

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

**Date:** 12th May 2021

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

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**THE BOROUGH OF WATFORD (WATFORD)  
(CONTROLLED PARKING ZONES) (CONSOLIDATION) ORDER 2018  
(AMENDMENT NO.11) ORDER 2021**

**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 Order (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 where no objections are received or where objections are subsequently withdrawn “Make” the TROs and implement the proposal and:

b) ....where objections are received and not subsequently withdrawn, report the details of the objections together with Officer’s recommendations so that further instructions can be obtained.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:**

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### 3.0 **DETAILED PROPOSALS**

- 3.1 The proposals are to change the existing Permit Parking Area (PPA) hours for Zone W from Mon-Fri 10am-11am to Mon-Fri 9am-11am. This is to ensure that The Larches (Zone W) replicates the restricted hours of the recently introduced Permit Parking Area in Oxhey Village (Zone X).

As part of extending the restriction hours within Zone W, the Council also proposes to provide additional visiting hours to residents of Zone W from the current allocation of 80 hours per annum to 120 hours per annum. All other terms and conditions in relation to permit eligibility, pricing, application process etc will remain the same as it is currently.

The aim of this exercise is to prevent any further migration of parking to The Larches from vehicles that can no longer park in Zone X (Oxhey Village as they are not eligible for permits (i.e commuters/visitors/local business customers etc)

The proposals will further dissuade commuter parking and ensure residents are able to park close to their properties more often than not.

### 3.2 **Proposals**

The request for the change in the PPA hours at Zone W originated from the local residents association (with backing from the Mayor and local Ward Councillors) who wanted the hours in Zone W extended to at least match those of the recently introduced Permit Parking Area in Oxhey Village (Zone X).

The residents association were particularly concerned that if the restricted hours were not extended in Zone W, it could result in further visitor parking from local shops and Bushey Station as well as commuter parking migrating to Zone W as they are no longer permitted to park in the neighbouring Zone X (from 9am).

If this were to happen it could lead to further difficulty for residents to park close to their properties and increased incidences of inconsiderate parking in the zone. It is therefore considered prudent to extend the Zone W PPA restriction hours to 9am-11am to match Oxhey Zone X.

The residents who would be affected by the scheme were consulted on the proposals via a direct letter drop with a questionnaire attached on 29<sup>th</sup> January and asked to respond indicating whether they supported the proposals by 26<sup>th</sup> February 2021. A total of 23 responses were received by the Council and although some residents commented that they wished for the zone to have even longer restricted hours than what was being proposed; all 23 residents indicated that they supported the extension of the restriction hours to Mon-Fri 9am-11am. There were 0 responses against the proposal to extend the hours.

The previous Portfolio Holder for Transportation as well as Mayor Peter Taylor have indicated their support for the proposals.

Hertfordshire Police have indicated that they have no concerns with the

proposals.

#### 4.0 **IMPLICATIONS**

##### 4.1 **Financial**

4.1.1 The cost of the schemes is estimated at £1000

4.1.2 The Head of Transport and Infrastructure has confirmed there is a sufficient capital budget in BEA004D1142.

##### 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(1), 2(2), 4, 45, 46(1), 49, 51, 53 and 124 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 An Equalities Impact Analysis has been carried out for this parking scheme which has been considered and approved by the Equalities Working Group. It is

available to upon request..

4.3.4 As previously eluded to, a residents consultation was undertaken for all residents who would be directly impacted by this scheme.

#### 4.4 **Potential Risks**

<b>4.4.1</b>	<b>Potential Risk</b>	<b>Likelihood</b>	<b>Impact</b>	<b>Overall score</b>
	Some members of the public/businesses will perceive further on-street parking controls as an unnecessary imposition by the Council.	1	1	<b>1</b>
	Failure to progress the proposed scheme will be in direct contravention of the wishes of the majority of residents, local members and could lead to an appeal/complaint	3	3	<b>9</b>

#### **Appendices**

None

#### **Background Papers**

Copies of:  
The "Draft Order"