

Annex B: Green Lane No Waiting At Any Time – Statutory Consultation Responses

The Statutory Consultation period took place between the 8th and 29th October 2021. Letters were posted to all addresses in the area (68 properties), notices erected on street and public notice placed in Watford Observer.

The following table sets out comments received verbatim, followed by officer comments. A total of 17 comments were received.

<u>Resident Comment</u>	<u>Officer Comment</u>
<p><u>Resident, Branston Close</u> This letter is to confirm, and as a resident of Green Lane, I would like this issue FAST TRACK asap and make GREEN LANE a NO PARKING ZONE. I cannot stress enough how it has become a stressful busy road in the last year since the neighbouring streets were implemented with parking restrictions. This has resulted in Green Lane being used as a 'Car Park' for commuters. It has, and is causing so much traffic during rush hour in the morning and afternoon. How is an ambulance or fire engine going to get through with cars parked on a narrow street especially with oncoming traffic!!! Not only that, but, Green Lane is now being used as a short cut for cars coming from Woodwaye and Prestwick Road, making the traffic heavy during rush hour. The oncoming cars from the opposite side have no chance of getting through due to cars parked from 7am-5pm and blocking a lot of the road. This is NOT acceptable! Please implement a Residents Parking Permit Only on Green Lane ASAP!</p>	<p>The proposals are based on sections of No Waiting At Any Time, not a parking permit area. In regard to traffic flow and routing, this is a matter that needs to be dealt with by HCC. Although the resident is not clear on support for the proposals per se it is implied they Support the proposals but would want either entire road to be No Waiting At Any Time or a CPZ.</p>
<p><u>Resident, Sonia Close</u> Support this</p>	<p>Support for proposals</p>
<p><u>Resident, Hollybush Close</u> We would agree with the parking restrictions as it is very difficult to get along Green Lane with all the cars parked there. We would also ask that the restrictions come down Hollybush Close (the same as suggested for Sonia Close) as we are getting cars parking down the close by people using the station. They are parking on the pathway which means a resident who uses a pram daily has to go up the road, this is dangerous as it's a blind corner at the top.</p>	<p>Resident supports proposals but would want additional restrictions in Hollybush Close. The majority of Hollybush is protected by No Waiting At Any Time with only approx. 2 car lengths adjacent to 2 & 4 Green Lane. The access road of Hollybush Close is not public highway, and this has been confirmed by HCC. It would be for the land owner or management company to install and enforce their own parking regimes. Support for proposals but would want additional restrictions in Hollybush Close</p>

<p><u>Resident, Branston Close</u> I am a resident of Branston Close which is off Green Lane. School goes, people catching the train from Bushey and football supporters parking on Green Lane has been a long term problem. It has become hazardous especially at peak times causing long delays and road rage incidents due to cars parked on Green Lane. However, I must point out that applying double yellow lines on Green Lane will affect all residents on Green Lane as many residents have very limited parking and double yellow lines would also cause a great inconvenience to potential guests. A better proposal would be to apply single yellow lines with restrictions applied, for example, no parking between 8am and 4pm. This would stop the people going to school and people parking their cars to catch the train being able to park on Green Lane. Again, I strongly disagree with double yellow lines as this would be great inconvenience to residents and all concerned.</p>	<p>Resident suggests properties on Green Lane have limited parking and require road to park. The proposal still allows for parking on street, where it is safe to do so.</p> <p>The resident would prefer limited no waiting times during day time hours. Such a restriction on its own would not improve safety and visibility at junctions as vehicles may still park close to junctions outside of these hours, and would still affect the residents ability to park on street.</p> <p>Objects to Proposal</p>
<p><u>Resident, Charlotte Close</u> We are very grateful to the Council for actively looking to alleviate the significant traffic issues we experience on Green Lane. We believe that the proposed additional lengths of no waiting at any time on Green Lane will only go part way towards alleviating the traffic issues we experience as residents. While the proposed double yellow lines may improve driver visibility around the junctions on Green Lane, they won't help to ease the significant congestion we experience throughout the day on a weekday along Green Lane, which is caused by the large volume of commuter cars parking on the road. The high volume of parked commuter cars also makes it difficult for those who come to visit residents by car to find a place to park. We would like to suggest instead that the Council introduces a controlled parking zone area along Green Lane with the same operational hours as those used in Cedar Road. We believe this would have the same dramatic impact in reducing congestion along Green Lane while still enabling non-commuter visitors to easily park when visiting residents.</p>	<p>Resident supports proposals based on improving visibility but does not believe this will reduce congestion or the commuter parking “problem” in Green Lane, and requests a CPZ to ensure only residents and visitors associated with the properties can park here.</p> <p>Support the proposals in terms of driver visibility, but would want to see CPZ introduced</p>
<p><u>Resident, Address Green Lane</u> We agree that something needs to be done to limit parking during rush hour Monday to Friday on Green Lane as the situation is currently dangerous. However we feel that the current proposals will unnecessarily limit parking at the weekend and during the day. We would prefer if possible for a consultation to be undertaken regarding the introduction of residential parking permits similar to those on Cedar Road being introduced on Green Lane. We would support their introduction. On that basis we currently object to the proposed scheme.</p>	<p>Resident feels that the restricting parking should only occur during limited times on Monday to Friday and that No Waiting At Any Time is too extreme for residents</p> <p>Objects to Proposal, requests Controlled Parking Zone.</p>
<p><u>Resident, Blueberry Close</u> As a resident of the road I wholeheartedly agree that something needs to be done about the parking situation. Parking problems that were previously mainly isolated to Watford FC match days are now a</p>	<p>Resident raises issues in regard to potential unintended consequences and realignment of future on street parking.</p>

<p>daily issue. This was entirely predictable, in my opinion, after the introduction of permit parking to Cedar Avenue etc. Station related parking was simply shifted further down the road. The situation is very bad now, so I hate to think how it may end up once people fully return to daily commuting. That said, I have a number of concerns about the proposed plan: 1. Currently there is an unwritten “rule” that all cars park on one side of the road (the left side if approaching from Oxhey Road). By introducing the double yellow only partially down the road this may result in parking on both sides where it is officially permitted. In many respects this may end up with a worse situation that currently exists, with the road becoming even more impassable to residents between those areas. Perhaps the other side of the road should be double yellow down the full length to avoid this happening? 2. If partial double yellow is the only option then I would request this is also placed opposite the entrance/exit to Blueberry Close. Cars parking on the opposite side of the road from our drive have at times made exiting/entering our property extremely difficult given the narrowness of the road. More generally I would like some consideration given to an alternative approach such as: a) Restricting parking at all times down both sides of the road (or maybe one side) so avoid issue no.1 I mentioned b) Outside of the proposed double yellows, an alternative to restrict the rest of the road to no parking between 12-1pm daily and on Match Days to avoid people parking for commuting. This would still allow residents the benefit of some on street parking should they require it briefly for guests. Overall then, I am supportive of the proposal but concerned that unintended consequences of the partial approach may increase the problems.</p>	<p>Officers would continue to visit the area post any implementation to assess any changes in parking behaviour Resident would prefer alternative approach of short term no waiting restrictions. This does not form part of the proposal and would not improve safety/visibility at junctions. The resident has requested that additional No Waiting At Any Time should be introduced opposite Blueberry Close. Blueberry Close consists of only two properties and no waiting at any time is proposed across their access.</p> <p>Supports Proposals but requests additional no waiting at any time opposite Blueberry Close.</p>
<p><u>Resident, Address Unknown</u> These proposals are only a slight improvement on your previous plans. However, they do not go far enough to address the very real problem of commuter parking in Green Lane. Green Lane residents regularly have to put up with a jammed up road of furious, frustrated drivers whose progress is slowed by having to negotiate around the parked cars mainly left by commuters. What is the reason that you are so reluctant to implement the same commuter parking controls that are in the surrounding streets? Ideally, the best plan would be to make this entire length of Green Lane No Waiting at any time, all the way to Nancy Downs, Woodwaye. Alternatively implement the no waiting suggested in your proposal plus the no parking restrictions between 10 and 12 as you have implemented in the neighbouring roads. All houses along this stretch of Green Lane are fortunate enough to have a driveway which can accommodate several cars, so there is no need to provide parking for residents and their visitors. That means the only people who park in the road park on a temporary basis.</p>	<p>Resident feels that additional restrictions should be applied to deter long term parking. The issues around the CPZ have previously been dealt with and shown no majority of support across area for this. In addition the majority of properties have sufficient off street parking available.</p> <p>Support the proposals but would want either entire road to be No Waiting for a limited time period or a CPZ.</p>
<p><u>Resident, Green Lane</u> First of all, I should point out that on the diagram, EAST and WEST have been transposed. Green lane runs almost exactly North (Watford) to South (Northwood direction). As the diagram is viewed, looking</p>	<p>The east and west on the labels on the plan are incorrectly stated measurements are correct. This error</p>

<p>North towards Watford, EAST lies on the right of the diagram. Leaving that aside, there can be no particular objection to yellow lines near obvious road junctions. However, I think the suggested design indicates a bit of overkill. Perhaps more appropriate, would be parking restrictions throughout Green Lane that allowed parking at certain times only, rather like Cedar Road, thus preventing people parking there all day. However, I would recommend that yellow lines be installed on the (real) East side, outside nos. 17, 19, 21, 23. The reason is that the road falls away quite sharply towards Woodwaye and Anthony Close. Drivers of vehicles wishing to travel in that direction cannot see what is coming towards them up the hill, if cars and vans are parked on the left. Thus, they are forced out into the middle of the road before they can see what is coming up the hill. (REDACTED INFORMATION) At the same time that any works are undertaken in Green Lane, may I suggest that the parking in Eastbury Road, alongside Oxhey Park be de-restricted and FREE once more, so commuters wishing to use the excellent service from Bushey Station, at least have SOMEWHERE to park. If it is desired that people should use public transport, why not make it as easy as possible for the to do so?</p>	<p>has no bearing on support/approval of the scheme or the Traffic Order, but will be amended for future use.</p> <p>Resident suggests No Waiting At Any Time is “overkill”, but does however suggests additional restrictions should be installed outside properties 17-23. The locations for No Waiting At any Time have been chosen on the basis of issues that have been encountered with parking around junction.</p> <p>Overall would prefer a timed no waiting restriction</p> <p>Would like to see free parking on Eastbury Road, or the ability for commuters to park here.</p> <p>Objects to the proposals but would want additional road No Waiting At Any Time in area outside 17-23 or No Waiting at certain times</p>
<p><u>Resident, Green Lane</u></p> <p>I am relieved to see that it will now be possible to exit from my north drive without slow and hazardous manoeuvring caused by obstructing parked cars opposite. This however does not apply to my narrow south drive. In order for my medium sized car to reverse, it has to go out straight, clear the two brick pillars at the end of the garden wall and the two wooden posts supporting the railing that protects the grass verge. Only then can the steering wheel be turned in order, inch by inch, to align the car in the minimal space available. I don't have to stress how difficult and dangerous this situation can be and trust that the proposed parking restrictions will be extended to leave both my drives free from obstruction. I must also add that I had recently to call an emergency ambulance which was delayed by the parked cars opposite.</p>	<p>The proposals are designed for the benefit of all road users in the interests of improving visibility. The proposals are not designed to improve access from private drives. If the resident has concerns in relation to vehicles blocking their drive, they can apply for an Access Protection Marking.</p> <p>Support the proposals but would want additional road No Waiting At Any Time outside their access.</p>
<p><u>Resident, Green Lane</u></p> <p>I am happy to support the proposal as it should help the traffic congestion by allowing more passing places. However, it will not solve the congestion problem which is particularly acute during the morning rush hour during which time children are walking to Bromet Primary School past idling cars. I believe that the best solution to both the parking and congestion (and therefore pollution) issues is to make</p>	<p>The issue of Low Traffic Neighbourhood and traffic flow would need to be raised at a County Level, as the Highway Authority. The resident states support for the proposal.</p>

<p>Green Lane a Low Traffic Neighbourhood which Stephen Giles-Medhurst has proposed at County level. I think that Green Lane would be a very good candidate as it is only used as a rat run, as a shortcut to using the available A and B roads Eastbury Road and Brookdene Avenue.</p>	<p>Supports the proposals</p>
<p><u>Resident, Heathfield Close</u> Further to your recent correspondence dated 7th October 2021, Green Lane Statutory Consultation on no Waiting Time Restrictions, please note I would like to raise an objection as I believe the restrictions are not stringent enough. The other morning I left my property (REDACTED INFORMATION) at 06:00 to catch the 06:20 train and while walking down Green Lane I personally witnessed 3 cars park on Green Lane and walk to Bushey Station to catch the 06:20 train along with myself. If I am reading your restrictions accordingly restricting vehicles parking adjacent to Heathfield Close, Charlotte Close etc will certainly help when attempting to pull out onto Green Lane from these T-junctions, however all that will happen is vehicles will now park opposite the restrictions where they will see they can now park and not cause a blockage, which would happen should vehicles park on both sides of the road opposite one another. Therefore these restrictions do not 1) Stop vehicles having to continually dangerously manoeuvre in and out of available spaces attempting to allow oncoming traffic to pass. This continued movement along Green Lane is causing grave concern and why you have been forwarded numerous photos of the chaos that is happening along Green Lane. Vehicles are even approaching Oxhey Road T-Junction from Green Lane on the wrong side of the road. 2) Stop vehicles receiving free parking while travelling from Bushey station. These vehicles are the main reason everybody is having to dangerously manoeuvre along Green Lane. All Transport and Infrastructure have succeeded in doing in moving the problem from Cedar/Kingsfield Road to Green Lane. It is certainly not the residents as all houses have driveways. Also Green Lane has a large number of parents and children walking their children to Bromet School, Oxhey Road in the morning and the afternoons. The chaos your department has caused on Green Lane (and I hope I am wrong, but law of averages tells me this could happen) will eventually lead to a pedestrian accident/incident. My recommendation is, as well as the no waiting restrictions Green Lane also needs at least, parking restrictions during the day.</p>	<p>Resident would like to see additional restrictions to deter all day and commuter parking and suggests residents have sufficient off street parking, so the entire street should be restricted. The proposals are not being implemented to remove all day parking, as there are areas, where parking can take place and it is safe to do so. The proposals is to ensure that parking is removed from areas where there is a visibility concern for drivers.</p> <p>Objects to the proposals would want either entire road to be No Waiting At Any Time or Additional No Waiting restrictions during day.</p>
<p><u>Resident, Charlotte Close</u> We are residents at REDACTED INFORMATION and this email is in response to the letter dated 7th October 2021 regarding statutory consultation process for Green Lane. We are pleased to see that the Council is taking seriously the traffic and parking concerns which have been raised by residents on and around Green Lane. We agree that the suggested proposal will make some difference to the problems that we as residents experience, however, we feel that this does not go far enough to reduce the root</p>	<p>Resident is concerned that the proposals would have a negative impact on residents. The resident would like to see such areas prioritised for owners of properties in the area.</p>

<p>cause of the congestion which is commuters parking on Green Lane. The proposal would still allow for this to occur. The current proposal will also negatively impact visitors to residential properties on and around Green Lane, who would need to occasionally park in these areas. The parking restrictions introduced on Cedar Road have made a significant difference to residents but also allows for visitors to park there without becoming too busy as commuter cars are no longer being parked there. We therefore feel that controlled parking zones (as in place on Cedar Road) would benefit the residents by massively reducing commuter cars being parked without negatively affecting non-commuter visitors visiting residents on and around Green Lane.</p>	<p>Parking by residents generally takes place off street and the proposal still allows for on street parking in areas where this is safe to do so. There should be no reason to prioritise residents parking on street, when they have off street parking facilities</p> <p>Supports proposals but would want additional Controlled Parking Zone.</p>
<p><u>Resident, Green Lane</u></p> <p>As a resident of the road I wholeheartedly agree that something needs to be done about the parking situation. Parking problems that were previously mainly isolated to Watford FC match days are now a daily issue. This was entirely predictable, in my opinion, after the introduction of permit parking to Cedar Avenue etc. Station related parking was simply shifted further down the road. The situation is very bad now, so I hate to think how it may end up once people fully return to daily commuting. That said, I have a number of concerns about the proposed plan: 1. Currently there is an unwritten “rule” that all cars park on one side of the road (the left side if approaching from Oxhey Road). By introducing the double yellow only partially down the road this may result in parking on both sides where it is officially permitted. In many respects this may end up with a worse situation that currently exists, with the road becoming even more impassable to residents between those areas. Perhaps the other side of the road should be double yellow down the full length to avoid this happening? 2. If partial double yellow is the only option then I would request this is also placed opposite the entrance/exit to Blueberry Close. Cars parking on the opposite side of the road from our drive have at times made exiting/entering our property extremely difficult given the narrowness of the road. More generally I would like some consideration given to an alternative approach such as: a) Restricting parking at all times down both sides of the road (or maybe one side) so avoid issue no.1 I mentioned b) Outside of the proposed double yellows, an alternative to restrict the rest of the road to no parking between 12-1pm daily and on Match Days to avoid people parking for commuting. This would still allow residents the benefit of some on street parking should they require it briefly for guests. Overall then, I am supportive of the proposal but concerned that unintended consequences of the partial approach may increase the problems.</p>	<p>Resident raises issues of a shift in parking behaviours and unintended consequences of parking potentially occurring on both sides of the carriageway.</p> <p>Due to the presence of access to drives etc there is limited opportunity for vehicles to park opposite each other on the carriageway and obstruct the carriageway. However we will continue to monitor the area should restrictions be implemented.</p> <p>Supports proposals but would want additional No Waiting restrictions to deter commuter parking</p>
<p><u>Resident, Heathfield Close</u></p> <p>I write further to would restrict vehicles parking adjacent to Heathfield Close, Charlotte Close etc which would help with those seeking to pull out onto Green Lane from the T-junctions, however all that will happen is that vehicles will now park opposite the restrictions - this will inevitably cause blockages, and</p>	<p>Resident is concerned that on street parking is still dangerous and vehicles pulling in and out of spaces will still cause an issue, and that the road is not wide enough to accommodate parked vehicles. The width of the road</p>

the issues with road safety, as the same problem that exists now continues. Vehicles will continue to dangerously manoeuvre in and out of the available spaces attempting to allow oncoming traffic to pass. I attach photos of the dangerous driving and traffic scenes that I have seen on Green Lane - I have more - I am yet to share with the local news (who I am sure would be interested) - I am collecting this data purely due to inactivity of the Council - as you will note the photos clearly show the absurd road conditions that currently prevail on Green Lane - cars basically at standstill as they try to navigate down the road - see also photos with a white van and a black 4x4 going onto the opposite side of the road as they get to the junction with Oxhey Road. Green Lane is not wide enough to take parked cars - this is obvious - however, due to the parking controls that have been introduced on neighbouring roads, Green Lane has now become a road where commuters park (to go to Bushey Station). Residents and visitors to Green Lane are able to use off road parking/driveways. Green Lane is also close to a number of schools - children are being endangered by the road conditions that have resulted in cars darting in and out. The status quo cannot obviously continue, but the proposals do not go far enough. It is imperative that the Council now takes appropriate steps to resolve the dangerous road conditions on Green Lane and ensure both public safety, as well as traffic control. In my opinion, which is shared by my neighbours, as well as the no waiting restrictions Green Lane also needs at least, parking restrictions during the day. This should apply to the entirety of Green Lane - there is no reason to do otherwise, as the residents all have off road parking, and not introducing full restrictions will simply cause the problems with Green Lane to continue - furthermore if the changes are not for the entirety of Green Lane than the problems faced will simply migrate further down the road, which will cause further undue problems for residents and those living in neighbouring roads. I trust that the Council will revise their proposals, and do what is right for the residents - right for road users - and right most importantly for public safety. I have copied in my neighbours and members of the Council who support additional restrictions - over and above those that are being proposed. I, like the other residents of Green Lane and the neighbouring roads look forward to hearing from the Council with revised proposals that deal appropriately with the road safety and traffic conditions that at the moment are dangerous and a serious threat to life.

Resident, Heathfield Close

Further to your proposals on parking and waiting restrictions on Green Lane (Oxhey Hall) REDACTED INFORMATION, write to submit my objection and request kindly an extension of the proposals you have made. It is my understanding, and that of several of our neighbours, that the restrictions proposed would be limited to the parts of Green Lane that are around (or adjacent to) each side road coming off Green Lane. Although this may aid somewhat for the visibility for cars attempting to exit or enter such side roads, it does not prevent one of the main issues which is blockage of Green Lane and consequent

does enable vehicles to park one side and it is not an uncommon practice for vehicles to park on street.

The Council has been actively engaging with residents on the matter and has amended plans following the informal consultation carried out in July/August and subsequently informed residents of the statutory consultation.

The proposals seek to eliminate parking at dangerous locations and ensure where parking does take place this is not causing issues with visibility or obstruction.

Objects to proposals

Resident does not believe any parking should take place on Green Lane, as drivers have to pass around any parked vehicle.

Objects to proposals and suggests no waiting at any time throughout length of Green Lane.

issues (and dangers) of traffic. We have seen a significant number of cars parking along Green Lane belonging to commuters using Bushey station. These cars effectively turn Green Lane into a single lane road. This causes significant tailback and a lot of problems not only for people living on and around Green Lane but also those passing through. Further, as cars park on BOTH sides of the road, it means there is a significant amount of "ducking and diving" required for those trying to pass through Green Lane. This causes dangers not only for such vehicles (heightened risk of bumps or accidents) but also potentially for pedestrians who are frequently crossing the road especially in the morning and afternoon school runs. I attach here some photos I have taken to show some of the effects such parked commuter cars are having. As you may no doubt know, Green Lane is a key past through road that links South Oxhey to Watford. As such, in my strong view, it needs to remain at least a clear 2 lane road. Therefore, I am of the strong opinion that the whole of Green Lane should remain a "no parking zone". This will ensure the key road remains an effective pass through, ensure minimal traffic, congestion and chaos, and also ensure full visibility thereby making it safer for both other drivers and pedestrians. I therefore submit my objections to the current proposals and strongly urge the council to give consideration to have the entirety of Green Lane a no parking zone (or similar) to dissuade commuter and other parking for reasons of safety and congestion. I believe many other residents share this opinion.

Resident, Green Lane

Although we greatly appreciate the efforts being made to introduce the "no waiting" restrictions on Green Lane at junctions (especially the road entry at Oxhey Road which is currently a risk of injury and life), this would only address a part of the problem being faced by both the residents of Green Lane and pedestrians/car drivers using the route as a through road. We would regard this introduction of double yellow lines on junctions as the bare minimum requirement and would request an additional review of the entire length of road which has been visualised on the reverse of the letter sent out by you (i.e. Sonia Close Junction down to Oxhey Road which is within Watford Council jurisdiction). In the portion of the roads in between the proposed "no waiting at any time", we would suggest a "parking restrictions outside of times" solution much like which was introduced on Cedar Road. If need be having No Parking between 8am-10am and 2pm-4pm on weekdays may work to alleviate the severe congestion caused by commuter traffic and parking (including local school traffic), which then leads onto all the surrounding roads in the area leading upto the main Eastbury Road (A4125). This further proposal would not only resolve the congestion on Green Lane and Oxhey Road, but also give cause for Bushey Station commuters to park their cars along the designated pay and display parking on Eastbury Road which is consistently empty on weekdays with barely a single car parked there due to there being ample space on Green Lane - defeating the purpose of why the council introduced pay and display in Eastbury I would

Resident supports proposals to improve road safety as a minimum requirement but would want to see additional restrictions to deter all day commuter parking.

Supports proposals but would want additional no waiting during day time periods.

assume. I would again like to thank you for your attention to this thus far and would hope that these few additional steps would ensure the safety and security of residents and users of the area as well as more efficient traffic management during rush hour periods - with the added bonus of council revenue generation from paid parking on Eastbury Road from commuters.

