

Report to: Andy Smith Transport and Infrastructure Projects Officer

Date: 28th March 2022

Report of: Tom Hayward – Traffic Consultant

**THE BOROUGH OF WATFORD (CALLOWLAND, WATFORD)
(CONTROLLED PARKING ZONE NA EXTENSION)
ORDER 2022**

1.0 SUMMARY

1.1 The purpose of this report is:

To consider the objections 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 Transport and Infrastructure Projects Officer authorises the implementation of the above-named Order as proposed in the Notice of Proposal advertised on 25th February 2022.

3.0 BACKGROUND/REASON FOR RECOMMENDATIONS

3.1 The Council has considered the objections raised to the Notice of Proposal (advertised on site, in the local press and delivered to each property within the proposed Permit Parking Area) as required under the Local Authorities Traffic Order Procedures Regulations 1996.

It is not considered that the objections received (7) are not enough to prevent the scheme from being implemented as proposed. The Council must consider that residents voted on whether they supported the proposals during the informal consultation where 63% of residents who responded voted in favour of extending the Zone NA Permit Parking Area into the following roads:

- Ashby Road
- Brighton Road
- Diamond Road
- Jubilee Road
- Sussex Road

Local members and the portfolio holder have indicated that they support the proposals as set out in the statutory public consultation. All other stakeholders including Hertfordshire Police and Hertfordshire County Council have indicated that they have no objections to the proposals.

Further details of the specific objection points raised during the statutory consultation period for the above titled order as well as the council's response to these objections are contained in Section 5.0 of this report.

4.0 DETAILED PROPOSALS

4.1 The proposals are related to the expansion of the Controlled Parking Zone/Permit Parking Area in the Callowland Ward of Watford. It includes:

- Extending Zone NA to the north-east to include Diamond, Jubilee, Brighton, Sussex and Ashby Roads.
- Incorporating all of the Zone NA article amendments included in **THE BOROUGH OF WATFORD (CALLOWLAND, WATFORD) (CONTROLLED PARKING ZONE NA) ORDER 2020 (AMENDMENT) ORDER 2022**, including changes to visitor permit allocation, provision for Motor Trader Permits and the change in the Permitted Hours of the Permit Parking Area.

4.2 Proposals

Watford Borough Council introduced the Callowland (Zone NA) Permit Parking Area (PPA) in January 2021 following an 18-month consultation process with residents and businesses. The findings of this consultation clearly showed that, although there was a majority in favour of the Council's proposals, some residents were concerned about the migration of parking that the zone might create. Therefore, the Council has committed to reviewing the surrounding streets to the northwest of the Zone NA Permit Parking Area due to residents' concerns.

The Council have subsequently undertaken parking surveys (prior to and post Callowland Zone NA PPA being implemented) in order to better understand whether the new zone has indeed affected parking availability in the following roads:

- Ashby Road
- Brighton Road
- Diamond Road
- Gammons Lane
- Jubilee Road
- Sussex Road

The survey results suggested that although there was some evidence of parking migration, it was only low level and was not affecting parking availability in the area during daytime hours.

The other major conclusion from the survey data was that all the roads surveyed had occupancy levels exceeding 100% capacity during the evening and night time hours. It also found that in Diamond Road, Jubilee Road and Gammons Lane occupancy levels exceeded 100% during daytime hours.

With this in mind, officers agreed with The Mayor, Portfolio Holder and local ward councillors to offer residents of these roads a further consultation about joining the Zone NA Permit Parking Area.

The results of this further consultation exploring whether there would be support for an extension of Zone NA into the roads described above were as follows;

- 63% of respondents answered 'Yes'
- 37% answered 'No'

Based on these results and after further discussions with local ward councillors, the Portfolio Holder & Mayor, it was agreed that the Council would move forward to deliver the proposed extension of the zone.

The section of Gammons Lane included within this consultation was the only road that voted by a large majority against being included in Zone NA and will therefore not be included in the Zone NA extension proposals taken forward to the delivery phase. The majority of properties within Gammons Lane have off street parking therefore do not require residents parking. However, the properties on the west side of Gammons Lane between Ashby Road and Brighton Road do not have off street parking facilities and back onto the proposed extension area of Zone NA. The Council has therefore decided to allow these specific properties to benefit from being eligible to purchase a permit for the newly extended zone.

As property owners within the existing zone NA have recently voted to extend the operational hours of Zone NA to Monday to Saturday 8am-10am & 5pm-10pm (as described in 3.2.1 above), the proposed extension to Zone NA will therefore also incorporate these permitted hours

There have been no objections from any of the statutory consultees.

5.0 **STATUTORY PUBLIC CONSULTATION RESULTS**

- 5.1 The Notice of Proposal detailing the general effect of the proposed Order was published in the local press and put up on site on 25th February 2022, therefore beginning the statutory public consultation in which members of the public have 21 days to object to the proposals.

During this statutory consultation process the Council received 7 individual objections and 4 further comments.

The nature of the Objections received to the statutory public consultation as well as the Council's response to these objections are detailed below;

5.2 **2 Permits are not enough**

Three objections were raised from residents advising that they objected to the fact that households were only eligible for 2 permits per household, as they either had more than 2 vehicles per household or were landlords of houses of multiple occupancy (HMO).

Response; It is Watford Borough Council policy to allow 2 residents permits per household within a Controlled Parking Zone or Permit Parking area. This policy is in place as there is insufficient space on street to accommodate houses with 2 plus cars to ensure all residents have an opportunity to park within the Permit Parking Area.

The policy is also in place to encourage use of more sustainable travel i.e. walking, cycling and public transport. The predominantly terraced streets of Callowland were not designed to accommodate more than 2 vehicles per household. Therefore, it is considered that the 2 permit rule is appropriate in this instance, is in line with Council policy and is recommended to continue to apply for this permit parking area proposal.

5.3 **Times of operation of the zone.**

One resident objected to the proposals suggesting that the permit parking area evening restriction hours were not sufficient for their requirements. The objector advised that the evening restriction times should operate from 3pm to 11pm not the proposed 5pm to 10pm, as it will be impacted by school pickup traffic, which will not have left the area, causing parking issues for people returning after work. They also stated the restrictions punish people working in shift type work, who return home after the restrictions finish - when parking is unrestricted.

Response; This Traffic Order proposes to extend the Zone NA Permit Parking Area and therefore must adopt the same permitted hours as Zone NA. Residents and businesses within Zone NA have recently voted in favour of extending the permitted hours of the zone from Mon-Sat 8am-10am and 7pm-10pm to **Mon-Sat 8am-10am and 5pm-10pm** therefore the proposed area of extension of Zone NA must adopt this new set of permitted hours.

Residents within the extension area also signalled their acceptance of the permitted hours during the informal consultation (mentioned previously in this report) during which it was proposed that the permitted hours for this area would mirror that of the main existing Zone NA.

5.4 **Controlled Parking Zone is not required**

Two residents objected as they felt a CPZ was not required and parking has only become a problem in this area since the implementation of the original zone. They stated they were happy to look for parking further away currently, but the introduction of this zone extension would make finding parking near to their house more difficult. One of the objectors stated that they would like to be in a CPZ, but be included in a separate zone

Response; These proposals are aimed to help to alleviate the migration of parking that the introduction of the original zone has created. The Council does not propose to abandon plans for the expansion of the CPZ now, as the majority of residents have shown to support the inclusion of these roads in the CPZ during the informal consultation held in 2021.

5.5 Time allocation for visitors

Two objections were raised as a result of the time allocation for visitors. They felt that the visitor permit time allocation was unfair and punishing on residents in the area. They stated that the restrictions would limit how many visitors they can have, as they would run out of their visitor permit allowance before the end of the year. One of the objectors stated that they suspected that the visitor allowance would not increase with the increased times of operation.

Response; The visitor parking allowance is in accordance with the Council's policy on visitor permits. There is a balancing act to provide parking for visitors, whilst also providing parking for full permit holders. If the visitor allowance was greater, then the full permit holders may be unable to find a suitable space. The statement regarding the allowance not increasing with the increased zone times of operation is not the case. Currently residents have 275 hours per annum in total, but once the increase in permitted hours comes into force, the visitor allowance will increase to 395 hours per annum. This would be made up of 290 single hours, 8 x 1 days (7 hours a day) and 1 x 1-week (49 hours) permits. This would be double for senior citizens.

5.6 Cost of permits

Two residents objected to the expansion of the CPZ due to the costs of permits. They stated that the permits would create a cost to residents without alleviating the parking problems. It was stated the problems are not caused by commuter parking and that there is not enough space along the road for the number of cars to houses, as evidenced by the road already being at capacity during the surveys conducted by the Council.

Response; The money generated from the permits is reinvested back into the parking service to maintain and enforce all of Watford's zones. In terms of the cost of the permits; they are lower in cost than what many other Local Authorities charge and are therefore considered to be set at a fair price. The support garnered for the zone during the informal consultation, suggests that the majority of residents find the permit costs acceptable and are prepared to pay these fees.

6.0 IMPLICATIONS

6.1 Financial

6.1.1 The cost of the schemes is estimated at £10000.

6.1.2 The Transport and Infrastructure Projects Officer has confirmed there is a sufficient existing budget to cover this work.

6.2 **Legal Issues** (Monitoring Officer)

- 6.2.1 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 (Arrangements for Discharge of Functions) (England) Regulations 2012 with the Hertfordshire County Council, and in exercise of the powers conferred on that County under sections 1, 2, 4, 32, 35, 45, 46, 46A, 47, 49, 51 and 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and the Road Traffic Act 1991 and Part 6 of The Traffic Management Act 2004 and of all other enabling powers.
- 6.2.2 The Council has consulted with the Chief Officer of Police and the County Council.
- 6.2.3 The proposed restrictions do not include loading and unloading restrictions therefore a Public Inquiry is not required.

6.3 **Equalities**

- 6.3.1 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.

Any impact as a result of the scheme will be equal to all parties.

An Equalities Impact Analysis has been carried out for this scheme which has been considered and approved by the Equalities and is available to view on the Council's website.

Potential Risks

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Potential Risk	Likelihood	Impact	Overall score
Failure to implement increased parking controls based upon the recent consultation results could lead to further public discontent from residents and lead to reputational damage to the Council.	3	3	9

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NOTIFICATION OF OFFICER DECISION

**THE BOROUGH OF WATFORD (CALLOWLAND, WATFORD)
(CONTROLLED PARKING ZONE NA EXTENSION)
ORDER 2022**

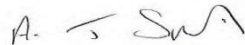
Decision Summary

1. To seek authorisation to implement the above order as proposed.
2. To seek authorisation to publish the Notice of Making, seal the Order and procure the works should the above be agreed.

Name of Officer exercising delegated authority:

Andy Smith: Transport and Infrastructure Projects Officer

Signature:



Date: 5th April 2022