the weekends does not displace to Station Road it is also recommended to extend the hours of operation of the existing single yellow line to include Saturday and Sunday as well. This will also ensure there are no traffic flow issues such as those suggested by Hertfordshire County Council.

Appendix A – Consultation Material

T- Controlled Parking Zone

RESIDENT PARKING SCHEME CONSULTATION

IMPORTANT DOCUMENTS ENCLOSED

The Forum
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1DN

Telephone: 07827 256841

December 2017

Dear Householder/Proprietor,

Consultation: Proposed T-Controlled Parking Zone Station Road/Clarkes Spring.

Following a number of concerns raised by local residents regarding the parking arrangements on Clarkes Spring and Station Road, Tring and the levels of indiscriminate commuter parking due to the close proximity to the railway station, Dacorum Borough Council wish to engage with residents to determine if changes are required to the existing parking restrictions in the area.

This letter is to advise you that this round of consultation relates to the proposed introduction of a Controlled Parking Zone in Clarkes Spring and the section of Station Road between Beggars Lane and Northfield Road including the existing Railway Cottages resident scheme. The proposal includes areas for parking by residents, limited wait bays and yellow line waiting restrictions.

This proposal will deter non permit holders from parking their vehicles in the areas indicated on the enclosed plan, the council is seeking your thoughts on these proposals. The proposals aim to provide permit holder only parking between the hours of 8am and 6pm, 7 days a week. Please follow the link to indicate if you support the proposed changes: www.pclconsult.co.uk/dacorum

If you do not have access to the internet or would prefer to submit your response in writing to the address below please indicate if: **you support**, **do not support** or **do not have an opinion** regarding the proposals.

This initial round of consultation will run from **6 December to 12 January 2018**, if you do have any concerns or comments please feel free to e-mail us at ***dacorum-consultation@projectcentre.co.uk*** write to us at, **Parking Services Team Leader**, Dacorum Borough Council, The Forum, Marlowes, Hemel Hempstead, HP1 1DN

Summary information on how the proposals will work is set out in this letter. Plans are also available to view at the main reception desk at The Forum, Marlowes, Hemel Hempstead HP1 1DN.

At the end of this consultation period, all responses received will be reported to Dacorum Borough Council and a decision will be made to either continue as proposed or to take no further action, we will write to you informing you of the final decision and what happens next.

If you have any queries regarding the above please contact us: at the address stated above, or telephone Richard Plant at Project Centre Ltd on 07827 256841 or e-mail us at ***dacorum-consultation@projectcentre.co.uk***

Yours sincerely,

Dacorum Borough Council working in association with Project Centre Ltd

The Forum
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1DN

What are the proposals?

During the hours of operation (Monday to Sunday 8am – 6pm) anybody wishing to park on-street in the resident parking areas indicated on the plan provided must either display a valid permit or resident visitor permit. A list of the current Dacorum Borough Council Resident annual permit and visitor voucher charges:

CPZ resident permit 1st Annual £25.00, 2nd Annual £40.00, 3rd Annual £40.00
CPZ resident permit 2nd vehicle owner blue badge holder Annual £10.00
CPZ resident permit motorcycle Annual £10.00
CPZ business permit Annual £300.00
CPZ resident permit changes £7.00
CPZ visitor permit 5 Hour x 20 £12.00, applicant 60 years old or over £6.00
CPZ visitor permit 1 Hour x 25 £4.00, applicant 60 years old or over £2.00
CPZ visitor permit postage and handling 1 to 4 books £3.00
CPZ visitor permit postage and handling 5 to 10 books £5.00

- Valid residents permit – no limit on waiting in resident parking areas
- Valid visitor vouchers – to limit of expiry of displayed voucher(s) in resident parking areas

What about deliveries, traders carrying out work and carers?

Deliveries may be carried out by vehicles provided this process is observed to be taking place within 5 minutes. Anything longer (including traders carrying out work and carers visits) will require the visitor to park in areas away from the limited waiting bay during operational times.

How will the proposals be enforced?

The Council's Civil Enforcement Officers will patrol the area at varying times during operational hours to ensure compliance. Any vehicle parked and not complying with restrictions will be issued with a Penalty Charge Notice.

What happens next?

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to put the scheme into place or abandon it. If it is decided to proceed with the proposals a statutory consultation will be undertaken.

Your views will help to achieve the aim of meeting local resident concerns over parking issues and will assist in refining the design and minimise possible objections at a later stage. Any final proposals that result from the consultation will need to go through a statutory legal process before any work can be implemented.

Data from this consultation will be collected and held by Project Centre and Dacorum Borough Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.

N

Replace existing no waiting Mon-Fri 10am-Noon to no waiting at any time

Replace existing no waiting Mon-Fri 10am-Noon to no waiting at any time

Replace existing no waiting Mon-Fri 10am-Noon to no waiting at any time

Replace existing no waiting Mon-Fri 10am-Noon to no waiting at any time

KEY

- Existing no waiting at any time
- Existing no waiting Mon-Fri 10am - Noon
- Existing permit bay 8am - 6pm
- Proposed no waiting at any time
- Proposed permit bay 8am - 6pm
- Proposed shared use bay 8am - 6pm permit or limited waiting 3 hrs no return within 3 hrs
- Proposed permit holders parking only past this point 8am - 6pm
- Proposed permit parking area boundary

DRAWING ISSUE DISCLAIMER

THIS DRAWING HAS BEEN PRODUCED FOR INFORMATION AND OR DISCUSSION PURPOSES ONLY AND IS UNCONTROLLED. IT DOES NOT FORM ANY PART OF THE CONTRACTUAL DRAWING SET AND IS NOT FOR PUBLICATION.

UNCONTROLLED DOCUMENT

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Client: DACORUM BOROUGH COUNCIL

Project: DACORUM BOROUGH COUNCIL
CLARKES SPRING
-

Drawing Title: CLARKES SPRING AND STATION ROAD
TRING
PROPOSED PERMIT PARKING

Drawing Status: FOR INFORMATION

Drawn	Designed	Date	Scale	Size
MS	MS	04/12/2017	1:500	A1

Drawing No. 1000004306-2-SK01-02 | Rev -

Appendix B – Amended Scheme Proposals

KEY

- Existing no waiting at any time
- Existing no waiting Mon-Fri 10am - Noon
- Proposed no waiting at any time
- Proposed permit bay 8am - 5pm
- Proposed permit holders parking only past this point 8am - 5pm
- Proposed permit parking area boundary

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Client

BOROUGH COUNCIL

Project

DACORUM BOROUGH COUNCIL
CLARKES SPRING
-

Drawing Title

CLARKES SPRING AND STATION ROAD
TRING
PROPOSED PERMIT PARKING

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
MS	MS	23/11/ 2017	NTS	A3

Drawing No. 1000004306-2-SK01-01 | Rev -

PLOT DATE: 23/11/2017 14:02:56 | CAD REFERENCE: G:\1000004306\Sketches\1000004306-2-SK01.dwg | Mibun | ----

Appendix C - Consultation Comments

Zone T

All comments are reproduced word for word as written by the respondent

Clarkes Spring

COMMENT	• Support • Neutral • Object
Clarkes Spring- I am writing to offer my strong support for your proposed parking scheme for Clarkes Spring. Whilst the proposed scheme is not perfect, it does offer a sensible compromise between the interests of the residents of Clarkes Spring, the residents of Station Road and the users of the Iron Room community facility. I do believe the proposed 'green zone' on the north side of Station Road outside of Lanimers and the Wolds would be better on the opposite curb and would possibly be better as a 'blue zone' for Iron Room users. Also note that the county map appears to be out of date in that the Wolds property has two driveways, not one as shown, and the green zone covers the second driveway. Presumably the proposal would need to reflect a change for this. This aside, the proposal will lead to a vast improvement for Clarkes Spring, especially at weekends which are now simply intolerable. The volume of cars and vans allied to incosiderate parking means that access for emergency vehicles is often blocked. Even navigating a family car can be very difficult. As such I welcome the proposal. Finally I would like to say that the key cause of the problems is lack of capacity at Tring Station Car Park, as well as the astronomical parking fees. Whilst I appreciate this is not within your direct control, I would urge you to use your good offices to encourage the relevant authorities to consider increasing capacity as soon as possible and certainly before the massive planned increase in housing in an around Tring.	

Clarkes Spring- First of all may I thank you for eventually giving the occupants of Clarke's Spring a Voice and an opportunity to give you our opinions and thoughts on the above proposed Controlled Parking Zone. There were some attempts by XXXX (Both Councillors) some 3 years ago who targeted both the residents of Clarkes Spring and Station Road with a complicated form which was so unprofessional in the questioned outlined and the results Left most occupants in Clarkes spring annoyed at the futile attempts to sabotage the obvious views of the occupants of Clarkes Spring Which is why we welcome this opportunity to cast a simple YES or NO vote. As an occupant and House Owner of Clarkes Spring for over 19 Years we have witnessed a steep decline in the appearance of our Roadways And pavements which considering the beautiful area of conservation we live in it is important that this is maintained and handed over to the Next generation of occupants who can enjoy this unique area. Having now got over the sentimental details above the occupants of Clarkes spring have been subjected to the following, 1) Double Parking on either side of the Road preventing passage in and out of the Road. (Police have had to be called on several occasions) 2) Cars being Parked nose to tail on the Pavements creating Health and Safety Issues for Small Children and Mothers being forced onto the road because there was no room on the pavements. 3) Cars being Parked on Corners creating little or no visibility for occupants entering or leaving Clarkes Spring. 4) Vans and large vehicles (None Occupants) being parked all day outside occupants houses making it both unsightly but more importantly difficult to get in and out of their driveways and also preventing family members or visitors of occupants parking nearby. 5) Sometimes No Access being allowed for Larger Service Vehicles delivery Goods or Services into Clarkes Spring. The current restricted car parking between 10.00am and 11.00am works very well and several occupants have queried why Dacorum Council have not simply added two further badges ie 2.00pm -3.00pm and 8.00pm -9.00pm which would be less costly to implement and have the same effect as the proposed scheme.	

We are also confused as to why the occupants of Station Road have been included in this consultation as these occupants have parking bays and a number of them move their vehicles into Clarkes Spring themselves which is why you will be probably have some NO Votes within your consultation because they do not want to change the existing arrangement's. The residents of Clarkes Spring also have the local train (London Midland) staff members directing commuters to park their vehicles in Clarkes Spring which as you can imagine is a further insult to the occupants many of whom are Train commuters themselves. Finally may I thank you again for organising this Consultation and hope that our views help in highlighting the issues we have in Clarkes Spring and Although several of us are unhappy that Station Road has been lumped together with this consultation which originated from the problems we have been having as occupants of Clarkes Spring we are never the less pleased that Dacorum Borough Council have acknowledged the progressive parking problems in both Clarkes Spring and Station Road.	
Clarkes Spring- It is not clear from the proposed plan if the whole of Clarkes Spring will be designated parking or if there will be defined parking bays. At present cars are parked indiscriminately, often on both sides of the road, making access very difficult and often partly blocking drives. If there are no restrictions on parking areas there will still be the same problem albeit residents with permits for visitors and second cars, particularly where the residents already have parking space problems e.g Station Cottages. Until there is more specific plan showing parking areas for Clarkes Spring I am unable to comment on these proposals and would welcome some clarification.	

Station Road

COMMENT	• Support • Neutral • Object
Station Road- I am a resident of XXX and having taken a look at the 'Proposed T-Controlled Parking Zone Station Road/Clarkes Spring', I support the changes in the main but do have a few initial concerns that I feel will significantly effect the entire street if these plans proceed. Sorting out the parking issues in Clark Spring and for Railway Cottages is an important issue that I know affects the residents of the properties and I am willing to support suitable plans to ease their pain. However, the proposed plans to put a 'Proposed Permit Bay' (green) in front of Lanimers and the Wolds will not only create a bottleneck chicane resulting in huge traffic jams but with all the residents at this end of the street having off street parking, I would even question if this is needed. Surely the permit parking zones in Clark Spring and outside Railway Cottages should be sufficient for all residence and 2nd car owners. The final issue, is that in this modern age, a lot of residents have deliveries throughout the day and even though they have 5 minutes to drop off things, if a large lorry takes advantage of this outside ours (XXX) then there is simply no way any traffic would be able to get through until they have moved on. Regarding the bottleneck, a single blue car left outside Ashdown for 3 or 4 days caused chaos with the traffic (a few months ago). The road simply isn't wide enough to allow traffic to flow normally if cars are parked on both sides and I therefore have a real concern for everyone both on the street as it will take residents longer to get both in and out of their properties but also for anyone trying to get to and from the Station due to the inevitable build up of traffic, especially during rush hour in the morning and evening. **Proposal:** 1) Remove the 'Proposed Permit Bay' (green) in front of Lanimers and the Wolds 2) Make the limited parking bays on Beggers Lane parking for the Iron Rooms. Currently this is used on a first come first basis by commuters but with the Iron Rooms being such an integral part of the community (for residents of both Tring and Tring Station), I believe this would be much better utilised for people using the Iron Rooms as they too require parking access or I fear it could be at the expense of the room itself. I do appreciate that the Iron Rooms has been taken into consideration on the plans with the addition of the 3 hour parking restriction, however, I am concerned as many of the bookings at the hall last much longer than this and will therefore these will be insufficient.	

Few additional issues: 1) No Letter: Despite the proposed changes affecting my property I never actually received anything through the post and instead had to find out about this through a neighbour! It would appear as though I was not the only one however, as many of the residents around me at this end of Tring Station apparently didn't receive any notification either. 2) Dropped Curb: The 'Proposed Permit Bay' (green) in front of the Wolds is actually over one of their dropped curbs (they have an in and out gate system). I selected 'No' to the proposed plans as I although I am in support of the plan in the main. I do have real concerns about the 'Proposed Permit Bay' (green) in front of Lanimers and the Wolds, as well as the Iron Rooms.	
Station Road- I would like to highlight that the proposed changes to the car parking arrangement would cause more obstructions than relief to the Station Road. Currently the cars are only parked on one side and if the proposals are brought forward, There will be cars parking on either side. Parks cars are already causing congestion as it is. I fail to understand how this arrangement was developed as a solution to this. Furthermore, the residents will require flexibility to have some parking available for visitors and users of Iron Room. These changes have not considered any of those requirements. There is no additional parking available to residents elsewhere. Therefore we request you to reconsider these options before progressing.	
Station Road- Myself and XXXX live at XXXX and would like to vote against the proposed parking scheme.	
Station Road- I've just submitted my vote on the proposed CPZ survery. I live in XXX, and my objection is principally based on a safety issues. The proposal would mean that cars leaving Foxdale & the Wolds would need to drive into the middle of the road before they can see if there's any on-coming traffic, resulting in a real hazard, not least due to the problem of speeding cars. In fact, there is already a cycle /footpath outside our property making the exit of the driveway difficult. I would be happy for a council representative to park on my drive and attempt to exit during peak commuting times. Having a permit bay to be on both sides of the road and so creating a chicane has caused a real nuisance when cars have parked on both sides on other occasions, as it has led to aggressive driving and sounding of horns. It would also appear that the person responsible for the proposal has not visited the site as one of the proposed bays is situation across the drive (with dropped curves) of The Wolds. How can this be a viable option?	

I also object to the proposal as feel that it would deter people from hiring the Iron Rooms due to the 3 hour time limit. Finally, please could you advise why we have not been consulted about this proposed CPZ (we found out about this via social media) and confirm that we will be consulted about any future proposals. Having previously lived in Clarkes Spring I appreciate how annoying the parking issue is but I feel that the safety issue on Station Road should prevail over the inconvenience of the parking at Clarkes Spring.	
Station Road- I would confirm that xxxx and I own the above property and that: 1. The plan being used is incorrect as it does not show the second/ left hand side vehicular/gateway access to our property. 2. Both gates provide vehicle access/egress to/from our property and have dropped kerbs. 3. Clearly a permit bay cannot be positioned directly across either access. 4. As such the CPZ plans need to be revised accordingly. <u>Please acknowledge and confirm that this is indeed the case .</u> For the avoidance of doubt we object in any event to any parking bays on this side of the road for the reasons set out below.	
Station Road- we live at XXX. We have **not** been consulted about this proposed introduction of a CPZ in Clarkes Spring and Station Road- why not as our property is directly affected? I also strongly object to the proposal to have parking bays on the north side of the road as most of the properties on this side have significantly reduced visibility and struggle already to avoid cyclists and pedestrians on the cycle/foot path. Please note there is **no cycle path on the south side of the road**. Parking bays on this side will be a further distraction and will be a serious health and safety issue for cyclists. Has this issue been taken into account? In addition , as a member of the Tring Station Residents Association who manage the Iron Room , I would also object on the basis that without parking for our Hirers (most of which will need longer that 3 hours) the viability of the room may come into question. As the last communal meeting space in Tring Station which we have worked hard over numerous years to maintain and build into a viable asset within our community, it is essential that the current and future hirers are able to park on Station Road . I understand that this concern has already been highlighted to you by other residents and I will be interested to hear your solution to this issue. ***Sections of comment have been removed to protect identity of respondent**	
Station Road- We have several comments regarding the proposed changes to Parking in the vicinity of our property. These are:	

1.01 Of prime concern is the requirement for my mothers carers to have suitable parking without the need for a permit. She requires at least 4 No. Visits per day, 7 Days per week, and the carers vehicles are constantly changing. 1.02 To the left of our property(etched in blue),we confirm we are content with the new proposal of limited 3 hour waiting, as this could help the situation described above. However we would require a permit ourselves plus visitor permits for any other visitors. 1.03 The single parking space to the front of our property(etched green) should also be available to us for either my mothers carers, or occasional other visitors. We seek your assurance that this space **will not** be for the sole use of the residents of Railway Cottages. We trust that the above provides clarity to our concerns, but should you wish to discuss this with us further, please do not hesitate to contact us.	

Iron Room

COMMENT	• Support • Neutral • Object
Iron Room- I've just heard about these plans from the TSRA and as a committee member of the Tring Table Tennis Club (who use the Iron Room as our home venue for four teams from September to April) I would like to register our opposition to the plans, particularly the new "no waiting at any time" sections. Both we as the home team as well as visiting teams will try and car-share but between us there will be 3 or 4 cars (and perhaps up to 6) from about 19:00 until about 22:30 and if we can't park we'll have to look for another venue – probably outside Tring. The station car-park, with its extortionate charges, will not be seen as a viable alternative. If the problem is commuters, let's deal with commuters, not those using the local facilities.	
Iron Room- I am the Secretary of the Tring Table Tennis Club who, I believe, are the biggest hirer of the Iron Room at Tring Station. We have hired the hall for many years now and have a good relationship with the TSRA – I have been requested by the TSRA to quickly review and react to this consultation because of this relationship.. Between September to April between 1830hrs and 2230hrs we hire the Hall on average four times per fortnight. One of our 4 teams, and an opposing team, seek to park each time which means 4 cars on average. At the moment we all normally manage to park on the main road.	

As I understand it, under this proposal, most of the places where we normally are able to park would now become "no waiting at any time". There are some shared use spaces but the amount of parking on the main road in the vicinity of the Hall has been drastically reduced. We would be competing with anyone else for on-road parking with, if these spaces are full, no alternative place to park - unless of course we pay to use the Station Car Park,. This will impact our hiring of the Iron Room Hall. I therefore have to register a vote against this proposal. Just as a thought - an alternative could be a negotiation with the Station Car Park owners for free parking after 1800hrs. With better street lighting in some areas between the Station and the Hall I see this as a viable alternative.	
Iron Room- The no Votes I have that I am not sure if they have been lodged or not are hirers of the iron rooms or people attending events at the Iron Rooms from these Hirers: XXX That was the list I had of people who were voting no who have tried to vote in the last day or so and have not been able to. The committee is still compiling a list of events held at the hall which is taking a little longer than expected due to the difficulty in finding out how many people attended each event. And trying to contact each regular user is proving harder than expected. I hope to have this to you by the end of the day but wanted you to have the list of no votes I knew of in case they would not get their votes on the system in time. I have contact numbers for each person should you need to discuss this with them	
Iron Room- I wish to express my concern about the impact of the proposed parking restrictions on activities at the Iron Room, which is the meeting hall for the hamlet. I am a Feldenkrais teacher and I run a weekly movement class in the Iron Room at 2pm on Mondays for an average of nine participants. This currently involves six to eight cars finding a parking space on the single yellow lines, usually on Station Road. If the proposed restrictions come into force, my students will not be able to park and my class will have to cease. Apart from the impact on my own livelihood, the restrictions will have a very negative impact on the viability of the hall. Moreover, if the restrictions are to be in force over weekends the negative impact will be especially great as the hall is frequently used for children's parties at the weekends. If the income stream from these various activities dries up, it will not be possible to maintain the hall for the benefit of residents of this hamlet. I sincerely hope that you will take the question of the Iron Room into account when you are deliberating over this issue.	

Outside Zone

COMMENT	• Support • Neutral • Object
Outside Zone- I am concerned about the proposed parking restriction changes at Tring station as • It will effect the numbers of parking spaces which are needed for the continued use of the Iron Room hall • block off an existing dropped kerb access way into the Wolds • does not improve the width of the carriageway for through traffic	

Stakeholder Responses

COMMENT	• Support • Neutral • Object
Bedfordshire Police Traffic Management Unit-  Traffic Management Unit Mr. S. Barnes Parking Services Team Leader The Parking Centre Civic Centre Marlowes Hemel Hempstead HP1 1HH **Date:** 9th January 2018 **Our Ref:** RP/031/18 **Your Ref:** **Contact:** Peter Nicholls **Direct Line:** 01707 354117 **Direct Fax:** 01707 354098 **E-mail:** peter.nicholls@herts.pnn.police.uk Dear Steve, THE BOROUGH OF DACORUM (CONTROLLED PARKING ZONES) ORDER 2018 I refer to your consultation, dated 8th December 2017 received together with enclosures in relation to the above-proposed Traffic Regulation Order to extend the Tring Station Controlled Parking Zone. The proposal has been fully considered by the Traffic Management Unit and I am writing to inform you that Police have no objection. Yours faithfully P.N.Nicholls. Peter Nicholls Traffic Management Unit	
Hertfordshire County Council- Unfortunately we cannot support the scheme in its current format due to the restrictions imposed by the proposed parking bays. To take this forward it would need to be demonstrated, via traffic surveys & modelling, that the proposals would not have a detrimental impact on the operation of the network.	

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from DBC. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
1000004306	01	Final Consultation Report	James Grimsdale 01.05.18	Richard Plant 08.05.18	Richard Plant 20.07.18

File path: G:\Project Centre\Project-BST\1000004306 - DBC Clarkes Spring\2 Project Delivery\3 Reports\1 Final Reports

Award Winning

national transport awards

london transport awards

british parking awards

CIHT AWARDS 2015

LONDON PLANNING AWARDS 2015/16

Green Apple

HIGHWAYS MAGAZINE Celebrating 10 years of EXCELLENCE AWARDS 2013

CIVIC TRUST AWARDS

Accreditations

INVESTORS IN PEOPLE | Gold

INVESTORS IN PEOPLE | Champion

POSITIVE ABOUT DISABLED PEOPLE

CIHT Diversity & Inclusion Charter

bsi. UKAS MANAGEMENT SYSTEMS 003

CHAS Accredited Contractor www.chas.gov.uk

constructionline

Memberships

THE CHARTERED INSTITUTION OF HIGHWAYS & TRANSPORTATION

Landscape Institute Registered practice

udi

BPA MEMBER OF THE BRITISH PARKING ASSOCIATION

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