

Report to: Justin Bloomfield – Head of Parking

Date: 4th August 2022

Report of: Andrew Sturgeon – Senior Traffic Engineer

**THE BOROUGH OF WATFORD
(RIVERSIDE ROAD AREA, WATFORD)
(CONTROLLED PARKING ZONES – ZONE Z) ORDER 2022**

1.0 SUMMARY

1.1 The purpose of this report is:

1.1.1 To inform the Head of Parking, following the informal consultation, 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- a) where no objections are received or where objections are subsequently withdrawn “Make” the TROs and implement the proposal and:
- b)where objections are received and not subsequently withdrawn, report the details of the objections together with Officer’s recommendations so that further instructions can be obtained.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 within the proposed Permit Parking Area, 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. In addition to consult with statutory consultees, and erect on street notices and advertise a Notice of Proposal in the Watford Observer.

2.0 RECOMMENDATIONS

2.1

That the Head of Parking authorises all as described in paragraphs 1.1.2 and 1.1.3 above.

Contact Officer:

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3.0 HISTORY

Site Location

3.1 The proposed Permit Parking Area (PPA) is defined as the area located to the north of the A4125 (Eastbury Road) and to the west of the A4178 (Deacons Hill). The northern side of the PPA is bounded by the Riverside Recreation Ground and Riverside Park. To the west of the area is The Watford Borough Council/Three Rivers District Council boundary, this is located where Riverside Road adjoins Silk Mill Road. The area is referred to as the 'Riverside Road Area' and includes the following roads:

- Riverside Road,
- Blackwell Drive,
- The Coppice,
- Colne Avenue,
- Crossmead,
- Waterman Close &
- Luterloa Close

A location plan of the area is shown in Annex A.

Background

- 3.2 Residents of the Riverside Road Area, have requested that elected members look into the provision for a Permit Parking Area, as the majority of properties do not benefit from off street parking and residents find it difficult to park on street.
- 3.3 In 2018, residents across the Oxhey Ward, were asked whether they wanted to be included within a Parking Permit Area. Within the area which encompassed the Riverside Road Area there was not a majority support from residents that supported this. Subsequently in 2020/2021 PPAs were introduced in other parts of Oxhey, (Zones X & Y). In addition, Pay & Display parking was introduced on Eastbury Road, where on street parking was previously unrestricted, and Oxhey Activity Park opened in September 2020.
- 3.4 Residents have expressed concern that on street parking has become more difficult since the above changes have taken place and this has led to requests from residents within the Riverside Road Area requesting that the area be reconsidered for a PPA.
- 3.5 Ward Councillors have carried out their own consultations on the matter which suggests residents would want a PPA. To understand the level of demand for parking, baseline Parking Beat Surveys were undertaken in November 2020 and July 2021.
- 3.6 The Parking Beat Surveys were carried out between 7am and 7pm across three days (a neutral weekday and both weekend days). Both surveys indicated that on street parking was over capacity pre 7am, indicating vehicles were parking across dropped kerbs, close to junctions or on no waiting restrictions. It can be assumed that vehicles parking pre 7am across these different days are

residents. The results indicated little variance between the 2020 and 2021 surveys, with a range of between 118%-125% across the six survey days.

- 3.7 The level of “parking stress” remained constant throughout the time periods of the survey, indicating there was no ‘peak demand’ or external influences eg football, or activities at Oxhey Activity Park. Results of the Parking Beat Surveys were shared with elected members in September and October 2021 and it was agreed that an informal consultation should be carried out with residents, to ascertain the level of support for a PPA proposal.
- 3.8 To ensure there was no ‘split vote’, the Portfolio Holder and Ward Councillors agreed that the operational hours would be set prior to the consultation, with a straight yes/no answer’. It was agreed that to deter all day parking and in line with the Oxhey PPA areas, that a 2-hour window would be used. Due to the close proximity of Vicarage Road Stadium & Oxhey Activity Park, Saturdays would also be included. Therefore, the proposed PPA Hours for a new Zone Z were set at Monday to Saturday 1pm-3pm.

Informal Consultation

- 3.9 Following discussions with elected members, a letter along with a questionnaire, free stamped addressed envelope and plan, was posted to all the properties within the area, on the 11th February, with a response date by 4th March 2022.
- 3.10 In total there were 310 properties in the area. 93 responses were received (30% response rate). The main question was “Do you Support Principle of PPA (Monday to Saturday 1pm-3pm) in Riverside Road Area?” Of the 93 respondents 52 said Yes and 41 said No, giving a % response rate of 56% for yes and 44% for no.
- 3.11 This varied on a street by street basis, with the appetite for a PPA more prevalent in areas where properties did not have off street parking facilities (E.g. on Riverside Road & Crossmead). Conversely where residents have access to off street parking and dropped kerbs, for example in Waterman Close & The Coppice), there is less support for a PPA, as residents do not rely on road space for parking. A summary of the results to the informal consultation is shown in **Annex B**.
- 3.12 Results of the informal consultation were shared with elected members, and discussions held in regard to individual streets and areas. By definition the PPA has to be an area so exclusion of a single street within the area would compromise the scheme, and lead to subsequent complaints on displaced parking. This would also be challenging in terms of signing and lining the area, leading to confusion for road users and opening up subsequent challenges in relation to penalty charge notices issued. The only area where a division could potentially be made is the exclusion of Blackwell Drive and The Coppice, as the area sits on the end of the zone and signage can be applied at the junction of Riverside Road with Blackwell Drive.

- 3.13 Following the informal consultation, the construction of 115 to 123 Riverside Road has been completed and discussions have been on going as to existing restrictions within the area. It is therefore proposed that the unenforceable zig zags in front of properties 85-113 be converted to No Waiting Mon-Sat 1pm-3pm to coincide with the operational hours of the PPA, along with 5 metres of No Waiting at Any Time around the access of Riverside Road Industrial Units to ensure visibility is maintained and larger vehicles can access/egress the site. In addition Ward Councillors have requested a short section of No Waiting At Any Time, within the turning circle adjacent to Luterola Close, so this can be used for purpose, and visibility maintained for road users.
- 3.14 Proposals have been shared with elected members, who support the recommendation to proceed to statutory consultation, based on the same area as the informal consultation
- 3.15 A plan of the proposed waiting restriction is shown in **Annex C** and Draft TRO are shown in **Annex D**.

4.0 **IMPLICATIONS**

Financial

- 4.1 The cost of the schemes is estimated at £2,500 for legal advertising. Should there be no objections and the schemes implemented a cost of £8,500 is allocated for Sign and Line Works.
- 4.3 Properties within the proposed PPA would be eligible to purchase permits at the advertised costs, this would ensure the future management of the scheme is self-funded through the permit charges. The enforcement of the propose PPA would be incorporated within the existing Civil Enforcement Officers work schedules, and no additional CEO resource is provided on top of that which is already allocated within the existing parking services budget
It has been confirmed there is a sufficient budget in BEA004 B0908
- 5.4 **Legal Issues** (Monitoring Officer)
- 5.5 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 Section 1, 2 ,3 and 4 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

5.7 Equalities

5.8 This scheme aims to improve the amenity of the area, through controlling the levels of on street parking, and ensuring permit holders and their visitors are prioritised through being able to gain access to on street parking when the operational hours of the zone are introduced.

5.8 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.

5.9 Any impact as a result of the scheme will be equal to all parties. Should the council be made aware through the statutory consultation process of any impact on specific groups, this will be considered within an Equalities Impact Assessment.

6.0 Potential Risks

6.1	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	1	3
	Failure to implement new parking controls will lead to continued complaints to the Council and dissatisfaction from residents.	1	2	3

Background Papers

- Annex A: Site Location Plan
- Annex B: Results of Informal Consultation
- Annex C: Plans of proposed restrictions
- Annex D: Draft TRO

NOTIFICATION OF OFFICER DECISION

**THE BOROUGH OF WATFORD
(RIVERSIDE ROAD AREA, WATFORD)
(CONTROLLED PARKING ZONES – ZONE Z) ORDER 2022**

Decision Summary

1. That a “Notice of Proposals” is published and where no objections are received or where objections are subsequently withdrawn “Make” the TRO and implement the proposals. If 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.

2. That all properties included as part of the informal consultation be consulted 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. That on street notices are erected within the area and an advert placed in the Watford Observer.

Name of Officer exercising delegated authority:

Justin Bloomfield, Head of Parking.

Signature:

Date: