



# **Parking Management Strategy**

**Broxbourne Borough Council**

**OCTOBER 2018**

**Next review date: October 2021**

## **Introduction**

This document sets out a parking management strategy for Broxbourne Borough Council (the Council). It aims to assist the Council in its management of parking needs from residents, shoppers, local businesses and their workforces, long-stay visitors and commuters, principally in the borough's residential areas and town centre locations. It also aims to be complementary to the Local Plan and the Council's town centre strategies.

Geographically the Borough of Broxbourne adjoins London and the M25 with the A10 as a major road through the settlements. There are good road and rail links into London with many residents commuting to work on a daily basis. There are also three main town centres in the borough at Cheshunt, Hoddesdon and Waltham Cross, as well some business, industrial parks, and local shopping parades throughout the borough where effective traffic and parking management is crucial to maintaining their economic vitality. This can present many challenges when it comes to balancing the often competing demand for parking by different groups of stakeholders.

Managing parking space in residential areas can improve the quality of residents' street scene and local environment. Whilst seeking to manage on and off-street car parking provision, the Council accepts that many journeys will need to continue to be made by car for a variety of reasons.

Separate to this strategy is the Council's parking enforcement policy which sets out in detail how the Council issues and enforces Penalty Charge Notices (PCNs), and specific examples of how the policy is applied. This can be viewed at <https://www.broxbourne.gov.uk/resident-environment-parking/parking-enforcement>

## **Council Car Parks and On-Street Parking Provision**

The Council currently operates 12 pay and display car parks across the borough (these are detailed in Appendix 'A'). These car parks provide a total of 1,244 parking spaces. The Council's car parking charges are regularly benchmarked against the charges made in neighbouring boroughs and reviewed annually. The current charges can be viewed at <https://www.broxbourne.gov.uk/resident-environment-parking/car-parks>

All these car parks are maintained by the Council and all are currently accredited with the 'Park Mark' safer parking award. In addition, ten of these car parks benefit from CCTV coverage.

The Council also provides over 320 on-street parking bays, principally in the borough's town centres and at local shopping parades.

## **Parking Enforcement**

The Council aims to provide a level of parking enforcement commensurate with local needs which supports free flowing traffic, helps to keep Broxbourne moving, reduces dangerous and inconsiderate parking, supports local businesses and improve conditions in residential areas.

The Council has no jurisdiction to enforce the following:

- roads not covered by a restriction i.e no yellow lines in place
- private land
- obstructions – these are enforced by the police

- moving traffic offences – vehicles are enforced by the police e.g box junctions, banned turns and no through roads

## **Enforcement**

The Council issues Penalty Charge Notices where:

- if a vehicle is parked in loading bays, but is neither loading or unloading
- a vehicle is parked outside of bay markings
- where a pre-paid parking time limit has expired
- a vehicle is parked in a restricted area (on yellow lines)

Income from enforcement only comes from drivers who have contravened parking regulations. Broxbourne retains the proceeds of PCNs for on and off- street penalties to help fund the cost of providing the enforcement and parking service. Any surplus income generated from on-street parking enforcement must be used specifically for local transport related purposes. This may include, amongst other things, improved parking, traffic management, public transport, and facilities for cyclists. However it should be noted that the Council does not make a surplus for its on-street provision.

## **The Strategic Aim of Parking Contributes to the following cooperate objectives:**

### Ambition Broxbourne: a thriving economy

- Promote inward investment and support business growth (new IT and technology)
- Support thriving town centres and businesses
- Manage the Council's assets (car parks) efficiently and maximise returns and contribution to Council priorities

### Beautiful Broxbourne: enhancing the quality of life

- Enhance the quality of life in local neighbourhoods (work with schools to reduce dangerous parking outside the school gates)
- Maintain a clean and tidy Broxbourne

### Effective Broxbourne: an efficient, enabling council

- Develop a workforce with skills to meet changing needs
- Assess the performance of the Council's services and take action to improve (manage) the Council's assets (car parks) efficiently and maximise returns and contribution to Council priorities

## **Strategic Parking Objectives and Policies**

The Council defines its priorities, in terms of meeting parking demand, as follows:

- seeking to minimise the impact of commuter parking on local residents
- meeting the needs of local businesses and their workforce - promote business and leaseholder permits

- to keep traffic moving, streets clear so they are accessible to all including emergency services and refuse collections. (the Council expects to be able to effectively clean its streets without vehicles restricting access to the kerb)

## **Future priorities**

The main parking management priorities include:

### **Parking near Schools**

Patrol in the vicinity of schools at peak times. The service aims to carry out regular visits to schools across the borough, both proactively and reactively. These patrols are carried out at both the start and the finish of the school day.

In order to achieve this the Council's parking team will work closely with the schools and with the community safety team in forging an action plan to engage with pupils, parents and carers to address and tackle parking issues at schools. The Council will have to act positively to ensure these issues are effectively dealt with. As well as prioritising enforcement around schools, and encouraging considerate behaviour, the Council will seek opportunities to work with individual schools to ensure they are, wherever possible, providing and promoting appropriate off street parking in the area and engaging with staff, pupils and parents to change travel habits.

### **Untaxed Vehicles**

During enforcement patrols officers regularly identify vehicles which appear to be abandoned or are untaxed. Such vehicles can cause frustration as they take up valuable parking spaces as well as presenting an inconvenience to the local community. As part of their routine duties the Civil Enforcement Officers will investigate these vehicles and report to the relevant enforcement agency in order to issue, clamp and remove such vehicles.

### **Electric Vehicles Charging Points**

Electric cars are fuelled by electric cells or batteries. This therefore eliminates or reduces fossil fuel pollutants which is a cause of global warming and helps the greener energy and greener planet agenda.

The Council, therefore, intends to make provision for electric vehicle charge points in its car parks. This will potentially reduce emissions and contribute towards sustainable transport.

A number of electric parking points are already available throughout the borough.

- 2 EV charging points at Broxbourne Station Car Park
- 2 EV charging points at Morrison's (Hoddesdon)
- 2 EV charging points at Cheshunt Station Car Park
- 2 EV charging points at Waltham Cross Station Car Park

### **Verge and Footway Parking**

The Police currently enforce footway parking as obstruction, unless there are restrictions in the road which can be dealt with by the Civil Enforcement Officers. Local authority powers in this regard are limited. However, the Council will seek to implement schemes at a number of sites throughout the borough where demand for enforcement for these contraventions is high.

## **Verges**

Where there are pressures on parking, and grass verges could be strengthened to provide additional parking provision without compromising safety, visibility or access, consideration will be given to doing so, subject to available budgets and community support.

Residents will be consulted prior to any scheme being implemented to convert grassed areas to parking areas. If verges are strengthened these will be available for general parking, they cannot be reserved for a particular person or household.

Grass verges will not be strengthened where this will encourage parking in contravention of a Traffic Regulation Order or where it will encourage parking in such a manner as to obstruct either vehicles or pedestrians.

Requests to implement a particular scheme will be evaluated against the following criteria:

- opinions of local residents and ward Councillors
- implications on highway safety, visibility and access
- environmental impact of the scheme
- cost effectiveness of the scheme – cost per parking place

Proposed schemes will be developed into a priority list to be agreed by the appropriate Cabinet Member for Parking each year.

## **Footway Parking**

Footway parking will only be permitted where no other means of off-street parking exists and cannot reasonably be provided.

In considering whether to allow footway parking the following factors will be taken into account:

- the need to keep junctions, corners, fire hydrants and access areas free from parked vehicles
- the aim to keep a clear pedestrian width of 1.8 metres wherever possible
- the need to keep a clear running width of at least 4 metres with passing gaps at spacing of less than 60 metres
- the need to ensure adequate access for emergency services

## **Payment Methods for Parking Tariffs**

In addition to existing cash payment facilities the Council intends to trial pay by phone parking to provide an alternative payment option for both on and off-street parking. Alternative payment options will also be investigated such as contactless payment.

## **Introduction of New Parking Restrictions**

The Council will review the whole borough and look at introducing Controlled Parking Zones (CPZ) if appropriate.

A CPZ is a parking scheme mainly used in urban areas. They are used by local councils to address particular parking problems in a community. This means that parking is only permitted in designated areas with a permit, the remainder of the kerbside space is subject

to yellow line restrictions. CPZs can also be used to allow more free-flowing traffic through town centres.

## **Advertising and Consulting on Traffic Regulation Orders**

The Road Traffic Regulation Act 1984 specifies the process to be used to promote a Traffic Regulation Order (TRO). The Council has delegated power to promote certain parking orders granted by the highway authority, Hertfordshire County Council (HCC).

The process is that in the first instance, affected local residents, businesses and other interested parties be consulted on whether they would support the idea of a parking scheme. Where there is sufficient support stakeholders will be given an opportunity to comment on an indicative and/or detailed design. For very large schemes, an indicative design may be produced before detailed plans are drawn up.

Detailed plans will be published on the Council's website and made available for review at the Borough Offices, with copies available to be viewed at the one stop shops. The process of advertising notices is for an advert to be placed in a local newspaper for 21 days, on the Council website and several copies of the notice of proposal are placed on street lamps in the vicinity of the proposal.

Any objections to the TRO will be determined by the Parking Services Manager, in consultation with the appropriate Cabinet Member. The outcome of that determination could be;

- to stop the progress of the proposed scheme;
- to amend the scheme; or
- to proceed with the proposal

## **Post Implementation Reviews**

Six months after implementation schemes will be reviewed to ensure that the maximum road space is being made available without compromising road safety or traffic congestion. This will require a balance between space reserved for residents and their visitors, blue badge holders, shoppers and businesses. In some areas, there may be a need to limit the number of future permits issued to balance the availability of parking spaces with the level of demand. This will include, for example, where residents already have dedicated, off-street car parking.

## **Monitoring and Review**

The Parking Management Strategy will form one of the Council's key policy documents. It will provide a sound basis to enable the Council to successfully manage parking demand from residents, local businesses and their workforce, shoppers, long stay visitors and commuters primarily (but not exclusively) in the borough's residential and town centre locations in accordance with its existing powers.

It is proposed to keep the approved strategy under regular review. Significant alterations to the main part of the strategy will only be undertaken when required, although outcomes from the strategy will be monitored and reported. These changes will be made in consultation with the relevant Cabinet Member.

## **Parking Tariff Reviews**

Car park tariffs and all permit types will continue to be reviewed annually to ensure revenue keeps pace with costs and that the Council has adequate capital to support future investment. The annual review will look closely at the local economy, the demand for parking space and also at neighbouring or similar towns offering a comparable shopping experience to ensure the Council offers a competitive service for the car park users of the borough.

On-street parking charging will also be considered when carrying out future reviews.

## APPENDIX A

### Current Public Car Park Provision in Borough

Location	Ordinary Spaces	Disabled Badge Holders Bays	Motorcycle	Leased/Reserved	Parent and Child	Total
<b>Broxbourne:</b>						
Lido (Riverside)	271	4	2			277
<b>Cheshunt:</b>						
Community Hospital	37	5	1	1		44
Newham Parade	78	2	2	10		92
Windmill Lane/Laura Trott	217	13	3		3	236
Wycliffe Close	40	2	2	2		46
<b>Goffs Oak:</b>						
Valley View	26	3	1	18		48
<b>Hoddesdon:</b>						
Burford Street	46	3	1			50
Taverners Way North	40	3	2			45
Taverners Way South	28	2	2	8		40
<b>Waltham Cross:</b>						
Eleanor Cross Road	89	5	3	2		99
High Street	145	10	2	14		171
Playing Fields	91	3	1	1		96
<b>Total Spaces</b>	<b>1,108</b>	<b>55</b>	<b>22</b>	<b>56</b>	<b>3</b>	<b>1,244</b>