

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

**Date:** 13th August 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 consider the objections received to the Notice of Proposal published in relation to the above titled proposed Orders and to recommend a course of action on how to progress with this scheme.
- 1.1.2 To seek authorisation to implement the above orders as proposed.
- 1.1.3 To seek authorisation to publish the Notice of Making, seal the Order and procure the works should the above be agreed.

**2.0 RECOMMENDATIONS**

- 2.1 Although it is regrettable that the taxi bays are having to be moved into Woodford Road and St Johns Road from Clarendon Road and Shady Lane, due to the narrowing of the carriageway in Clarendon Road as part of the current Highway improvement scheme; an extensive review of the parking situation within the vicinity of Watford Junction Station concluded that these are the only locations that the taxi bays can move to with the least disturbance to local residents parking in the area.

For the main part a bus stop clearway, Pay and Display bay and a timed waiting restriction has been removed to accommodate the new taxi bays meaning residents permit bays have been retained as is in Woodford Road. The Pay and Display bays have also been recreated in Shady Lane therefore resulting in only a net loss of 1 P&D bay in the area. The new P&D bays in Shady Lane are also providing a more generous maximum stay time period of 4 hours compared to the 1 hour maximum stay currently in place in Woodford Road.

The future redevelopment plans of Watford Junction Station (in accordance with the Watford Junction Masterplan) also offer the opportunity to move the proposed taxi bays into a newly proposed Public Transport Interchange at the Station in the short to medium future, so these changes are only intended as a short to medium

term solution for the taxis.

Local members and the portfolio holder have indicated that they support the proposals as set out in the statutory public consultation. All other stakeholders including Hertfordshire Police and Transport for London (TFL) have indicated that they have no objections to the proposals.

Further details of the specific objection points raised during the statutory consultation period for the above titled orders as well as the council's response to these objections are contained in Section 4.0 of this report.

It is therefore recommended That the Head of Transport and Infrastructure authorises all as described in paragraphs 1.1.2 and 1.1.3 above.

### **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 or loading on the narrower Clarendon Road which will not be wide enough for vehicles to wait and have enough room for through traffic.

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 residents permit parking bays and only a loss of 1 short stay Pay & Display space in the area effected by these proposals.

The effect of this is that passengers alighting from Watford Junction will still have an ample supply of taxi services to utilise within close proximity to the station itself.

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 STATUTORY PUBLIC CONSULTATION RESULTS**

4.1 The Notice Of Proposal detailing the general effect of the proposed Order was published in the local press and put up on site on Friday 10<sup>th</sup> July therefore beginning the Statutory public consultation in which members of the public have 21 days to object to the proposals.

During this statutory consultation process the council received 10 individual objections from residents of Woodford Road, a single objection from a resident from Estcourt Road and a petition with 93 signatures on it from residents in and around the proposed restrictions.

The nature of the Objections received to the Statutory public consultation are detailed below;

##### **4.1.1 Air pollution**

Some residents complained that changing the bus stand 8 to a taxi bay will result in an increase in pollution which is detrimental to the health of residents in North West House.

Response; Bus Stand 8 is already causing pollution to residents of North West House and residents have advised they have complained about engine idling concerns to TFL(who are responsible for these bus services) but nothing appears to have been done. As a taxi bay these issues are likely to be less of an issue as taxis tend to switch off there engines as they can sometimes be waiting longer than a bus.

Watford Borough Council Licensing team are also responsible for licensing taxis so they can therefore carry out direct action should there be any issues with pollution to local residents. 'No idling' signs will be erected at the taxi bays reminding drivers to switch off their engines once parked in the bay and a new cctv camera will be erected at the bottom of Woodford Road covering the taxi

bay to ensure the bays are being used responsibly by the drivers.

#### 4.1.2 **Noise disturbance**

Local residents have also raised concerns with the prospect of noise disturbance late at night due to taxi drivers standing adjacent to the taxi bays and talking loudly to each other, smoking and urinating.

Response; This could equally occur already in the street with people waiting for buses, heading back to the station after making use of the towns night time economy or football match day travel. This is also no more than speculation as there is currently no evidence that this will actually occur in practise but is something again that the councils licensing team can deal with if it does actually occur and the new cctv installation will assist with.

#### 4.1.3 **Not enough bus stop capacity for service**

Some residents have suggested that bus stand 8 should remain as there are too many buses to be accommodated by only the 1 proposed bus stand left (bus stand 9)

Response; TFL advised that they are happy to lose bus stand 8 as the services using Woodford Road can be accommodated by bus stand 9 and the bus station forecourt.

#### 4.1.4 **Removal of Residents permit parking spaces**

Some residents are concerned that the residents parking provision will reduce.

Response; No residents permit parking bays have been lost in Woodford Road as part of this proposal.

#### 4.1.5 **Reduction in Pay and Display parking in Woodford Road and St Johns Road**

Residents have complained that the loss of Pay and Display parking bays in Woodford Road and St Johns Road will reduce the amount of parking for their visitors, trades people accessing their properties as well as customers accessing local businesses.

Response; Although the pay and display bay on the south west side of Woodford Road and northern side of St Johns Road (East of its junction with Clarendon Road) will be lost, the existing taxi bays in Shady Lane will be changed to Pay and Display to ensure that there will only be 1 less pay and display bay in the area. With this in mind It is considered that there are ample pay and display/free on street evening parking opportunities within neighbouring roads to mitigate the loss of these specific bays.

There are also two sections of No Waiting at Any Time (double yellow line) restrictions that can be used for loading and unloading purposes to the north of the proposed taxi bay in Woodford should residents, visitors and or tradesperson require it.

#### 4.1.6 **No disabled parking provision in proposals**

A resident was concerned that there are no new disabled parking bays included within the proposals and feels that there should be a new disabled space created.

**Response;** These proposals are being put forward as a result of having to relocate the taxi bays on Clarendon Road and Shady Lane due to the narrowing of the Clarendon Road as part of the Highway Improvement scheme currently being delivered. Disabled residents living on the roads effected by the order can still park for up to three hours on a yellow line restriction and also continue to be eligible for a residents parking permit so these proposals do not have a negative impact on disabled drivers. Blue badge holders can also continue to apply for a disabled parking bay separate to this process.

#### 4.1.7 **Taxi bays should be kept out of residential streets**

Some residents have suggested that the taxi bays should be kept in Clarendon Road as it is more appropriate as a commercial road rather than the residential streets of Woodford Road and St Johns Road. They have also suggested that the taxis would be better off located in the station car park.

**Response;** The Clarendon Road Highway Improvement scheme (currently under construction) will be widening footways and narrowing the carriageway to a single lane for traffic meaning that the taxi bays can no longer be accommodated here. An extensive study has been carried out to relocate the taxi bays so that they are still located close to the station but do not remove residents permit parking spaces which led to these proposals being brought forward. The Service operator of Watford Junction Station cannot currently accommodate any further taxi spaces within the station car park itself.

Watford Borough Council working with its partners is also embarking on a large redevelopment process at Watford Junction Station in accordance with the Watford Junction Station Masterplan, beginning this year with the public realm and cycle infrastructure improvements to the station forecourt. The Masterplan includes future phases of redevelopment including the full redevelopment of the bus station and new multi-story car park to create a fully integrated public Transport interchange. Clearly the aim in the short to medium term will be to move taxis to the new Public Transport Interchange at the station meaning that the taxi bays proposed in Woodford Road and St Johns Road may be able to revert to an alternative use in the future.

## 5.0 **IMPLICATIONS**

### 5.1 **Financial**

5.1.1 The cost of the schemes is estimated at £1000.

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

## 5.2 Legal Issues (Monitoring Officer)

5.2.1 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 2000 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.

5.2.2 No objections were received with reference to the proposed loading and unloading restrictions therefore a Public Inquiry is not required.

## 5.3 Equalities

5.3.1 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.

Any impact as a result of the scheme will be equal to all parties.

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.

## 5.4 Potential Risks

5.4.1

Potential Risk	Likelihood	Impact	Overall score
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	1	<b>3</b>
Failure to implement these proposals will put the delivery of the Clarendon Road Highway Improvement works at risk of not being able to be completed as proposed.	3	4	<b>7</b>

**Appendix A** Plans of proposals  
**Appendix B** Draft Order  
**Appendix C** Statement of Reasons

**NOTIFICATION OF OFFICER DECISION**

**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**

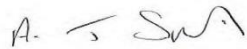
**Decision Summary**

1. To seek authorisation to implement the above orders as proposed.
2. To seek authorisation to publish the Notice of Making, seal the Order and procure the works should the above be agreed

**Name of Officer exercising delegated authority:**

Andy Smith: Head of Transport and Infrastructure

Signature:



Date: ....21<sup>st</sup> August 2020