

Report to: Andy Smith – Transport & Infrastructure Section Head

Date: 11 December 2017

Report of: Brian Scott – Traffic Engineer

THE BOROUGH OF WATFORD (TOWN CENTRE, WATFORD) (PROHIBITION OF STOPPING EXCEPT TAXIS) ORDER 2017

THE BOROUGH OF WATFORD (WELLSTONES, WATFORD) (DISABLED PARKING PLACES) ORDER 2017

1.0 SUMMARY

1.1 The purpose of this report is:

- 1.1.1 To inform the Transport & Infrastructure Section Head 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 17 November 2017 to 8 December 2017 and to seek authorisation for the following recommendations:

2.0 RECOMMENDATIONS

- 2.1 That in light of no objections being received, The Borough of Watford (Town Centre, Watford) (Prohibition of Stopping Except Taxis) Order 2017 and the Borough of Watford (Wellstones, Watford) (Disabled parking Places) Order 2017 be made as advertised.

Contact Officer:

For further information on this report please contact:

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3.0 BACKGROUND

3.1 The Council's Public Realm Scheme for the High Street seeks to enhance the High Street between Clarendon Road & St Mary's Square. In the short term the build programme will require the full closure of the High Street between Clarendon Road and Market Street from early January 2018 for approximately 6 months, necessitating the provision of alternative parking for blue badge holders who currently use a part-time bay in the High Street (outside Moon Under the Water) and an alternative for the part time taxi rank for 4 cars outside Barclays Bank in the High Street. Both these facilities will be lost for the duration of the build and in the longer term are proposed to be permanently relocated as part of the Public Realm Scheme should that scheme proceed as currently proposed.

3.2 Alternative provision for both taxis and blue badge holders is proposed for Wellstones. The proposals were formally advertised inviting objection during a statutory consultation period which ran from 17 November 2017 to 8 December 2017 inclusive. Full details are contained in the report to the Transport & Infrastructure Section Head dated 15 November 2017 seeking consent to advertised the draft Orders, a copy of which can be found at **Appendix A**

4.4 The proposal has been the subject to formal consultation with the Police who have raised no objection. Hertfordshire County Council has also been consulted and has raised no objection to the proposal.

5.0 DISCUSSION & RECOMMENDATION

5.1 No representations or objections were received in relation to the proposal during the statutory consultation period.

5.2 In light of the above it is recommended that the proposal be implemented as advertised.

6.0 IMPLICATIONS

6.1 Financial

6.1.1 The cost of promoting and processing the traffic orders is estimated at £700 to be met from code BEA 000 D1112.

6.1.2 The Director of Finance comments that the cost can be met from within existing budgets.

6.2 Legal Issues (Deputy Monitoring Officer)

6.2.1 The Legal & Democratic Services Section Head advises that 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 32,35,45,46,46a,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.

7.3 Equalities

7.3.1 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.

7.4 Potential Risks

8.4.1	Potential Risk	Likelihood	Impact	Overall score
	Some members of the public will perceive the proposed parking controls as an unnecessary imposition by the Council.	2	1	2
	Failure to implement the new parking controls could result in criticism from interest groups and consequential damage to the Council's reputation.	2	2	4

Appendices

Appendix A Report to Transport & Infrastructure Section Head dated 15 November 2017 seeking consent to advertise the proposals.

Background Papers

Copy of:
 The "Draft Order"
 Public Notice for Proposing the Order
 Statement of reasons for proposing the Order.

NOTIFICATION OF OFFICER DECISION

THE BOROUGH OF WATFORD (TOWN CENTRE, WATFORD) (PROHIBITION OF STOPPING EXCEPT TAXIS) ORDER 2017

THE BOROUGH OF WATFORD (WELLSTONES, WATFORD) (DISABLED PARKING PLACES) ORDER 2017

Decision Summary

That in light of no objections being received, The Borough of Watford (Town Centre, Watford) (Prohibition of Stopping Except Taxis) Order 2017 and the Borough of Watford (Wellstones, Watford) (Disabled parking Places) Order 2017 be made as advertised.

Name of Officer exercising delegated authority:

Andy Smith, Transport & Infrastructure Section Head

Signature: *A. J. Smith*

Date: *11th DECEMBER 2017*

END

3.0 DETAILED PROPOSAL

- 3.1 The Council's Public Realm Scheme for the High Street seeks to enhance the High Street between Clarendon Road & St Mary's Square. In the short term the build programme will require the full closure of the High Street between Clarendon Road and Market Street from early January 2018 for approximately 6 months, necessitating the provision of alternative parking for blue badge holders who currently use a part-time bay in the High Street (outside Moon Under the Water) and an alternative for the part time taxi rank for 4 cars outside Barclays Bank in the High Street. Both these facilities will be lost for the duration of the build and in the longer term are proposed to be permanently relocated as part of the Public Realm Scheme in any event.
- 3.2 Alternative provision is proposed at a number of locations in the town centre however this report focusses specifically on the proposals for Wellstones. The proposed alternative provision for taxis consists of a 5 car full-time taxi rank in Wellstones in the vicinity of Palace View; an alley way connecting The Parade close to its junction with Clarendon Road with Wellstones. A plan showing the proposals is shown at Appendix A. The work includes alternations & improvements to the surface of Palace View, the construction of an island for waiting taxi passengers, the upgrading of lighting and the installation of CCTV. The physical work to construct the facility is programmed to take place in December 2017. In addition it is proposed to locate 3 disabled parking bays in Wells Yard, Wellstones, an alley way between Jacksons the Jewellers (no. 14 The Parade) and Blue Cross Dental (no. 8-10 The Parade) which also connects High St/ The Parade & Wellstones. A plan showing this proposal is also appended at A.
- 3.3 Traffic orders designating the proposed facilities for their identified uses have been prepared and this report seeks consent to advertise the proposals inviting representations.
- 3.4 The Police and the Highway Authority (Hertfordshire County Council) have been consulted on the detail of the scheme and the content of the draft Orders. Neither has raised any objection to the proposal.

4.0 IMPLICATIONS

4.1 Financial

4.2 The cost of promoting and processing the traffic orders is estimated at £700 to be met from code BEA 000 D1112.

4.3 The Director of Finance comments that the cost can be met from within existing budgets.

4.4 Legal Issues (Monitoring Officer)

4.5 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.

4.6 The Head of Democracy & Governance comments that if the recommendation is approved then the necessary statutory procedure will require consultation and may lead to a public inquiry should any objections not be resolved.

4.7 **Equalities**

4.8 A generic Equalities Impact Assessment has been carried out for the Public Realm scheme.

4.9 **Potential Risks**

Potential Risk	Likelihood	Impact	Overall score
Some members of the public will perceive the proposed parking controls as an unnecessary imposition by the Council.	2	1	2
Failure to implement the new parking controls could result in criticism from interest groups and consequential damage to the Council's reputation.	2	2	4

Appendices

Appendix A Plans of proposals.

Background Papers

Copies of:

The "Draft Order"

A statement of reasons for making this Order

NOTIFICATION OF OFFICER DECISION

THE BOROUGH OF WATFORD (TOWN CENTRE, WATFORD) (PROHIBITION OF STOPPING EXCEPT TAXIS) ORDER 201*

THE BOROUGH OF WATFORD (WELLSTONES, WATFORD) (DISABLED PARKING PLACES) ORDER 201*

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 Traffic Orders and 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 and businesses 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:

Andy Smith, Transport & Infrastructure Section Head.

Signature: A. J. Smith

Date: 15TH NOVEMBER 2017

END

