

PETITIONS, TRAFFIC REGULATION ORDERS & LOCAL ISSUES

Report of the District Manager

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise members of the current status of petitions, to advise members of any objections to traffic regulation orders and to inform the Panel of any other local issues of importance.

2. PETITIONS RECEIVED

Petition – Rosslyn Road

- 2.1 One new petition of 73 signatures was received from residents of Rosslyn Road who requested the double yellow lines removed in 2009 be reinstated.
- 2.2 This measure would prevent on-street parking in the evening and overnight which was leading to complaints from residents about antisocial behaviour and being unable to access their properties.
- 2.3 The March 2012 panel resolved for officers to liaise with the police and Watford Borough parking, and report back to this panel.
- 2.4 A meeting took place between the District Manager, Watford Borough parking and police early May.
- 2.5 The key issue in meeting the residents request was to where would the coaches for the night time economy relocate. The police stated the current practice was for coaches to drop off and pick up passengers on the bus stops in Beechen Grove near Albert Road South. The police were happy for this practice to continue, and they would assist with publicity to encourage the coaches to park up in Greenhill Crescent in the West Watford Business Park where there was plenty of free kerbspace late at night away from residential areas.
- 2.6 It was agreed, subject to funding, to carry out informal consultation and promote a Traffic Regulation Order to change the existing daytime waiting restrictions and coach bay to “No Waiting at Any Time” restrictions. This would in effect mean the full length of both sides of Rosslyn Road would be “No Waiting at Any Time”.

- 2.7 Funding has recently been secured. The measure is to be funded partly from the local county councillors Highway Locality Budget, partly by funds controlled by the Community Safety Manager at Watford Borough's Environmental Services, and partly from the District Manager's Support Budget.
- 2.8 Timescales for the informal consultation and formal TRO processes are likely to be 4 to 6 months.

3. PETITIONS UPDATE

Petition – St. James Road One-Way

- 3.1 In Oct 2011 a petition was received from the residents of St James Road in the Vicarage Ward . The petition contained signatures from 112 residents who are requesting their road is made into a "one-way" street.
- 3.2 Surveys carried out on Wed 30 November 2011 showed most vehicles were parking and moving in the direction preferred by petitioners as the one-way direction.
- 3.3 On the basis of these surveys, the March 2012 panel resolved to proceed to the next stage of outline design and informal consultation with the residents of St. James Road, Liverpool Road, Westbury Road, and Clifton Road.
- 3.4 A total of 16 responses were received from the May / June consultation of which eight were supportive, four objected and four made comments.
- 3.5 Six of the responses requested Liverpool Road be made a one-way street too.
- 3.6 Five of the responses were concerned about an increase in speed which a one-way scheme might bring about, and requested traffic calming to complement the one-way operation.
- 3.7 Four of the responses were concerned about an increase in traffic in Liverpool Road.
- 3.8 Experience elsewhere reveals speed can expect to increase when one-way operation is introduced. However, due to the narrow running lanes in these streets which are heavily parked up on both sides most of the day, such increases are expected to be modest. The recent one-way scheme in Percy Road & Francis Road for example showed an increase in speeds of 1-2mph. The existing speeds measured on St James Road were 27 mph, so allowing for an increase of this

magnitude, the resultant higher speed would still be below the current speed limit of 30mph.

- 3.9 There are merits in bringing more streets into the one-way system, as this would reduce even further the number of face-offs between opposing vehicles, which is the very reason cited by the petitioners. Indeed, if Westbury Road and Clifton Road were brought into the one-way system with Liverpool Road and St James Road, then face-offs could be eliminated altogether. This merit has to be considered alongside the disadvantage of longer journey distances for many residents, and the additional flows in Cardiff Road, and more vehicles having to make the right turn from Wiggenhall Road into Cardiff Road which is not an easy movement to make due to the opposing traffic on Wiggenhall Road.
- 3.10 The November 2011 survey revealed the increase in traffic in Liverpool Road would be marginal. Of the 71 vehicles recorded in the 24 hour period who were travelling northbound on St James Road and who would have to find another route into St James Road, the maximum (and 7 day average) hourly flow was 16 (and 7) vehicles between 3-4pm respectively. And not all of the 71 vehicles would transfer onto Liverpool Road, as some would use Wiggenhall Road.
- 3.11 Officers see three possible ways forward in the light of responses received:
- 3.12 Proceed to make St James Road one way in the direction preferred by petitioners. This could be done as an experimental TRO, with speeds and flows continuing to be monitored, and it could be removed again at the end of the experiment if it was not what residents could live with.
- 3.13 Propose to make Liverpool Road one-way in the northbound (uphill) direction at the same time as the St James Road one-way. Further consultation should be carried out before this is introduced.
- 3.14 Propose to make all four streets into a one-way system, with Westbury Road being one-way in an easterly direction and Clifton Road being one-way in a westerly direction in addition to the proposal in 3.13 above. Again, further consultation is advisable to seek views before this is introduced.
- 3.15 Officers recommendation is to proceed with an experimental TRO to make St James Road one-way in the petitioners preferred southbound (downhill) direction.
- 3.16 The experiment can run for a maximum period of eighteen months, but can be withdrawn sooner. If the experiment is successful, a permanent Order may be made at the end of the experimental period

to make the changes permanent. Objections can be received any time during the first six months of the experiment.

4. OBJECTIONS TO TRAFFIC REGULATION ORDERS

- 4.1 There are no current traffic order objections to consider.

5 LOCAL ISSUES – update on National Grid Gas Works

- 5.1 National Grid have a substantial number of schemes in Watford during the coming year as part of their ongoing national mains replacement programme developed in conjunction with the Health and Safety Executive, to replace all metal mains with new plastic pipe within 30 metres of buildings.
- 5.2 Members were previously updated on the programme at a Special Meeting held on 6th February.
- 5.3 The latest progress and programme information is contained as Appendix A. The actual works start and end dates are dependant on weather and unforeseen ground conditions.

6. LOCAL ISSUES – update on use of Watford bus lanes by hackney carriage vehicles

- 6.1 In February 2012, the Highways and Transport Panel agreed to recommend authorisation of the making of an Experimental Traffic Regulation Order to permit hackney carriage vehicles to use bus lanes and selected bus only routes in Watford.
- 6.2 The experiment only applies to hackney carriages and does not include private hire vehicles (mini-cabs) or any other bus lane or bus only route in Watford.
- 6.3 The experimental Order will specifically allow:
- a prescribed left turn from Lower High Street on to A411 Exchange Road (the ring road), with the exemption for buses, cycles and taxis (who may continue to the High Street)
 - exemptions for buses, cycles and taxis for the bus lane on Station Road and the bus lane on St Albans Road between Penn Road and Station Road
- 6.4 The TRO process is progressing well. The intention is to advertise the experimental TRO in the Watford Observer at the end of June, stating that the experiment will come into effect in July. The experiment is expected to run for a maximum period of eighteen months, but can be

withdrawn sooner. If the experiment is successful, a permanent Order may be made at the end of the experimental period to make the changes permanent. Objections can be received any time during the first six months of the experiment.

7. RECOMMENDATIONS

- a. Members are requested to note the information and provide any comments to the relevant officer.

8. CONTACT OFFICERS

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