

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

**Date:** 9<sup>th</sup> November 2020

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

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**THE BOROUGH OF WATFORD (OXHEY, WATFORD)  
(CONTROLLED PARKING ZONES) ORDER 2020.**

**1.0 SUMMARY**

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

To consider the objections received to the Notice of Proposal published in relation to the above titled proposed Order and to recommend a course of action on how to progress with this scheme.

**2.0 RECOMMENDATIONS**

2.1 It is recommended That the Head of Transport and Infrastructure authorises the implementation of the above named Order as proposed in the Notice of Proposal advertised during August 2020.

It is also recommended to ensure that residents of Pinner Road (between its junction with Aldenham Road & Firbank Drive), Aldenham Road (between its junction with Pinner Road & Chalk Hill) and Chalk Hill (between its junction with Aldenham Road & Haydon Road) are included in the roads eligible for permits (Zone X) section of the Final Traffic Order to be sealed and implemented.

**3.0 BACKGROUND/REASON FOR RECOMMENDATIONS**

3.1 The council has considered the objections raised to the Notice of Proposal (advertised on site, in the local press and delivered to each property within the proposed Permit Parking Areas) as required under the Local Authorities Traffic Order Procedures Regulations 1996.

It is not considered that the objections received (24) are enough to prevent the scheme from being implemented as proposed. The council must consider that residents voted on whether they supported the proposals during the informal consultation where 62% (246) of residents who responded voted in favour of implementing the Permit Parking Area in Oxhey village between the hours of Mon-Fri 9am-11am. 57% of residents who responded to the proposed Zone Y (Kingsfield Road Area) consultation also voted in favour of implementing a Permit Parking Area between the hours of Mon-Fri 10am-12noon.

The Council does accept however that when asked by a particular set of residents during the formal consultation that it miss communicated the fact that parts of Pinner Road, Chalk Hill and Aldenham Road should indeed be eligible for permits

for Zone X. This had been agreed as a result of the first round of consultation and was communicated with residents via a letter drop on 9<sup>th</sup> July 2019 in advance of the second round of consultation, when residents had been asked to vote on the specific proposals. This commitment will therefore be honoured in the Final Order to be sealed and implemented.

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 Hertfordshire County Council 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 order as well as the council's response to these objections are contained in Section 5.0 of this report.

#### **4.0 DETAILED PROPOSALS**

- 4.1 The proposals are related to the introduction of a new Controlled Parking Zone/Permit Parking Area in two separate areas within the Oxhey Ward of Watford.

The two new Zones will be named Oxhey Zone X and Oxhey Zone Y. Zone X will encompass the Oxhey village area (as depicted in Appendix A) and Oxhey Zone Y will encompass the Kingsfield Road area (as depicted in Appendix B). The Oxhey Zones controlled parking order will also incorporate all existing parking restrictions within the zones.

#### **4.2 Proposals**

The request for the introduction of a controlled parking zone (CPZ) originated from the local members. Members advised that they had received several requests from residents in Oxhey for residents parking to be introduced in the area due to commuter parking causing a lack of on street parking for residents during daytime hours as well as early morning and evening hours.

As a result of the member request the council consulted with residents and local businesses in Oxhey Ward in November 2018 to ascertain whether there was general support from residents in the area towards the principle of introducing a controlled parking zone.

Residents within the area currently proposed for controlled parking voted in favour of the principle of introducing a CPZ, therefore detailed proposals were drawn up and consulted upon in July 2019. These included the separation of Oxhey village and Kingsfield Road areas into two separate zones following feedback from the two differing areas of the Ward during the first consultation exercise. The 2019 consultation proposed the full 8am to 6:30pm CPZ restriction hours for Oxhey Village and a separate 10am-12noon CPZ restriction for the Kingsfield Road Area following feedback from the first consultation hinting that residents in the Kingsfield Road Area opposed an all day restriction. Residents of Oxhey village did not vote by a majority in support of the all day restrictions during the July 2019 consultation however residents in the Kingsfield Road Area voted

by majority to progress the CPZ to the implementation phase.

After further discussions with members it was then decided to re consult residents in the Oxhey Village area to understand whether they would support the introduction of a CPZ/PPA with less restrictive hours (9am-11am) during February 2020. The results of this showed that residents in Oxhey village supported the new less restrictive proposals by a majority of 63% in favour to 37% against.

It was therefore decided to progress the following to the Statutory consultation phase of the TRO process in order to begin the delivery phase of the scheme;

- Oxhey Village area to be named Oxhey Zone X. Hours of the restriction to be 9am-11am.
- Kingsfield Road Area to be named Oxhey Zone Y. Hours of the restriction to be 10am-12noon.
- New Single Yellow line restrictions placed on Oxhey Road (10am-11am south west side & 11am-12 noon north east side)

Members have been party to the decision process throughout and supported the decision to progress to the statutory public consultation for both proposed Oxhey zones (X&Y). This includes the decision taken to progress the Oxhey Zones as a Permit Parking Area not as a traditional CPZ in that parking bays will not be marked and Zone entry signs will dictate the start and end of a permit parking area. A similar arrangement already exists in Cassiobury Ward.

All existing parking restrictions within both the proposed Oxhey Zones are proposed to be revoked and included within the new Permit Parking Area order.

There have been no objections from any of the statutory consultees.

## 5.0 **STATUTORY PUBLIC CONSULTATION RESULTS**

- 5.1 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 18th September 2020 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 24 individual objections, 2 messages of support and 25 further comments.

The nature of the Objections received to the statutory public consultation as well as the councils response to these objections are detailed below;

### 5.2 **Staff working in local business wont be able to park**

1 business on Lower Paddock Road objected to the proposal suggesting that their caretaker could not come in at the usual time of 9am to open up and prepare for their deliveries as they wouldn't be able to park in the area.

**Response;** The idea of a residents Permit Parking Area is to provide residents

priority when it comes to parking on street. It also attempts to prevent commuter parking in the area which this particular instance is essentially an example of. The hours of operation of the Oxhey Zone X are only between 9am and 11am therefore the council considers that the business in question could amend its delivery hours or the working hours of its staff around the restriction times if parking on street is required.

The council have also placed additional Limited Waiting bays in Lower Paddock Road which will mean staff in local businesses could make use of these parking bays to park within the zone (from 10am) 1 hour before the restrictions end without a permit.

### 5.3 **Two permits not enough**

4 objections were raised from residents advising that they objected to the fact that households were only eligible for 2 permits per household as they had more than 2 vehicles per household.

**Response;** It is Watford Borough Council policy to allow 2 residents permits per household within a Controlled Parking Zone or Permit Parking Area. This policy is in place as there is insufficient space on street to accommodate houses with more than 2 cars to ensure all residents have an opportunity to park within the Permit Parking Area.

The policy is also in place to encourage use of more sustainable travel i.e. walking, cycling and public transport. The predominantly terraced streets of Oxhey were not designed to accommodate more than 2 vehicles per household therefore it is considered that the 2 permit rule is appropriate in this instance, is in line with council policy and is recommended to continue to apply for this permit parking area proposal.

### 5.4 **Cost of purchasing a permit/charging residents to park outside of their properties**

5 objectors mentioned they were not happy to have to pay to park in their own road and that this would not solve the issue of a lack of opportunity to park in the area.

**Response;** The Council has been clear when consulting residents about the introduction of any form of Parking Control in the area that it would involve an annual cost to purchase a permit should they wish to park within a proposed Zone. Knowing this residents voted by a clear majority in favour of implementing a controlled parking zone both in the Kingsfield Road Area as well as Oxhey Village area and therefore the council intends to honour the wishes of the majority of residents.

Watford Borough Council has one of the lowest costs for an annual parking permit in the area as well as across the country at £25 per permit per year. This cost simply covers the administration involved in processing applications as well as the cost of carrying out enforcement to ensure the restrictions are being

adhered to. The Council does not therefore feel that the cost is inhibitive for residents.

#### **5.5 Blue badge holders should not have to pay for permits**

1 resident objected to the fact that blue badge holders are not exempt from paying for a permit or the restrictions.

**Response;** Blue badge holders are eligible for a free residents permit however are required to pay for visitor permits, just like any other resident. However should the blue badge holder require a carer then carers are eligible to apply for 'Doctors' or 'Special residents' permits if they are regular visitors to a particular elderly/disabled residence within the zone.

Should the resident be an Old Age Pensioner then they are also eligible to receive double the visitor permit allowance as well as a discount of 50% on the cost of a visitor permit.

These are council policies applicable to all Controlled Parking Zones and will not be changed in this instance.

#### **5.6 Disabled bays should not be removed**

1 resident objected as they were concerned that their disabled parking bay would be removed.

**Response;** All existing disabled bays will be retained.

#### **5.7 Controlled Parking Zone is not required**

11 residents objected as they felt a CPZ was not required as Lockdown had proved that commuter parking was not so much of an issue now that many people had stopped commuting to work during the Pandemic.

**Response;** Whilst it is accepted that current traffic levels as well as commuter parking have been affected recently due to the COVID -19 situation it is hard to estimate at the moment whether this is a permanent trend or whether we are seeing a temporary dip that could recover if and when the Pandemic abates.

Over the past few months traffic levels have been slowly increasing again therefore it would be unwise to abandon the plans for a CPZ now as the majority of residents have shown to support its implementation and this is something that can be reviewed in the future should current trends become more permanent and there is a desire from residents to do so.

#### **5.8 Under use of double yellow lines in Parkside and Eastbury Road**

1 Objector commented that double yellow lines should be placed on the turning heads in Parkside as well as on parts of Eastbury road between Parkside and Kingsfield Road.

**Response;** Double yellow lines do not currently exist in these sections of Parkside and have not been requested by any other residents during recent consultations. The council therefore intends to include this section of Parkside in the Permit Parking Area however not implement any further double yellow lines here for now. Should inconsiderate parking occur here moving forward the council can consider the merits of further yellow line restrictions here on an individual basis.

Additional restrictions will be consulted upon for Eastbury Road as a separate Traffic Regulation Order process to this shortly.

#### 5.9 **No short term parking provision for businesses in Haydon Road**

1 objector commented that they were disappointed that there was no additional short term parking provision in Haydon Road for businesses.

5.10 **Response;** Additional short term parking bays have been added at several locations within the proposed Oxhey Zone X however it is not felt that one is required in Haydon Road as it is almost entirely a residential road. Adding any further limited waiting bays to Haydon Road would be at the cost of residents spaces which would unlikely be widely supported by the residents of Haydon Road.

To add a further limited waiting bay in at this stage would require the formal consultation process to be re-run as it would constitute a major change to the proposals already consulted upon. The council does not feel that this would be a logical decision as residents have already voted by majority in favour of the proposals during the second round of informal consultation are now keen to see the scheme implemented rather than running a further round of consultation. The restrictions being proposed do not however preclude further measures such as the one requested here being introduced in the future.

#### 5.11 **Migration of parking to Green Lane**

1 objection was received from a resident in Heathfield Close off of Green Lane concerned that this area to the south of the proposed Zone Y Permit Parking Area may start to see migration of parking issues. The resident requested further yellow line restriction on Green Lane should the CPZ be implemented.

**Response;** The Council has considered the resident's request and accepts like with all parking schemes there could be some level of parking migration by commuters to surrounding areas. However it is not expected that the level of parking migration is likely to be high in this instance due to the distance between Green Lane and Bushey Station meaning its less likely people would consider parking and walking to the station from this location.

The Council will however monitor the situation and will review the situation further here should local members request it once the Oxhey Zone Y has been implemented.

## 5.11 Lime Close excluded from the Oxhey Zone X

1 objection was received from a resident in Lime Close objecting to the fact that Lime Close was not included in the proposed Oxhey Zone X.

**Response;** Lime Close was removed from the proposed Oxhey Zone X Permit Parking Area plans as residents voted against it during the informal consultation held in February 2020.

Of the six residential properties within Lime Close who received the questionnaire (which asked residents to confirm whether they supported the principle of the proposed Permit Parking Area for Oxhey Village), only one property responded and they were against the proposals. It was therefore decided to remove Lime Close as it was on the very edge of the proposed Zone and could therefore be easily removed in accordance with the way residents voted. This decision was supported by the local councillors.

The council has not received any other objections or requests in relation to lime Close not being included in the Permit Parking Area and therefore considers that it should remain outside of the Permit Parking Area in line with how residents voted during the informal consultation held in February 2020.

## 5.12 Pinner Road residents not eligible for permits in Zone X

2 objections were received from residents of Pinner Road who were unhappy as council officers had advised them during the formal consultation process that Pinner Road residents would not be eligible for permits for Oxhey Zone X.

**Response;** After several meetings were held prior to the second and final round of informal consultation Councillors had agreed with Officers that residents of Pinner Road (between its junction with Aldenham Road & Firbank Drive), Aldenham Road (between its junction with Pinner Road & Chalk Hill) and Chalk Hill (between its junction with Aldenham Road & Haydon Road) would be eligible for permits in the Oxhey village Permit Parking Area (Zone X). All residents within the proposed zone were advised of this in a letter dated 9<sup>th</sup> July 2019 which summarised the results of the first consultation exercise.

The Council will therefore ensure that the sections of Pinner Road, Aldenham Road and Chalk Hill mentioned above are entitled to apply for permits within Oxhey Zone X.

## 6.0 IMPLICATIONS

### 6.1 Financial

6.1.1 The cost of the schemes is estimated at £10000.

6.1.2 The Head of Transport and Infrastructure has confirmed there is a sufficient existing budget to cover this work.

## 6.2 **Legal Issues** (Monitoring Officer)

6.2.1 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 (Arrangements for Discharge of Functions) (England) Regulations 2012 with the Hertfordshire County Council, and in exercise of the powers conferred on that County under sections 1, 2, 4, 32, 35, 45, 46, 46A, 47, 49, 51 and 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and the Road Traffic Act 1991 and Part 6 of The Traffic Management Act 2004 and of all other enabling powers.

6.2.2 The council has consulted with the Chief Officer of Police and the County Council.

6.2.3 The proposed restrictions do not include loading and unloading restrictions therefore a Public Inquiry is not required.

## 6.3 **Equalities**

6.3.1 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.

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

6.4.1 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.



## Potential Risks

Potential Risk	Likelihood	Impact	Overall score
Failure to implement new parking controls in Oxhey could result in damage to the Council's reputation	4	4	8
Failure to implement these proposals will go against the wishes of residents expressed during the informal consultation	4	3	7

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

**NOTIFICATION OF OFFICER DECISION**

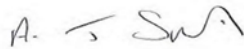
**THE BOROUGH OF WATFORD (OXHEY, WATFORD)  
(CONTROLLED PARKING ZONES) ORDER 2020.**

**Decision Summary**

1. To seek authorisation to implement the above order as proposed.
2. To seek authorisation to include Pinner Road (between its junction with Aldenham Road & Firbank), Aldenham Road (between its junction with Pinner Road & Chalk Hill) and Chalk Hill (between its junction with Aldenham Road & Haydon Road) to the roads eligible for permits (Zone X) section of the Final Traffic Order to be sealed and implemented.
3. 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: 10<sup>th</sup> November 2020