

## WATFORD TOWN CENTRE – PROPOSED REALLOCATION OF PARKING: DESIGNER'S EXPLANATORY NOTES

### **1.0 Short-term Pay & Display Parking**

- 1.1 Preliminary observations by PCL and monitoring by CEOs indicate that residents' bays in the Zone E CPZ are underused during the day. The table below summarises occupancy levels against capacity. In view of the 'spare' capacity, there is the potential to reallocate some parking to shared-use parking, i.e. permits holders and short term pay & display, particularly in Granville Road (subject to consultation with residents).

<b>ROAD NAME</b>	<b>APPROX. NO OF SPACES</b>	<b>MAX OCCUPANCY* (Nos)</b>
Cambridge Road	11	7
Granville Road	40	25
Smith Street	13	9
The Crescent	16	16

*\*Based on intermittent daytime monitoring between 27/12/15 – 16/01/16*

- 1.2 Parking by Blue Badge holders currently takes place at the southeastern end of George Street, close to the junction with King Street. This does not appear to inhibit traffic flows and this area can therefore be considered for short term pay & display parking. A total of 4 spaces can be accommodated within this section.

### **2.0 Disabled Parking**

- 2.1 The relocation of the bus stop from the 'southwestern end' of the High Street to outside nos. 114 – 122 High Street will result in the loss of 8 dedicated Blue Badge holder bays, plus a similar number of informal spaces resulting from the introduction of At Any Time loading restrictions along the southern part of the High Street.
- 2.2 The reallocation of permit holder parking to shared use parking in Granville Road and the proposed pay & display parking in George Street will, if implemented, provide parking for Blue Badge holders. Separately, and also in George Street, six dedicated Blue Badge holder bays can be provided, close to the junction with Church Street.

- 2.3 A further option for Blue Badge parking is to reallocate the taxi bays in Church Street to Blue Badge parking. The Multi-Modal Parking Review reports that the existing taxi bays in Church Street are currently underused, and this was confirmed in discussions with taxi drivers waiting in the ranks in Church Street. Please also refer to paragraph 3.3 below.

### **3.0 Taxi Parking**

- 3.1 Some loading bays along the High Street are assigned to Taxi parking when they are not in use, whilst others are assigned to Disabled parking. In view of this established sharing of space, the Goods Vehicles Only loading bay outside 73/75 High Street, can be considered for use for taxis from 11 am to 5 pm. If adopted, this will provide capacity for an additional 3 taxis.
- 3.2 Observations showed the taxi ranks in Church Street are underused. A conversation with a taxi driver confirmed this as did the findings of the Multi Modal Review. The ranks in the High Street were fully occupied at the time of two site visits, and indeed oversubscribed with taxi drivers waiting on yellow line restrictions and in disabled bays.
- 3.3 WBC may wish to consider the use of 'smart parking' technology to monitor taxi parking in the High Street. This will entail the installation of detectors in the taxi bays in the High Street which can alert waiting taxis in a feeder rank, possibly the existing rank in Church Street, when a space becomes available. This could help to curtail the current contravention of parking on yellow lines and Disabled bays.

### **4.0 Cycle Parking**

- 4.1 Additional cycle hoops/stands are proposed at the following locations:

- In King Street, outside McDonalds
- Outside no. 14 King Street
- Outside the Halifax Bank, Market Place.

### **5.0 Powered Two Wheeler (PTW) Parking**

- 5.1 An on-street 'Solo Motor Cycle' bay is proposed in George Street, outside the Old Free School. Additional PTW parking may also be considered at the following locations:
- Outside Travelodge Hotel
  - Smith Street
  - Behind 8-10 Market Place if adopted highway

- In Wellstones, outside the Telephone Exchange
- Granville Road (by re-allocating one permit holder bay, subject to consultation)

## **6.0 Electric Vehicle Charging Bays**

- 6.1 PCL understands that the loading bays in New Street outside the multi-storey car park are not required. The car park payment machines are located adjacent to the bays, so there is a readily available power source to provide electric vehicle charging points. It is therefore suggested that the loading bays are reassigned as Electric Vehicle Charging Bays.

## **7.0 Waiting & Loading Restrictions**

- 7.1 The 'strengthening' of existing waiting restrictions at specific locations is indicated on the drawing. It is also recommended that all junctions are 'protected' by At Any Time waiting and loading restrictions.

## **8.0 Miscellaneous**

- 8.1 To help improve the safety of cyclists and pedestrians, an Entry Treatment or similar is recommended at the junction of Wellstones and Market Street. It was observed during a site visit that a number of drivers emerging from Wellstones were not aware of the contraflow cycle lane.
- 8.2 The loading bay at the southeastern end of Market Street (near the junction with Exchange Road) extends to very close to the stop line of the signalised junction. Vehicles loading/unloading here can inhibit traffic flows and impact road safety. Consideration should therefore be given to reducing the extent of the bay.