

**Report to:** Justin Bloomfield – Parking Lead Officer

**Date:** 7<sup>th</sup> November 2022

**Report of:** Andrew Sturgeon – TRO Manager

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**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 Parking Lead Officer, of the comments received to the statutory consultation, in relation to the above named Traffic Regulation Order (TRO).
- 1.1.2 To advise that the TRO and proposals for a Permit Parking Area should not be introduced, and that residents be informed accordingly.
- 1.1.3 To advise that the no waiting at any time restrictions proposed outside the entrance to the Riverside Road Industrial Units and adjacent to Lutreola Close be consulted upon within the various roads waiting restriction programme.

**2.0 RECOMMENDATIONS**

- 2.1 That the Parking Lead Officer authorises all as described in paragraphs 1.1.2 and 1.1.3 above.

**Contact Officer:**

For further information on this report please contact:

|                 |                                |
|-----------------|--------------------------------|
| Andrew Sturgeon | TRO Manager                    |
| Telephone:      | 01923 278153                   |
| Email:          | andrew.sturgeon@watford.gov.uk |

## 3.0 HISTORY

### Background

- 3.1 In 2018, residents across the Oxhey Ward, were asked whether they wanted to be included within a Parking Permit Area (PPA). Within the area which encompassed the Riverside Road Area, there was not a majority level of support from residents. Subsequently in 2020 and 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.
- 3.2 Since the above changes have taken place, residents of the Riverside Road Area have expressed concern that on street parking has become more difficult and requests have been made that the area be reconsidered for a PPA.
- 3.3 The area of interest, referred to as the 'Riverside Road Area' is bounded to the north by the A4125 (Eastbury Road) and to the east by the A4178 (Deacons Hill). The northern side adjoins the Riverside Recreation Ground, and to the west Riverside Road adjoins Silk Mill Road, which is where the borough boundary of Watford Borough Council and Three Rivers District Council is marked. A location plan of the proposed permit area is shown in **Annex A**.
- 3.4 Ward Councillors carried out their own consultations on the matter which suggests residents would want to see a PPA brought forward, and requested that officers also undertake a consultation with residents in the area.
- 3.5 For officers to understand the level of demand for parking, baseline Parking Beat Surveys were undertaken in November 2020 and July 2021. The Parking Beat Surveys were carried out between 7am and 7pm across three 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.
- 3.6 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.

### Informal Consultation

- 3.7 An informal consultation was carried out with residents between the 11<sup>th</sup> February and 4<sup>th</sup> March 2022. This involved questionnaires being posted to all properties within the area. Residents could respond either through freepost

envelopes or by email.

- 3.8 In total there were 310 properties in the area which were sent the questionnaire. 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.
- 3.9 The responses 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.
- 3.10 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.
- 3.11 Based on the results of the informal consultation, the Portfolio Holder and Ward Councillors were content to proceed to the Statutory Consultation stage.

### **Statutory Consultation**

- 3.12 The Statutory Consultation was carried out between the 23<sup>rd</sup> September and the 14<sup>th</sup> October 2022. All properties were posted letters setting out the proposals, and in addition notices were erected on street and published in the Watford Observer, and information sent to the statutory consultees.
- 3.13 49 individual responses were received to the statutory consultation, along with 2 petitions. Of the 49 responses, 35 were objections, 12 comments of support and 2 general comments were received. Both petitions were signed by residents objecting to the scheme. 1 was derived from residents of The Coppice which was signed by 28 residents and the other from residents of Blackwell Drive which was signed by 17 residents. These responses summarised by a street by street basis can be seen in **Annex B**.
- 3.14 The objections were based on four main themes,
- 1) There are no issues with parking pressures on street
  - 2) The cost of permits, especially during the ‘cost of living’ crisis is unnecessary for residents.
  - 3) Perceived inconvenience of having to use visitor permits and
  - 4) The parking issues caused by workers, working on nearby developments parking in the area was temporary and has now passed

- 3.15 The comments of support were based on the one theme that the area is used as free parking by commuters working in Watford Town Centre or travelling to Bushey Station, which is inconsiderate for residents of the area.
- 3.16 Comments have been shared with the Portfolio Holder and Ward Councillors who have agreed, based on the feedback received, not to proceed with the implementation of the PPA, and not to consult with residents on a permit scheme within the area for at least a further two years.
- 3.17 Included within the Traffic Regulation Order for the PPA, were short sections of No Waiting At Any Time restrictions around the access to Riverside Road Industrial Units and Lutreola Close. These are still supported by Ward Councillors who would like to see these implemented in the interests of road safety.
- 3.18 Potentially residents and road users may have missed the minor changes to waiting restrictions, within the consultation documents, as although these were advertised, there is there is concern from officers and Ward Councillors that the focus of the proposals and resident comments was on the provision of permits, rather than the introduction small sections of No Waiting At Any Time restrictions at these access points.
- 3.19 To ensure a robust approach in terms of consultation and greater awareness of these proposed No Waiting at Any Time restrictions, Ward Councillors are agreeable that these be re-advertised within the Various Roads Waiting Restriction Review programme.

#### 4.0 **IMPLICATIONS**

##### **Financial**

- 4.1 There are no costs associated with not proceeding with the proposals

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

- 4.2 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

##### **Equalities**

- 4.3 This scheme aim was 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.

4.4 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.

4.5 A draft Equality Impact Assessment was carried out, prior to the statutory consultation and this determined there was neither no positive or negative impacts on groups with protected characterises. It was noted that concessions are made for the elderly and disabled in relation to permit costs, however this relates to the permit scheme per se and not the specific Riverside Road Area .

## 5.0 Potential Risks

| 5.1 | Potential Risk   | Likelihood | Impact | Overall score |
|-----|--|------------|--------|---------------|
|     | Not progressing with the PPA. will lead to continual complaints from residents in relation to difficulties they have parking on street | 1          | 1      | <b>2</b>      |

### Annex

Annex A: Area Plan of Proposed Permit Parking Area

Annex B: Responses received to Statutory Consultation

**NOTIFICATION OF OFFICER DECISION**

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

**Decision Summary**

1. That the proposals which relate to the Permit Parking Area (Zone Z) are not implemented and the above named TRO not be made.
2. That proposals for No Waiting at Any Time around the junction/access of the Riverside Road Industrial Units and Lutreola Close be re-consulted upon within the Various Roads Waiting Restriction Review programme.

**Name of Officer exercising delegated authority:**

Justin Bloomfield, Parking Lead Officer

Signature: .....  .....

Date: .....07/11/2022.....