

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

**Date:** 18<sup>th</sup> August 2021

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

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**THE BOROUGH OF WATFORD  
(JUNCTION PROTECTION MEASURES, VARIOUS ROADS OXHEY,  
WATFORD)  
(PROHIBITION OF WAITING AT ANY TIME)  
ORDER 2021**

**1.0 SUMMARY**

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

1.1.1 To consider the objection 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 June 2021.

**Contact Officer:**

For further information on this report please contact:

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**3.0 RECOMMENDATIONS**

It is recommended that The Head of Transport & Infrastructure authorises the sealing and implementation of the above-named Traffic Regulation Order as proposed in the Notice of Proposal advertised in June 2021.

**4.0 REASONS FOR RECOMENDATIONS**

The council has considered the single objection raised to the Notice of Proposal (advertised on site, in the local press and delivered to each property within the proposal areas) as required under the Local Authorities Traffic Order Procedures Regulations 1996.

The single objection received pertained to the proposals leading to a reduction in parking capacity on the roads and that the level of proposed restrictions was excessive and not needed. Concerns were raised that the restrictions would make finding a space more difficult for residents.

In response to the objection, the proposals are designed to improve the safety and amenity of each of the junctions in alignment with Section 1 and 122 of the Road Traffic Regulation Act 1984. Also, the vast majority of residential properties in the vicinity of the proposals possess at least one off-street parking space. The visibility at these junctions will also be greatly improved along with accessibility for emergency service vehicle as a result of these proposals.

Additionally, the residents/businesses who would be affected by the scheme were consulted by a direct letter drop from 29th January 2021 to 19th February 2021 as part of an informal consultation. During this process, the proposals were broadly supported by the majority of residents residing the vicinity of the proposals.

Statutory consultees were also consulted during June 2021. During this process, no objections were raised.

## **5.0 DETAILED PROPOSALS**

The proposals are related to the introduction of new No Waiting at Any Time (Double Yellow Line) restrictions at the junctions of Elm Avenue and Sherwoods Road and of Wilcot Avenue and Bucks Avenue and an extension of the existing No Waiting at Any Time (Double Yellow Line) restrictions at the junctions of Bucks Avenue and A4008 and of Sherwoods Road and Pinner Road in Oxhey, Watford.

The purpose of the proposed restrictions at the various junctions is to ensure that inconsiderate parking does not occur within the immediate vicinity of the junctions, therefore retaining adequate visibility to all road users (vehicles and pedestrians) and ensuring unobstructed access for emergency services vehicles.

The scheme will, therefore, act to improve road safety and amenity for both pedestrians and vehicles using the road.

## **6.0 BACKGROUND TO PROPOSALS**

The request for the additional restrictions here is as a result of requests from local councillors and residents for additional parking controls at the junctions to prevent vehicles parking inconsiderately in their vicinity leading to obstructions.

The junctions in question can be subject to inconsiderate parking which can create a severe reduction in visibility and cause obstruction for vehicles attempting to navigate them. It is thought that this may become worse should any migration of parking from the recently introduced Zone X Permit Parking

Area in Oxhey village occur. It is, therefore, considered prudent to introduce/extend No Waiting at Any Time (Double Yellow Line) restrictions along the proposed lengths of road in order to secure the safe, expeditious and convenient movement of traffic in alignment with Section 122 of the Road Traffic Regulation Act 1984.

Section 122 of the Road Traffic Regulation Act also states that local authorities must exercise their functions under the RTRA so as to 'provide suitable and adequate parking facilities on and off the highway'. It is important to maintain a balance when imposing parking restrictions so as not to be 'over restrictive'. The scheme, whilst achieving improved safety at the various junctions, leaves large sections of the various roads unrestricted to allow residents to park adjacent to their properties and to allow parking where it does not cause a risk to road safety or amenity.

Section 1 of the Road Traffic Regulation Act 1984 states that it is the duty of a highway authority to 'manage their road network' and 'to improve road safety'. The proposals will contribute to improving the amenity of the road and further maintain ease of navigation for all vehicles. The proposals also aim to improve road safety by avoiding danger to road users thus, paying regard to Section 1 of the Road Traffic Regulation Act 1984.

Additionally, the Highway Code Rule 242 states 'You MUST not leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road'. It is considered that parking on the various junctions within this residential area causes this 'obstruction' and they can be classed as a 'dangerous position'. In addition, highway code rule 243 states 'DO NOT stop or park opposite or within 10 metres of a junction'.

In order to ensure that the Highway Code Rules 242 and 243 are complied with, a Traffic Regulation Order comprising the recommended waiting restrictions should be implemented in order to make the current parking habits on the various roads illegal and enforceable.

## **7.0 IMPLICATIONS**

### **7.1 Financial Implications**

7.1.1 The cost of the schemes is estimated at £1000.

7.1.2 The Head of Transport and Infrastructure has confirmed there is a sufficient budget in BEA004B0908.

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

7.2.1 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 and 3 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.

- 7.2.2 The council has consulted with the Chief Officer of Police and the County Council.
- 7.2.3 The proposed restrictions do not include loading and unloading restrictions therefore a Public Inquiry is not required.

### 7.3 Equalities

- 7.3.1 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.

- 7.3.2 Any impact as a result of the scheme will be equal to all parties.
- 7.3.3 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 view upon request.
- 7.3.4 As previously eluded to, a residents consultation was undertaken for those who would be directly impacted by this scheme.

## 7.4 Potential Risks

7.4.1	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.	2	2	4
	Failure to implement new parking controls at locations where road safety is perceived to be a hazard could result in damage to the Council's reputation and lead to unnecessary loss of life in the worst-case scenario.	2	4	8

### Appendices

#### **Appendix A** Plans of proposals

#### Background Papers

Copies of:

The "Draft Order"

A statement of reasons for this Order.