

Report to: Andy Smith – Transport & Infrastructure Section Head

Date: 30 November 2017

Report of: Brian Scott – Traffic Engineer

**THE BOROUGH OF WATFORD (WATFORD HOUSE LANE, WATFORD)
(PROHIBITION OF WAITING, LOADING & UNLOADING) ORDER 2017**

**THE BOROUGH OF WATFORD (WATFORD HOUSE LANE, WATFORD) (GOODS
VEHICLE LOADING BAY) ORDER 2017**

1.0 SUMMARY

1.1 The purpose of this report is:

- 1.1.1 To inform the Head of Regeneration and Development of the results of the statutory consultation on the proposals the subject of the above Traffic Regulation Orders (TROs), which took place during the period running from 13 October 2017 to 3 November 2017 and to seek authorisation for the following recommendations:

2.0 RECOMMENDATIONS

- 2.1 1. That in light of the objections received subsequently being withdrawn in light of amendments being made to the proposals that , The Borough of Watford (Watford House Lane, Watford) (Prohibition of Waiting, Loading & Unloading) Order 2017 and the Borough of Watford (Watford House Lane, Watford) (Goods Vehicle Loading Bay) Order 2017 be made as advertised save for the following:-

The proposed loading bay on the north west side of Watford House Lane located from a point 4 metres south west of a point on the line of the south west kerb line of Beechen Grove south westwards for a distance of 4.5 metres be removed and;

The prohibition of waiting & loading at any time on the south west/ north west side of Watford House Lane be amended to allow loading to take place between 5am and 9:30am running south east and north east for a distance of approximately 9 metres from the intersection of the north east & south east arms as shown on the Order Plan number 824/825/1B

2. That the parking controls contained within the above Traffic Orders be implemented at the earliest opportunity.

Contact Officer:

For further information on this report please contact:

Brian Scott	Traffic Engineer
Telephone:	01923 278081
Email:	brian.scott@watford.co.uk

3.0 BACKGROUND

- 3.1 A statutory notice of the Council's proposal to introduce controls on waiting and loading along with designated time limited loading bays in Watford House Lane, Watford through the implementation of a number of Traffic Orders was served on Friday 13 October 2017. Site notices were posted on the affected roads, a Notice of Proposals was published in the 13 October 2017 edition of the Watford Observer and consultation letters were distributed to properties in the vicinity. In addition, formal letters of consultation were sent to the Council's list of local and statutory consultees.
- 3.2 Full details of the scheme are found in the report to the Transport & Infrastructure Section Head dated 6 October 2017 seeking consent to advertise the proposals inviting objection which can be viewed at **Appendix A.**

4.0 DISCUSSION & RECOMMENDATION

- 4.1 A total of 5 representations were received in relation to the proposal during the statutory consultation period.
- 4.2 Of these, two (Clements Quality at Home & Global Buffet) were from businesses on The Parade with rear servicing from Watford House Lane who gave unqualified support for the proposal.
- 4.3 One, from Rennie & Co raised a number of questions regarding the enforcement of the scheme and also the impact of the proposed Clarendon Road enhancement scheme promoted by HCC in 2016 on access to their premises. Although all the points were answered, none constituted an objection to the proposals contained within draft traffic orders.
- 4.4 The two remaining representations raised issues that were considered to be objections to the scheme and these are considered in detail below.
- 4.5 **Representation from BeeZee**
Bee Zee is a business located in premises fronting The Parade. It leases 2 parking spaces for its exclusive use in the small private parking area at the north-east end of Watford House Lane next to the rear entrance to Watford Market. A copy of their representation can be found at **Appendix B.**

BeeZee raised concerns that the loading bay proposed to be introduced in Watford House Lane close to its junction with Beechen Grove sought to make use of land that

BeeZee had already secured from the landlord of Watford House Lane to increase the width of one of their parking bays to accommodate a member of staff with a disability.

Meetings with the landlord's Agent & Bee Zee confirmed this to be the case. In order to overcome the objection the landlord offered to seek the removal of the proposed loading bay from the draft proposals, replacing it with a prohibition of waiting/loading which would apply up to the boundary of the extended BeeZee bay. BeeZee accepted this amendment and have subsequently confirmed the withdrawal of their objection in writing, conditional on this amendment being made.

4.6 **Representation from B & M**

B & M is a retail business located in premises which front The Parade. It has a small loading bay with its access taken from Watford House Lane at the junction of the north east and south east arms. Whilst B & M supported the principle of the proposed controls it had concerns regarding the detail as delivery vehicles using their service yard routinely extend beyond their loading bay in to Watford House Lane. B & M expressed concerns that this would render them liable to Penalty Charge Notices.

The matter was discussed at a site meeting with representatives from B & M and the landlord where the loading operation was discussed and the extent of the incursion on to Watford House Lane recorded. B & M stated that because of access difficulties at their Watford site, deliveries are always timed for early morning and are normally completed by 7am although on occasions this can stretch to 9:30am if traffic delays the arrival of the delivery vehicle. In order to address their concerns regarding potential PCNs whilst maintaining the integrity of the scheme, the parties at the meeting agreed that a suitable amendment of the scheme would be for the loading ban to be removed between the hours of 5am and 9:30 am on the section of Watford House Lane that the B & M vehicles occupy whilst using their loading bay. B & M have subsequently confirmed the withdrawal of their objection in writing, contingent on the above amendment (shown on plan 824/825/1B) to the scheme being made.

4.7 **Summary**

The draft traffic orders have relaxed the proposed controls to accommodate the amendments as set out in 4.4 and 4.5 above. This has resulted in an unopposed scheme and it is recommended that the Traffic Orders be made incorporating these changes.

5.0 **IMPLICATIONS**

5.1 **Financial**

5.1.1 The cost of promoting and processing the traffic orders and implementing the scheme is estimated at £2,500. The cost is to be met by Hertfordshire County Council.

5.1.2 As the project costs are to be fully met by HCC, the Director of Finance has no

comment to make on the content of the report.

5.2 Legal Issues (Monitoring Officer)

5.2.1 The Watford Borough Council, pursuant to arrangements made under Section 19 of the Local Government Act 2000 and the Local Government (Arrangements for Discharge of Functions) (England) Regulations 2000 with the Hertfordshire County Council, and in exercise of the powers conferred on that County Council under Sections 1, 2(1), 2(2), 4(2) and 45,46,46a,49,51,53,55,61,99,100-102 to the Road Traffic Regulation Act 1984 ("the Act of 1984") and of all other enabling powers, and after consulting with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, may make traffic regulation orders and implement proposals to manage parking on public highways and other roads.

5.3 Equalities

5.3.1 A generic Equalities Impact Assessment has been carried out for parking schemes which has been considered and approved by the Equalities Working Group. It is available to view on the Council's website.

5.4 Potential Risks

5.4.1	Potential Risk	Likelihood	Impact	Overall score
	Some members of the public will perceive on-street parking controls as an unnecessary imposition by the Council.	2	1	2
	Failure to implement new parking controls at locations where road safety is perceived to be at risk could result in damage to the Council's reputation	2	2	4
	If objection to the introduction of a prohibition on waiting and loading is received and cannot be resolved then a public inquiry would result giving rise to significant delay and potential frustration of the scheme.	2	4	8

Appendices

Appendix A Report to Transport & Infrastructure Section Head dated 6 October 2017 seeking authority to advertise the proposal inviting objection.

Appendix B Copy of representations received & subsequent correspondence with objectors withdrawing their objections.

Appendix C Order plan 834/835/1B

Background Papers

Copies of:

The "Draft Order"

A statement of reasons for making this Order.

NOTIFICATION OF OFFICER DECISION

THE BOROUGH OF WATFORD

THE BOROUGH OF WATFORD (WATFORD HOUSE LANE, WATFORD) (PROHIBITION OF WAITING, LOADING & UNLOADING) ORDER 2017

THE BOROUGH OF WATFORD (WATFORD HOUSE LANE, WATFORD) (GOODS VEHICLE LOADING BAY) ORDER 2017

Decision Summary

1. That in light of the objections received subsequently being withdrawn in light of amendments being made to the proposals that , The Borough of Watford (Watford House Lane, Watford) (Prohibition of Waiting, Loading & Unloading) Order 2017 and the Borough of Watford (Watford House Lane, Watford) (Goods Vehicle Loading Bay) Order 2017 be made as advertised save for the following:-

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The prohibition of waiting & loading at any time on the south west/ north west side of Watford House Lane be amended to allow loading to take place between 5am and 9:30am running south east and north east for a distance of approximately 9 metres from the intersection of the north east & south east arms as shown on the Order Plan number 824/825/1B.

2. That the parking controls contained within the above Traffic Orders be implemented at the earliest opportunity.

Name of Officer exercising delegated authority:

Andy Smith, Transport & Infrastructure Section Head

Signature: A. J. Smith

Date: 1st DECEMBER 2017

END