

**Report to:** Andy Smith Head of Transport and Infrastructure

**Date:** 5th June 2020

**Report of:** Tom Hayward – Traffic consultant

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**THE BOROUGH OF WATFORD (WATFORD)  
(CONTROLLED PARKING ZONES) (CONSOLIDATION) ORDER 2018  
(AMENDMENT NO.10) ORDER 2020**

**THE BOROUGH OF WATFORD HACKNEY CARRIAGE STAND (ST JOHN'S ROAD  
AND WOODFORD ROAD) APPOINTMENT 2020**

**1.0 SUMMARY**

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

- 1.1.1 To inform the Head of Transport and Infrastructure 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 a "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 where no objections are received or where objections are subsequently withdrawn "Make" the TROs and implement the proposal and:
  - b) ....where objections are received and not subsequently withdrawn, report the details of the objections together with Officer's recommendations so that further instructions can be obtained.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 and businesses 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.

**2.0 RECOMMENDATIONS**

- 2.1 That the Head of Transport and Infrastructure authorises all as described in paragraphs 1.1.2 and 1.1.3 above.

**Contact Officer:**

For further information on this report please contact:

<b>Tom Hayward</b>	Traffic Consultant
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### 3.0 DETAILED PROPOSALS

- 3.1 The proposals are related to the introduction of waiting and loading restrictions on Clarendon Road, Woodford Road and Shady Lane and the re-location of taxi bays on Shady Lane & Clarendon Road to St Johns Road and Woodford Road. This will result in Clarendon Road being kept clear of all parking and loading for its entire length, thus acting in support of the ongoing scheme to narrow the road and increase pedestrian facilities along its length. The scheme will not result in a decrease in parking capacity for taxis and will lose 1 pay and display space.

### 3.2 Proposals

The request for the restriction changes are as a result of the ongoing Clarendon Road Transformation Scheme which will result in the road width narrowing and new pedestrian facilities being provided.

As a result of reduced width, it is prudent to prohibit waiting and loading at any time on Clarendon Road for private vehicles along its entire length in order to secure the safe, expeditious and convenient movement of traffic (including private vehicles, emergency service vehicles and public service vehicles) in alignment with Section 122 of the Road Traffic Regulation Act 1984.

The proposals also include the relocation of taxi bays currently located on Clarendon Road and Shady Lane to the northern side of St Johns Road and the south-western side of Woodford Road in order to prevent any waiting on the narrower Clarendon Road.

In addition, the current taxi bay on the northern side of Shady Lane will be repurposed as a pay and display parking bay. Bus stand number 8 on Woodford Road will be removed and incorporated as part of the new taxi bay there.

The relocation of taxi ranks from Clarendon Road and the repurposing of bays on Shady Lane and Woodford Road will not result in any decrease in capacity for taxis or private vehicles.

The effect of this is that passengers alighting from Watford Junction will still have an ample supply of taxi services to utilise.

The proposals are aimed at maximising parking opportunities for the users of the area south of Watford Junction whilst improving facilities' for pedestrians and cyclists on Clarendon Road as part of the wider Transformation Scheme.

Further, the proposed waiting and loading restrictions on Clarendon Road will improve visibility at its various junctions along its length and therefore improve road safety by avoiding danger to road users in alignment with Section 1 of the Road Traffic Regulation Act 1984.

## 4.0 **IMPLICATIONS**

### 4.1 **Financial**

4.1.1 The cost of the schemes is estimated at £900.

4.1.2 The Head of Transport and Infrastructure has confirmed there is a sufficient capital budget in WAA250X2029.

### 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, and has consulted with the Chief Officer of Police and the County Council.

4.2.2 The Group Head of Democracy and 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.

### 4.3 **Equalities**

4.3.1 This scheme aims to improve road safety and amenity for vehicles and pedestrians, 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 Any impact as a result of the scheme will be equal to all parties.

4.3.3 A generic Equalities Impact Analysis 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.

#### 4.4 Potential Risks

4.4.1	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	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

### **Appendices**

#### **Appendix A** Plans of proposals

### **Background Papers**

Copies of:

The "Draft Order"

A statement of reasons for this Order.

**NOTIFICATION OF OFFICER DECISION**

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JOHN'S ROAD AND WOODFORD ROAD) APPOINTMENT 2020**

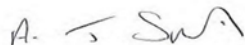
**Decision Summary**

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 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 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: Head of Transport and Infrastructure

Signature:



.....

Date: ....8<sup>th</sup> June 2020