

Report to: Andy Smith Head of Transport and Infrastructure

Date: 6th January 2021

Report of: Andrew Sturgeon – Traffic Engineer

**THE BOROUGH OF WATFORD
(VARIOUS ROADS, WATFORD)
(PROVISION OF WAITING RESTRICTIONS)
ORDER 2020**

1.0 SUMMARY

1.1 The purpose of this report is:

- 1.1.1 To inform the Head of Transport and Infrastructure of comments and objections received, following the statutory consultation process, carried out between the 6th and 27th November 2020, in relation, to the above titled Order.
- 1.1.2 To seek authorisation to implement the above as proposed, by publishing a “Notice of Making”, procuring the sign and line works associated with the proposals, and sealing the Traffic Regulation Order.

2.0 RECOMMENDATIONS

- 2.1 In the interests of road safety and to ensure adequate visibility for all road users, it is recommended that the Head of Transport and Infrastructure authorises that the order is implemented as advertised.

Contact Officer:

For further information on this report please contact:

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3.0 DETAILED PROPOSALS

3.1 As part of the minor waiting restriction review programme, a number of roads were identified where requests had been made by residents and councillors for the introduction of waiting restrictions. To ascertain the level of support for these proposals, informal consultation was carried with residents in Spring 2020. Following receipt of comments, which were shared with ward councillors, a decision was made to progress to the Statutory Consultation Stage (See Hotl Report 20/10/2020).

The proposals are related to the introduction of waiting restrictions, as part of the minor waiting restriction review programme. It is proposed that no waiting at any time be implemented at the following locations:

- (1) At the junction of **Hope Green/Ganders Ash**
- (2) On the south-east side of **Southfield Avenue**, either side of Westfield Avenue.
- (3) At the junction of **Harris Road/Evans Avenue**
- (4) At the junction of **Severn Way/Garston Crescent**
- (5) On both sides of **East Drive** for a distance of 15 metres from its junction with North Western Avenue.
- (6) **Hemingford Road**, north side from the boundary of 9 and 11 Hemingford Road in a north-western direction for 40 metres, on the south side from its junction with Greenbank Road to a point 135 metres east.

In addition it is proposed that No Waiting Monday-Friday 08.00-09.30am & 2.30-4.00pm be implemented at:

- (7) The east side of **Greenbank Road**, From a point 10 metres north of the junction of The Drive/Greenbank Road to a point 30 metres north of the junction of The Drive/Greenbank Road,

Ward councillors, statutory consultees and local residents were informed prior to the commencement of the statutory consultation period. The Notice of Proposal was advertised in the Watford Observer on Friday 6th November 2020, notices with plans erected on street and letters distributed to local residents.

No comments were received from statutory consultees on the proposals.

No comments were received from residents in relation to the proposals at the following five locations:

- Hope Green/Ganders Ash
- Southfield Avenue
- Severn Way/Garston Crescent
- Hemingford Road
- Greenbank Road

One comment was received in relation to the proposals for East Drive.

The resident stated *“that while the double yellow lines would be a deterrent, they will not work without persistent enforcement, as existing restrictions are not enforced”*

“Before spending money on painting lines which will not work and before someone is seriously injured why not consider bollards which we did have on the immediate corner but was knocked down by one of these large vehicles and never replaced or some sort of wooden fence to extend along where the lines would go which was placed on North Approach. In my opinion this would solve the problem immediately and not waste time and frustrations of the residents of East Drive when the blatant violation of the yellow lines occur which they have in the past and still to this day”.

The parking services department have been consulted on this proposal and have no concerns in regard to additional enforcement required. The new restriction would be incorporated within the existing patrols of civil enforcement offices and subject to enforcement as with any Traffic Regulation Order in the Borough. The proposed restriction would be an extension of the existing no waiting at any time from the junction of North Western Avenue/East Drive and would ensure the dropped kerbs used for pedestrians to cross this section of road, are free of parking, thus improving road safety for pedestrians. In addition to improving visibility for drivers entering and exiting East Drive.

One comment of objection was received in relation to the proposals at Harris Road/Evans Avenue, the resident stated *“my driveway application has been rejected and now you are proposing this. This means, I can't park my car near my house”*

The property is located on the junction of Harris Road/Evans Avenue. Hertfordshire County Council are responsible for dropped kerbs and driveway applications, the request has been rejected as Hertfordshire County Council criteria recommends that an access should not be within 15 metres of the junction. The proposed no waiting at any time would cover 10 metres around the junction. Guidance set out in to the Highway Code, suggests that motorists should not park within 10 metres of a junction, as this results in reduced visibility for all road users. Unrestricted kerb side parking is available within the area.

The comments/objections received have been shared with ward councillors, who have agreed that the restrictions be implemented as advertised.

The council has considered the objections and comments raised to the Notice of Proposal advertised, and as the restrictions are being promoted in the interests of road safety, to improve visibility for all road users, it is recommended that the proposals be implemented as advertised.

4.0 **IMPLICATIONS**

4.1 **Financial**

4.1.1 The cost of the schemes is estimated at £1,500.00

4.1.2 The Head of Transport and Infrastructure has confirmed there is a sufficient capital budget in BEA004 D1142.

4.1.3 The Director of Finance comments that there are no financial implications associated with this report.

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 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 herein after 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.

The council has consulted with the County Council and Statutory Consultees on these proposals.

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

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 The proposals demonstrate that the loss of parking is very small and would not be of significant detriment to any specific group. The proposed waiting

restrictions be considered a road safety improvement that will benefit all road users, and the proposals would not discriminate against any specific members of society

4.4 Potential Risks

4.4.1 The potential risks associated with the proposals as outlined within this report have been evaluated in the table below. The scoring system used is as follows:

- 1 – Low
- 2 – Neither high nor low
- 3 - High

4.4.2	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.	1	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	1	1	2

Appendices

Appendix A: Draft Order

Appendix B: Statement of Reasons

NOTIFICATION OF OFFICER DECISION

**THE BOROUGH OF WATFORD
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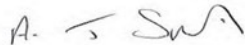
Decision Summary

1. To seek authorisation to implement the above order as advertised.
2. To seek authorisation to publish the Notice of Making, seal the Traffic Regulation Order and procure the sign and line works.

Name of Officer exercising delegated authority:

Andy Smith: Head of Transport and Infrastructure

Signature:



Date: 12th January 2021