

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

**Date:** 24<sup>th</sup> May 2021.

**Report of:** Andrew Sturgeon – Traffic Engineer

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**THE BOROUGH OF WATFORD (CONTROLLED PARKING ZONE) AMENDMENT  
ORDER No 11 - (ELECTRIC VEHICLE CHARGING PLACES) ORDER 2021**

**1.0 SUMMARY**

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

- 1.2 Inform the Head of Transport and Infrastructure of representations made in relation to the above named order, following the statutory consultation period which was carried out between the 26th February and 19<sup>th</sup> March 2021.
- 1.3 To confirm that due to the concerns of objectors and Councillors that the Traffic Regulation Order (TRO) should not be made and the proposed changes to on street waiting restrictions, advertised as part of this TRO should not be implemented.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that the Head of Transport and Infrastructure does not make the Traffic Regulation Order, to facilitate access for Electric Vehicle (EV) charging.
- 2.2 It is recommended that the utilisation of charging units once installed is monitored, for a period of 18 months. In addition requests from residents seeking to access on street EV charging bays will be recorded. Should demand increase, proposals for amending waiting restrictions to ensure EVs can access the bays near the charging units should be reconsidered.

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### 3.0 DETAILED PROPOSALS

- 3.1 The proposals have been brought forward as part of Watford Council's mission to make Watford carbon neutral by 2030. The promotion of electric charging points encourages greener travel for residents, and through providing the ability for residents without off street parking facilities to be able to charge efficiently. In addition national government policies which would see the phasing out of the sale of new petrol and diesel cars/vans in 2030.
- 3.2 To prepare residents for this change and to facilitate EV charging in areas, where residents have no off street parking facilities, it is proposed that amendments are made to controlled parking zone bays to accommodate EV charging.
- 3.3 The provision of the charge points has been funded by the Office for Low Emission Vehicles (OLEV) and Electric Blue in partnership with Watford Borough Council, and appropriate site locations identified following consultation with residents/HCC and Electric Blue.
- 3.4 Consultation has been ongoing with residents in relation to the promotion of EV charging across the borough, and information on EV charging where the Council proposes to implement bays, was sent to residents in October 2020. In addition a webpage was created [www.watford.gov.uk/evchargers](http://www.watford.gov.uk/evchargers) where residents could give feedback on the proposals.
- 3.5 Following preparatory work on electrically connections with UKPN, the following 7 locations were identified as suitable for use, all sites fall within CPZ areas, enabling residents of those zones to charge EVs.
- Granville Road (Central) Controlled Parking Zone E
  - Sotherton Road (Central) Controlled Parking Zone B
  - Grosvenor Road (Central) Controlled Parking Zone C
  - Sutton Road (Central) Controlled Parking Zone B
  - Westland Road (Central) Controlled Parking Zone A
  - Stamford Road (Nascot) Controlled Parking Zone D
  - Mildred Avenue (Vicarage/Park) Controlled Parking Zone S
- 3.6 As part of the statutory consultation period, Letters were delivered to households within the above named streets, on site notices were erected and a legal advert placed in the Watford Observer on Friday 26<sup>th</sup> February.

#### Consultee Responses

- 3.7 Statutory consultees were informed of the proposals, and no responses were received from any consultee.
- 3.8 Ward councillors were also informed of the proposals. Cllr Mark Watkin expressed support for the proposal in his ward and requested that more should be put in Nascot. Cllr Peter Jeffree, expressed his concern in relation to the

siting of infrastructure on Mildred Avenue, but not the TRO itself. He has subsequently discussed this matter with the Head of Transport, supported by The Mayor and agreement has been made on the location of infrastructure on Mildred Avenue.

- 3.9 The Mayor & Cllr Tim Williams have expressed support for the EV roll out programme to support the Councils mission to reduce carbon emissions by 2030.
- 3.10 County Councillor Stephen Giles Medhurst expressed concern regarding the placement of the bay in Grosvenor Road, and the cumulative effect of loss of spaces when combined with changes promoted by Hertfordshire County Council School Crossing Patrol.

#### Public Responses

- 3.11 Representations received to the statutory consultation period have been reviewed, and are set out in Annex B. A total of 21 representations were received, and which are separated by street, as follows

Mildred Avenue: 10 Objection 0 Support 3 Comments  
Grosvenor Road: 3 Objections 0 Support 0 Comments  
Stamford Road: 3 Objections 0 Support 0 Comments  
Granville Road: 0 Objection 1 Support 1 Comments

- 3.12 No representations were received in relation to the proposals at Sutton Road, Sotheron Road and Westland Road.
- 3.13 Objectors concerns, are addressed by street in Annex A. Common issues from objectors in all areas, focused on the following issues:
- a) Siting of EV charging infrastructure on street,
  - b) The specific locations chosen, which differed from proposed locations set out in informal consultations.
  - c) Loss of residents parking spaces for permit holders who don't have an EV,
  - d) Lack of perceived demand from EV Users.
- 3.14 In addition two objectors in Grosvenor Road objected on the basis that Hertfordshire County Council proposals for a School Crossing Patrol had not been considered as part of this scheme, and the cumulative effect of changes across the street, had not been considered.

#### **Officer comments to representations**

- 3.15 The majority of objectors, in Mildred Avenue, Grosvenor Road & Stamford Road are objecting to the infrastructure associated with the bays, being placed near residential properties rather than amendments to the waiting restrictions as per the advertised Traffic Regulation Order.
- 3.16 The siting and type of infrastructure to be used does not form part of this

consultation process, as this has been pre-determined by the Head of Transport, who has worked with Hertfordshire County Council, Electric Blue and UK Power Networks in the siting of infrastructure.

- 3.17 Informal consultation was carried out with residents in 2020, on the EV roll out programme and specific areas where Dual Chargers/Lamp Column Chargers would be implemented, this information does stipulate that “We are looking at these sites but they need to be approved by UK Power Networks and Hertfordshire County Council. We will keep residents updated”. As charging units are classified as street furniture there is no dedicated consultation process for residents to support or object on the siting of infrastructure.
- 3.18 Residents’ concerns have been considered to the above points and where it is feasible with no additional costs, alternative locations for infrastructure should be considered by the Head of Transport.
- 3.19 The TRO proposals are to amend the restrictions on the bay to enable permit holders with EVs areas to charge. The bay will remain in situ, but would allow the opportunity for permit holder residents with EV vehicles to be able to charge for up to 4 hours, during the permitted hours. Objectors felt this disadvantaged resident permit holders with non-electric vehicles and removed on street parking for them, particularly in areas where there is high demand for residents parking.
- 3.20 The demand for the EV charging units, cannot be quantified without the charging units in situ. Evidence of support from residents was gained following the informal consultation, and forms parts of the Mayors Strategy to make Watford Carbon Neutral by 2030. Through installing infrastructure, this provides residents with no off street parking facilities to be able to charge their vehicles.
- 3.21 The proposals for a School Crossing Patrol (SCP) in Grosvenor Road have not been considered as part of the proposal, as these are still at a feasibility design stage, and would not remove the parking bay that is advertised as part of these TRO proposals. Initial discussions indicate that the introduction of a SCP would result in the loss of one to two parking spaces on Derby Rd & Grosvenor Road. Residents will be able to object to these proposals during the consultation period for this scheme.

### **Officer Recommendations**

- 3.22 Objectors to the proposal, are not supportive of Electric Vehicles owners having “priority” over specified on street parking spaces during certain times. This has raised concerns from residents and ward councillors, who are concerned this would reduce the availability of kerb side parking spaces for permit holders who do not own an Electric Vehicle.
- 3.23 The objections have therefore been considered and the recommendation is not to make the TRO advertised.

- 3.24 This would mean that EVs may not be able to park adjacent to the charging units and be able to utilise the units to full effect as any vehicle could park adjacent to the bay. This would subsequently have implications on demand and usage of the units.

## 4.0 **IMPLICATIONS**

### 4.1 **Financial**

- 4.1.1 There will be no further costs for the advertisement of the Notice of Making or introduction of signs and lines, if the TRO is not made.

### 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 2012 with Hertfordshire County Council, and is exercising the powers conferred on it under Sections 1, 2, 3, 45 and, 46(1) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.
- 4.2.2 The proposed restrictions do not include loading and unloading restrictions therefore a Public Inquiry would not be required.

### 4.3 **Equalities**

- 4.3.1 This scheme aims to improve the amenity of the local area 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 A Draft Equalities Impact Assessment (EQIA) was prepared for the statutory consultation and concluded that any impact as a result of the scheme will be equal to all parties.

- 4.3.3 During the statutory consultation period one objector raised the issue that EV Charging infrastructure would be located near Central Primary School, and the parking bay was used by visitors to the School. This has been noted and a revised EQIA has been produced.

#### 4.4 Potential Risks

	Potential Risk	Likelihood	Impact	Overall score
4.4.1	Some members of the public/businesses will perceive the provision of EV charging bays as detrimentally resulting in a loss of on street parking spaces within the CPZ	2	1	2
4.4.2	Failure to implement restrictions for EV Charging Bays would not adhere with the Councils Climate Change mission, or provide opportunity for residents with no off street parking to be able to charge EVs.	1	3	3

### **Background Papers**

Annex A: Summary of responses received to statutory consultation