

Report to: Justin Bloomfield –Parking Lead Officer

Date: 12th December 2022

Report of: Norma Adjepong –Traffic Engineer

**THE BOROUGH OF WATFORD
THE MEADOWS, WATFORD, (NO WAITING AT ANY TIME),
ORDER 2023**

1.0 SUMMARY

1.1 The purpose of this report is:

1.1.1 To inform the Parking Lead Officer 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a) where no objections are received or where objections are subsequently withdrawn “Make” the TROs and implement the proposal and:

b)where objections are received and not subsequently withdrawn, report the details of the objections together with Officer’s recommendations so that further instructions can be obtained.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 in the immediate vicinity of the proposal 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 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:

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3.0 HISTORY

3.1 Background

The proposal for additional no waiting at any time waiting restrictions, is due to the proposed new residential development on The Meadows, which is located on land on the south eastern corner of the road.

Planning approval (22/00216/FUL) has been granted for a development of 9 residential dwellings in a new cul-de-sac on the land to south of the Meriden Surgery, off The Meadows. This also includes the construction of a new junction access from The Meadows to the development.

- 3.1.1 During the planning application stages, Veolia and Hertfordshire Fire and Rescue Service raised a concern about large vehicles getting into and out of the cul-de-sac as a result of cars parking around or near the proposed junction on The Meadow which would restrict their access. This is due to the access road for the new development joining The Meadows, close to the point where there is a 90-degree bend in the road.
- 3.1.2 Proposals have been agreed with the planning departments of Hertfordshire County Council, Watford Borough Council and the developer that in order to provide safe access and egress to the development, the existing No Waiting At Any Time located around the bend in The Meadows would need to be extended northwards on both sides of the carriageway to ensure adequate visibility and turning radius, (especially for larger vehicles), could be achieved for the new access road.
- 3.1.3 Under the Unilateral Undertaking Agreement, HCC are content that TRO will be progressed by Watford Borough Council, on behalf of the developers.

3.2 Site Location

- 3.2.1 The Meadows is located within the Meriden Estate which is densely residential in nature. The Meadows is off Harvest End and goes round a property development in a "u-shape". All the properties, which are mostly town houses, have access to a designated off road parking facility at the back on their properties.
- 3.2.2 There are currently minimal waiting restrictions on The Meadows, with only a short section of No waiting at any time restriction present around the access to the surgery and around the section where the road bends sharply. The rest of the carriageway is unrestricted which allows residents/visitors to the surgery to park at any time and for any length of time.
- 3.2.3 The proposal for additional no waiting at any time will remove approximately 4-5 car spaces from the western kerb side, and approximately 5 cars spaces on the eastern side (with capacity based on a car length of 5.25 metres). The Surgery

benefits from off road private car park, and the remainder of Harvest End and The Meadows will remain unrestricted for parking.

3.3 **Councillor Consultation**

The proposal (**Annex A**) has been shared with Ward Councillors their information.

3.4 **Statutory Consultation**

As the proposals are have gone through the process of gaining planning permission and construction has already commenced, it is not considered necessary or efficient to undertake an informal consultation with residents, but instead proceed straight to statutory consultation. Statutory consultees along with the surrounding properties will be informed of the proposals.

The plan along with a letter explaining the reasons why the council is undertaking this consultation will be sent to residents and adjacent Doctors Surgery. This process would enable residents to comment on the proposed waiting restrictions.

Should there be any objections to the proposals these will be shared with planning officers and the developer to seek any mitigation measures that may be required.

4.0 **PROPOSALS**

It is therefore proposed to carry out the statutory consultation on the proposals, based on the plan shown in **Annex A**.

A Draft TRO is attached in **Annex B**.

4.1 **Financial**

The cost of the TRO, advertising, consultation and implementation scheme is estimated at £2,000. The cost being incurred by the developer as part of their planning application.

4.2 **Legal Issues** (Monitoring Officer)

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.

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 accessibility and road safety for emergency and waste vehicles and other road users with large vehicles 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.

The impact of the waiting restrictions, would not discriminate against certain persons or groups, as all properties benefit from having off street parking. The provision of No Waiting At Any Time does not cover a loading ban, therefore loading would still be able to take place, and blue badge holders would be able to park here for 4 hours, as per the national guidance.

Areas of on street parking provision would still be maintained on The Meadows.

Consideration has been given to any impact on certain parties, and it is considered there would be no negative impact on specific groups, as the proposals are being promoted on improved accessibility and road safety grounds. 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
	Local residents may perceive the waiting restrictions as an unnecessary imposition by the Council.	2	1	3
	Failure to implement the waiting restrictions will compromise the access to the new development.	1	2	3

Background Papers

Annex A: Draft Plan of Proposals

Annex B: Draft Traffic Regulation Orders