

**Report to:** Justin Bloomfield –Parking Lead Officer

**Date:** 10<sup>th</sup> October 2022

**Report of:** Norma Adjepong –Traffic Engineer

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**THE BOROUGH OF WATFORD (WATFORD) (CONTROLLED PARKING ZONES)  
(CONSOLIDATION) ORDER 2018  
(AMENDMENT) (NO. 19) ORDER 2022**

**1.0 SUMMARY**

**1.1 The purpose of this report is:**

1.1.1 To inform the Parking Lead Officer of the need to implement the proposal, which forms the subject of the above Traffic Regulation Orders (TRO).

1.1.2 To seek authorisation to publish “Notice of Proposals” and:

a) .... where no objections are received or where objections are subsequently withdrawn “Make” the TROs and implement the proposal and:

b) ....where objections are received and not subsequently withdrawn, report the details of the objections together with Officer’s recommendations so that further instructions can be obtained.

1.1.3 To seek authorisation to consult residents in the immediate vicinity of the proposal by means of a letter and plan drawing their attention to the published “Notice of Proposals” and explaining how they can obtain more details of the proposals and make representations should they wish. In addition to consult with statutory consultees, erect on street notices and advertise a Notice of Proposal in the Watford Observer.

**2.0 RECOMMENDATIONS**

2.1 That the Parking Lead Officer authorises all as described in paragraphs 1.1.2 and 1.1.3 above.

**Contact Officer:**

For further information on this report please contact:

Norma Adjepong

Telephone:

Email:

Traffic Engineer

01923 278150

norma.adjepong@watford.gov.uk

## 3.0 HISTORY

### Background

- 3.1 Residents of the Watford Fields Area (Zone F) have raised concerns about the parking capacity within the zone to elected members and officers, citing that there wasn't enough spaces for them to park and requested a review into increasing the capacity.
- 3.2 Officers walked the area to assess the existing issues being experienced by residents and devised a plan to increase parking capacity, ensuring both pedestrian and vehicle safety. They then completed the desk top study by proposing to reduce sections of the no waiting restrictions around the existing parking bays to increase the parking bays where feasible. The review showed that an additional 10-11 spaces in the area could be found.
- 3.3 Whilst on site, the Officers were fortunate enough to witness Veolia vehicles navigate the streets in question and it was apparent that the yellow line restrictions were working as intended as it is very tight to manoeuvre around some of the junctions within the Neal Street/Roberts Road/Tucker Street Area. It was also apparent that whilst bays were busy in some areas, some adjacent streets such as Muriel Avenue & Watford Field Road, had spare capacity for parking.
- 3.4 Initial plans were shared with Ward Councillors who were supportive of the proposals to increase provision for permit holder parking in the area.
- 3.5 A vehicle swept path analysis was then carried out to determine if the proposals are feasible. That is, if the proposals can accommodate the turning movements of large vehicles without any hindrance or cause any safety issues during operation. The route was tracked using a Fire Engine and a refuse vehicle with similar dimensions to Veolia vehicles ones that are used in the Borough. The vehicle swept path analysis identified 3 locations where, due the carriageway layout, the proposals would cause obstruction to large vehicles. These locations were therefore dropped.

### 3.6 Site Location

The Watford Fields Area is mainly residential in nature, with terraced housing with no off street parking facilities. A school, church and recreation ground are also within the study area.

- 3.7 To provide residents with an ability to park on street, a controlled permit zone covers the area. This is Zone F and operates between Monday to Saturday 8am to 6.30pm, with additional restrictions on Watford FC Match days. For the majority of the area the bays are permit holders only with junctions protected with no waiting at any time.

### 3.8 Councillor Consultation

The proposal (**Annex A**) has been shared with ward councillors and Hertfordshire County Councillors to review and respond with their comments prior to being shared

with residents. The Ward Councillors are pleased with the proposals, deeming it a positive contribution and keep to progress it.

### 3.9 Statutory Consultation

As the proposals are considered minor adjustments to existing bays, it is not considered necessary or efficient to undertake an informal consultation with residents, but instead proceed straight to statutory consultation

The plan along with a letter explaining the reasons why the council is undertaking this consultation will be sent to residents for their comments.

### 3.10 Proposals

As this scheme is minor modifications. It is proposed to carry out the statutory consultation on the proposals, based on the plan shown in **Annex A**.

No.	STREET NAME	PROPOSALS	METERS
1	Lammas Road	Extend bay on the northern side of Lammas Road by reducing the No Waiting restriction on the western side to 6 meters from 10 meters	4
2	Elfrida Road (south)	Extend bay on the western side of Elfrida Road by reducing the No Waiting restriction on the northern side by 4 meters	4
3	Cannon Rd junction with Lammas Road	Extend bay on the eastern side of Cannon Road by reducing the No Waiting restriction on the northern direction from 10 meters to 7 meters	3
4	Hamilton Street (near Cannon Road)	Extend the bay on the northern side of Hamilton Street by reducing the No Waiting restriction on the western side by 4 meters	4
5	York Road (near Hamilton street)	Extend the bay on the western side of York Road by reducing the No waiting restriction on the northern side to 6m from 10m	4
6	Lammas Road (by York Road)	Extend the bay on the southern side of Lammas Road by reducing the No waiting restriction on the western side to 7 meters from 10 meters	2
7	Tucker Street by Robert Road	Extend the bay on the northern side of Tucker Street by reducing	5

		the No waiting restriction on the eastern side to 5 meters from 10 meters	
8	Roberts Road (by Neal Street)	Extend the bay on the western side of Roberts Road by reducing the No waiting restriction on the northern side to 5 meters from 10 meters	5
	<b>Total</b>		<b>31m</b>

A Draft TRO is attached in **Annex B**.

#### 4.0 **IMPLICATIONS**

##### 4.1 **Financial**

The cost of the schemes is estimated at £850 for the legal advertising. Should there be no objections and the schemes implemented a cost of £2,000 is allocated for Lining Works.

4.1.1 It has been confirmed there is a sufficient budget in BEA004 B0908

##### 4.2 **Legal Issues** (Monitoring Officer)

4.2.1 Watford Borough Council has been given delegated authority to make traffic regulation orders and implement proposals to manage parking on public highways and other roads, pursuant to arrangements made under Section 19 of the Local Government Act 2000 and the Local Government (Arrangement for discharge of Functions) (England) Regulations 2012 with Hertfordshire County Council, and is exercising the powers conferred on it under Section 1, 2, 3 and 4 of the Road Traffic Regulation Act 1984 (which said Act of 1984 is hereinafter referred to as "the 1984 Act") and of all other enabling powers.

##### 4.3 **Equalities**

4.3.1 This scheme aims seeks to improve resident amenity through the provision of additional on street parking spaces, thus paying regard to the council's duty according to the Equality Act 2010 as set out below.

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

4.3.2 Consideration has been given to any impact on certain parties, and it is considered there would be no negative impact on specific groups, as the proposals are being promoted to increase on street parking spaces for permit holders, where it is safe to do so. Should the council be made aware through the statutory consultation process of any impact on specific groups, this will be considered within an Equalities Impact Assessment.

## 5.0 Potential Risks

Potential Risk	Likelihood	Impact	Overall score
Some members of the public/businesses will perceive on-street parking controls as an unnecessary imposition by the Council.	2	1	<b>3</b>
Failure to implement new parking controls will lead to continued complaints from residents in regard to parking demand.	1	2	<b>3</b>

### Background Papers

Annex A: Draft Plan of Proposals

Annex B: Draft Traffic Regulation Orders

**NOTIFICATION OF OFFICER DECISION**

**THE BOROUGH OF WATFORD (WATFORD) (CONTROLLED PARKING  
ZONES) (CONSOLIDATION) ORDER 2018  
(AMENDMENT) (NO. 19) ORDER 2022**

**Decision Summary**

1. That a “Notice of Proposals” is published and for those proposals where no objections are received or where objections are subsequently withdrawn “Make” the TRO’S and implement the proposals and for those proposals where objections are received and not subsequently withdrawn, report the details of the objections together with Officer’s recommendations so that further instructions can be obtained.
  
2. That residents in the immediate vicinity of the proposals be consulted by means of a letter and plan drawing their attention to the published “Notice of Proposals” and explaining how they can obtain more details of the proposals and make representations should they wish.

**Name of Officer exercising delegated authority:**

Justin Bloomfield, Parking Lead Officer

Signature: .....

Date: .....