



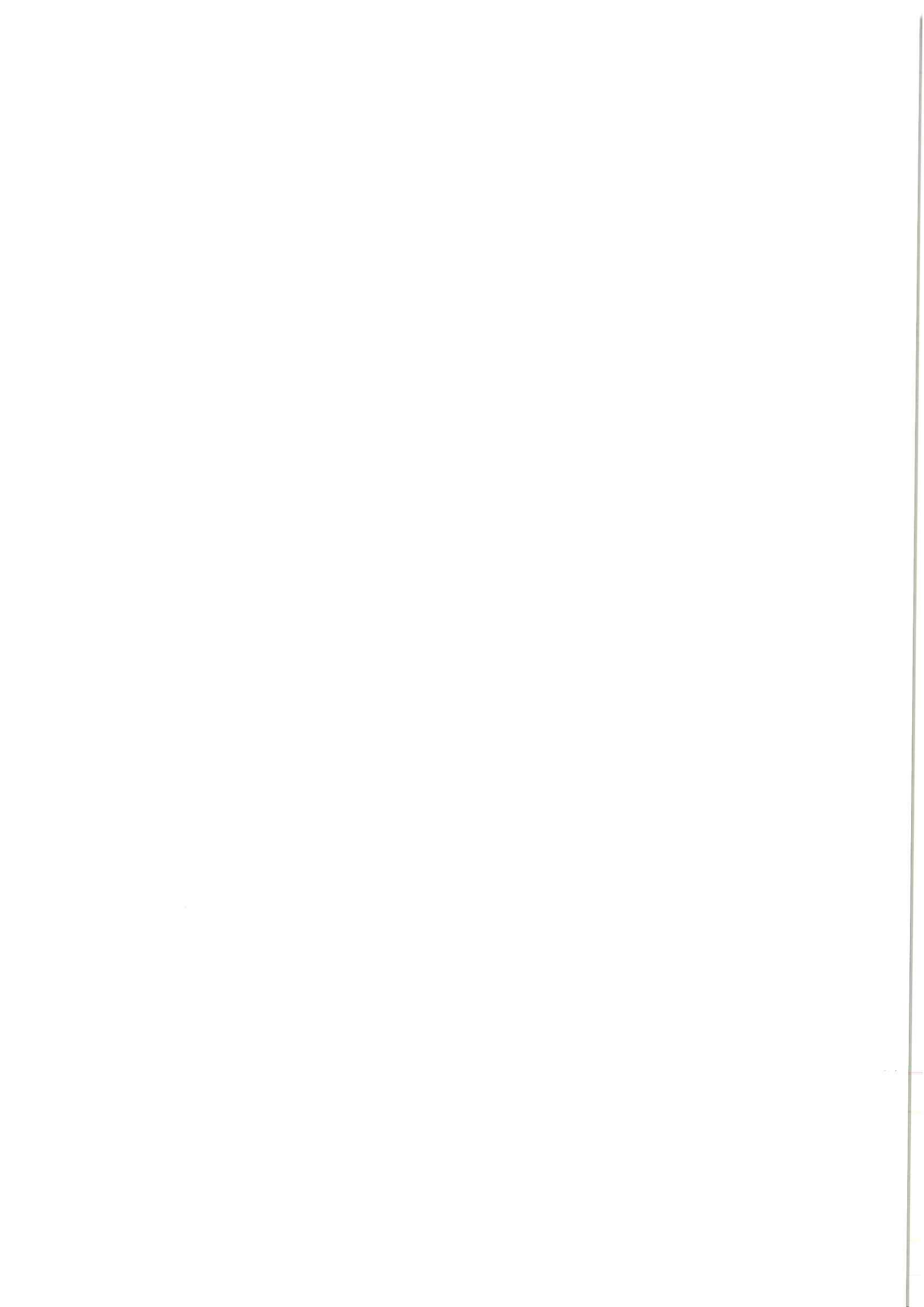
# St Albans Road Residents' Parking Scheme

Stage 2 Public Consultation Analysis

March 2014

Watford Borough Council





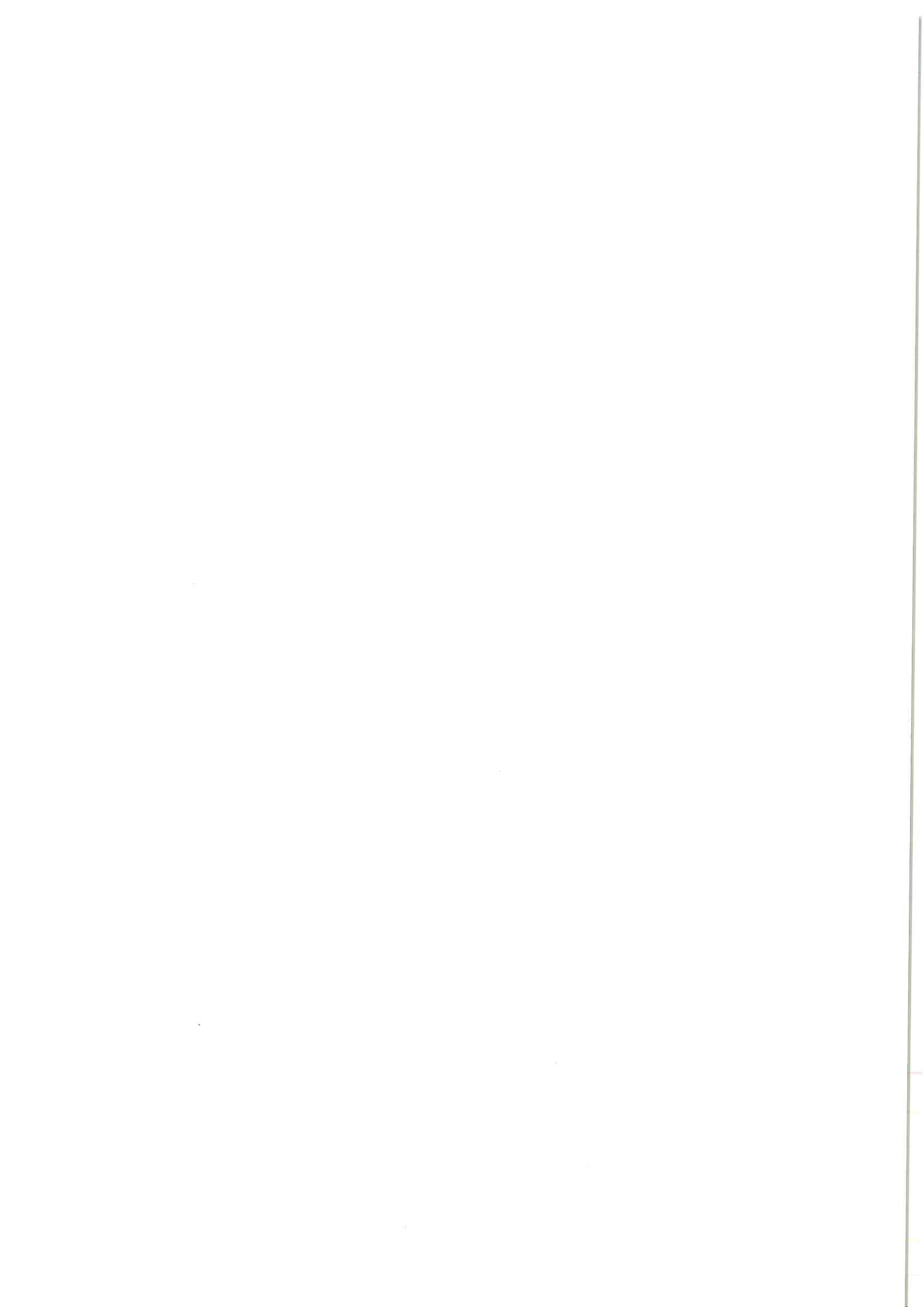
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Stage 2 Public Consultation Analysis

March 2014

Watford Borough Council

Town Hall , Hempstead Road, Watford, Hertfordshire WD17 3EX



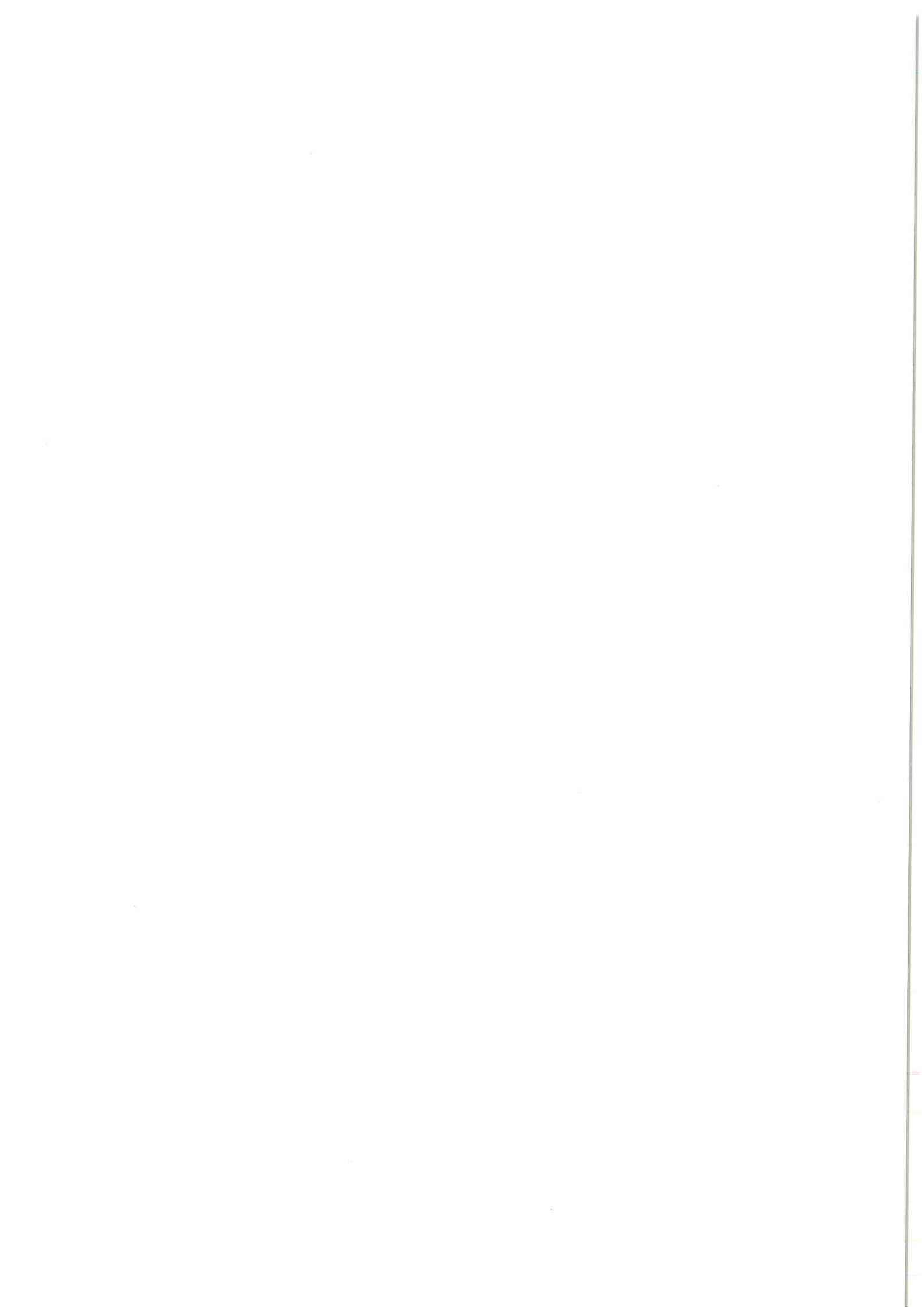
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# 1. Introduction

## 1.1 Introduction

Mott Macdonald was commissioned by Watford Borough Council to undertake the second stage of a parking study in the St Albans Road area of Watford.

Following reports from residents to council Members and officers regarding parking issues, an initial parking study was undertaken in July 2013 to explore residential parking issues in the St Albans Road area of Watford. Stage one concluded that residents' parking was problematic with the majority of residents in favour of progressing a parking study in the area.

Stage Two of the study has included the development of a Residents' Parking Scheme (RPS) design layout for the St Albans Road area, and a public consultation of the proposals that was completed in January 2014.

The objective of the second stage of the study was to engage with local residents and get their opinions on the initial design for the Callowland RPS, in order to:

- Understand in principle if residents are in favour of the implementation of the scheme.
- Understand if residents are in favour of the initial design of the scheme.
- Understand local resident's suggestions regarding possible amendments to the scheme design.
- To better understand local residents' parking issues and what could be done to further alleviate problems.

This consultation analysis report presents the results for the public consultation undertaken on the initial design of the RPS for the Callowland area, including:

- a. Reporting of support for and against the implementation of the proposed RPS.
- b. Reporting and discussion of resident's comments on the proposed RPS scheme, including suggested amendments to the scheme, or suggested alternatives.

The structure of the report is as follows:

- Section one provides a general introduction to the report
- Section two provides a background to the study.
- Section three outlines the methodologies of the public consultation undertaken.



- Section four presents and discusses the results from the public consultation.
- Section five presents the conclusions of the public consultation and proposes a series of recommendations.

## 2. Background to Study

### 2.1 The St Albans Road Study Area

The St Albans Road area of Watford is located to the north of the town centre and is close to the transport hub of Watford Junction station. The area is formed of approximately 3,150 households and has a population of approximately 6,700.

Watford Junction station is served by main line and London Overground services. Journey time into central London is from 15 minutes depending on the service used<sup>1</sup>.

The study area is formed of tightly packed terraced streets with little or no off-street parking. St Albans Road is a predominantly commercial property street and forms the major route through the area and into Watford town centre.

Since 1997, Watford Borough Council has incrementally introduced Resident Parking Scheme (RPSs) to give priority for on-street parking to residents in areas which historically experienced high levels of commuter parking demand.

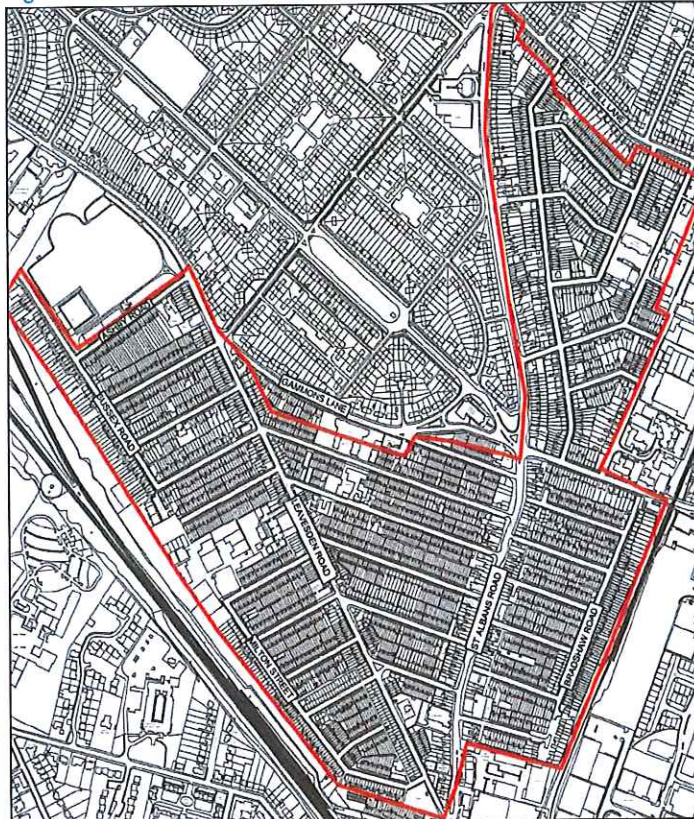
In 2007 the council consulted on parking in the St Albans Road area but there was no consensus for change amongst the returns and the council therefore decided not to progress a parking study.

Figure 2.1 overleaf shows a map of study area.

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<sup>1</sup> Source: National Rail Enquiries

Figure 2.1: Boundaries of the St Albans Road Parking Study Area.



Source: Watford Borough Council, 2012 (© Crown Copyright and database rights 2011 Ordnance Survey 100018689).

## 3. Methodology of Public Consultation

### 3.1 Public Consultation Methodology

Initial designs for a RPS in the St Albans Road area were prepared by Mott MacDonald. Parking restrictions focused on providing residents parking as favoured by the majority of streets during the Stage One consultation. The details of the RPS including parking restrictions and permit rules have been defined by the council, and are in keeping with similar schemes across the borough of Watford.

In November 2013 consultation packs on the proposed parking scheme were distributed to approximately 3,169 properties within the study area by Royal Mail. The consultation pack included a leaflet detailing the proposed scheme, including a map of the proposed RPS, a questionnaire and a free post-return envelope. Recipients were also provided with a website address to complete the questions online if preferred. Example documents are provided in Appendix A. The stated consultation period was five weeks, ending on January 10<sup>th</sup> 2014; however this was extended until the end of January 2014 to ensure a maximum response rate.

During the consultation period the following events and services were also in place to provide residents with a means to find out more about the scheme and to ask any questions:

- Two exhibitions were held in the proposed RPS area staffed by Council Members, Council Officers and Mott MacDonald staff.
- Display boards of the scheme in Watford Town Hall.
- Email address and technical support telephone number was provided where any queries could be submitted.

The questionnaire contained four short sections to complete. Section 1 required the respondent to state whether they support the proposed parking changes. Section 2 collected additional information about the respondents parking needs, including number of cars per household and if they owned or managed a business. Section 3 provided an opportunity for residents to add any additional comments on the proposed parking scheme. Finally Section 4 collected respondents address information. Respondents had the option of completing either the postal or online questionnaire, both surveys were identical.

## 4. Discussion of Results

### 4.1 Response Rates

In total 1,344 responses were received from the public consultation exercise split between residents and businesses from both inside and outside the consultation area, as shown in Table 4.1.

The response rate for this consultation is 42% which is considered to be very good for a consultation of this type. During the 2013 local elections the response for the two wards within the St Albans Road RPS indicated an average response rate of 29%.

The response rate to this consultation is an increase on the informal Stage One consultation which received a 27% response rate.

Table 4.1: Number of Consultation Responses<sup>2</sup>

| Status   | From within the proposed RPS area | From Outside of the proposed RPS area |
|----------|-----------------------------------|---------------------------------------|
| Resident | 1,141                             | 20                                    |
| Business | 85                                | 10                                    |
| Both     | 42                                | 0                                     |
| Other*   | 0                                 | 0                                     |
| Unknown  | 13                                | 33                                    |
| Total    | 1,281                             | 63                                    |

The council was keen to ensure that the consultation obtained sufficient responses from local businesses as well as residents, and therefore the Elected Mayor sent a letter to all local businesses in the area encouraging them to submit their views (See appendix A), and extended the consultation period to ensure they had ample time to comment on the proposals.

As shown in Table 4.1 85 businesses in the proposed RPS have individually responded as well as a number of residents who also own businesses in the area; a strong response rate.

<sup>2</sup> Note all official responses received through the online or postal consultation form are included. Multiple responses from the same address have been included to ensure all individuals views have been taken into account.

## 4.2 Response Results by Street

Table 4.2 shows the response rates by street including the percentage of responses in favour of the proposed RPS.

Table 4.2: Street by Street Consultation Results

|                    | No. of Properties | No. of Properties that responded | Response Rate | % in Favour of Proposals |
|--------------------|-------------------|----------------------------------|---------------|--------------------------|
| Acme Road          | 86                | 31                               | 36%           | 29%                      |
| Ashby Road         | 50                | 24                               | 48%           | 15%                      |
| Balmoral Road      | 38                | 16                               | 42%           | 11%                      |
| Bradshaw Road      | 81                | 31                               | 38%           | 19%                      |
| Brighton Road      | 81                | 48                               | 59%           | 4%                       |
| Brixton Road       | 50                | 30                               | 60%           | 47%                      |
| Bruce Grove        | 62                | 26                               | 42%           | 27%                      |
| Buckingham Road    | 24                | 11                               | 46%           | 8%                       |
| Bushey Mill Lane   | 24                | 6                                | 25%           | 29%                      |
| Callowland Place   | 31                | 1                                | 3%            | 0%                       |
| Cecil Street       | 141               | 39                               | 28%           | 33%                      |
| Copsewood Road     | 89                | 41                               | 46%           | 81%                      |
| Cromer Road        | 66                | 30                               | 45%           | 13%                      |
| Diamond Road       | 64                | 44                               | 69%           | 20%                      |
| Gammons Lane       | 26                | 12                               | 46%           | 0%                       |
| Garfield Street    | 65                | 32                               | 49%           | 45%                      |
| Hatfield Road      | 50                | 15                               | 30%           | 47%                      |
| Jubilee Road       | 66                | 36                               | 55%           | 8%                       |
| Judge Street       | 138               | 56                               | 41%           | 11%                      |
| Leavesden Road     | 264               | 74                               | 28%           | 27%                      |
| Lowestoft Road     | 47                | 11                               | 23%           | 36%                      |
| Milton Street      | 35                | 14                               | 40%           | 64%                      |
| Neston Road        | 50                | 30                               | 60%           | 6%                       |
| Nevill Grove       | 26                | 12                               | 46%           | 67%                      |
| Osborne Road       | 34                | 14                               | 41%           | 40%                      |
| Parker Street      | 51                | 19                               | 37%           | 42%                      |
| Parkgate Road      | 69                | 42                               | 61%           | 15%                      |
| Regent Street      | 115               | 45                               | 39%           | 39%                      |
| Ridge Street       | 57                | 18                               | 32%           | 11%                      |
| Salisbury Road     | 49                | 18                               | 37%           | 39%                      |
| Sandringham Road   | 186               | 96                               | 52%           | 16%                      |
| Shakespeare Street | 74                | 34                               | 46%           | 28%                      |
| Southwold Road     | 122               | 25                               | 20%           | 27%                      |

|                | No. of Properties | No. of Properties that responded | Response Rate | % In Favour of Proposals |
|----------------|-------------------|----------------------------------|---------------|--------------------------|
| St Albans Road | 441               | 108                              | 24%           | 17%                      |
| Stanmore Road  | 43                | 16                               | 37%           | 47%                      |
| Sussex Road    | 71                | 35                               | 49%           | 5%                       |
| Victoria Road  | 71                | 31                               | 44%           | 81%                      |
| Windsor Road   | 43                | 19                               | 44%           | 42%                      |
| Yarmouth Road  | 64                | 15                               | 23%           | 25%                      |
| <b>Total</b>   | <b>3144</b>       | <b>1205</b>                      | <b>38%</b>    | <b>26%</b>               |

Source: Mott MacDonald

Table 4.3 shows the responses by street ranked by levels of support for the proposals.

Table 4.3: Street by Street Consultation Results

|                    | No. of Properties | No. of Properties that responded | Response Rate | % In Favour of Proposals |
|--------------------|-------------------|----------------------------------|---------------|--------------------------|
| Copsewood Road     | 89                | 41                               | 46%           | 81%                      |
| Victoria Road      | 71                | 31                               | 44%           | 81%                      |
| Nevill Grove       | 26                | 12                               | 46%           | 67%                      |
| Milton Street      | 35                | 14                               | 40%           | 64%                      |
| Brixton Road       | 50                | 30                               | 60%           | 47%                      |
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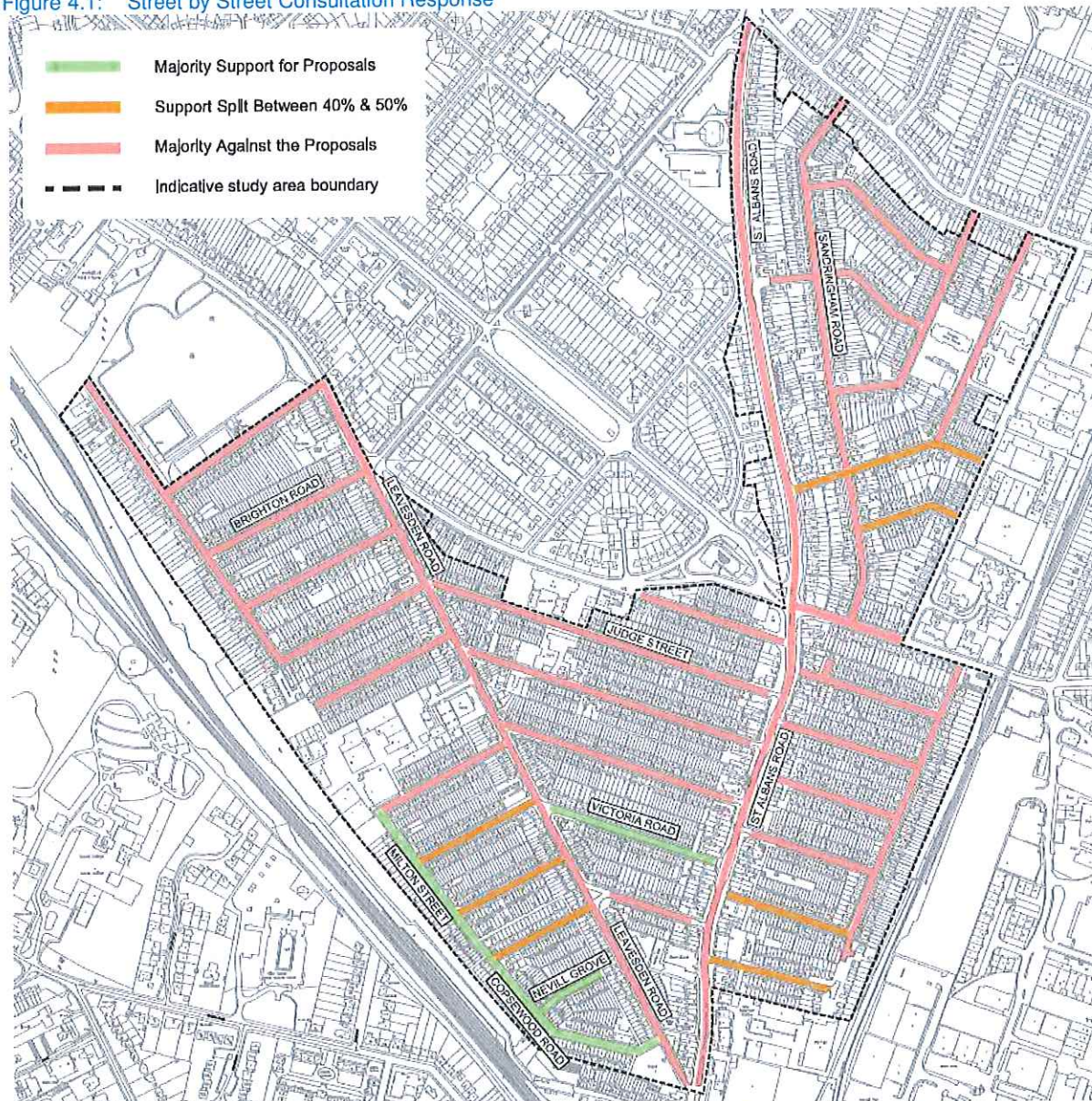
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| Sussex Road      | 71                | 35                               | 49%           | 5%                       |
| Brighton Road    | 81                | 48                               | 59%           | 4%                       |
| Callowland Place | 31                | 1                                | 3%            | 0%                       |
| Gammons Lane     | 26                | 12                               | 46%           | 0%                       |
| <b>Total</b>     | <b>3144</b>       | <b>1205</b>                      | <b>38%</b>    | <b>26%</b>               |

Source: Mott MacDonald

Figure 4.1 overleaf shows the street by street response to the proposals, highlighting the geographical pattern of public responses regarding the scheme.



Figure 4.1: Street by Street Consultation Response



Source: Watford Borough Council, 2012 (© Crown Copyright and database rights 2011 Ordnance Survey 100018689).

Four roads in the southern end of the proposed RPS have expressed strong support for a residential parking scheme; in particular Copewood and Victoria Road have over 80% of respondents in favour of the proposal, while Milton Street and Nevill Grove have over 60% in favour. All these streets have a strong response rate of over 40%.

Geographically the streets in the Southern extent of the proposed scheme closest to Watford Junction station are more likely to be affected by rail commuters using their streets as free all day parking for the station.

As shown in Figure 4.1 some roads near the southern extent of the scheme have responded between 40-50% in favour of the scheme, suggesting daytime parking is an issue for some residents but accepted by others. Most likely this demand is also a result of commuter parking for Watford Junction station.

North of Garfield Street, Victoria Road and Hatfield Road support for the proposals declines to levels of around 30% and north of Cecil Street there is minimal support for the residential parking scheme with less than 20% of respondents in favour of the proposals. The only exceptions to this are Windsor Road and Osborne Road where support for the scheme is over 40%.

There appears to be a clear geographical pattern to the support for the parking scheme, with support increasing nearer to Watford Junction station.

In addition to formal consultation responses the council also received petitions against the scheme from Sussex Road (including signatures from Diamond Road, Jubilee Road, Brighton Road, Ashby Road, Leavesden Road, Shakespeare Street and Gammon Lane) signed by 170 residents, and a petition from Shakespeare Road signed by 31 residents.

#### **4.2.1 Business Results**

Of the 85 business that responded from within the proposed RPS 93% are against the introduction of the scheme. The majority of these are situated on St Albans Road with around 25% also spread across various locations in the St Albans Road area.

Similarly businesses from outside the area, including those on Sandown Road responded against the scheme.

#### **4.3 Detailed Comments Analysis**

Throughout the consultation period all comments received have been recorded and summarised.

This includes comments from the questionnaires, via email and those made in person by those who attended the public exhibitions

Many of those in favour of the scheme highlighted parking problems they have in their roads. 80% of those in favour made reference to regularly experiencing difficulties with parking, with 37% indicating this was related to commuter and other non-resident parking. 10% of those in favour did highlight that there are issues with parking at night, something the proposed scheme will not resolve. A number of suggestions to extend the proposed hours to include overnight parking were made.

However, the problem of overnight parking in the area is widely acknowledged to be the result of the number of vehicles seeking a parking space overnight exceeding the maximum number of spaces available in the area.

Of those against the scheme over 50% objected to the parking charges and perceived the proposals as a money making scheme for the council. In response to this the council has advised that money generated from the scheme is ring fenced to cover the costs of parking management and operation in the town. In addition they have advised the parking reserve has been declining in recent years, and as such the perception that the scheme is "a money making" exercise does not reflect reality.

46% of those against the scheme also commented that parking is only an issue in the evening and 13% specifically stated that commuter parking was not an issue affecting them. As such it is perceived that the scheme will simply mean residents paying for permits that deliver no benefit to them. 22% have also expressed concerns that the scheme will in fact make the situation worse by reducing the number of spaces.

Other frequent comments included the following detailed below. The percentage refers to the number of respondents that made reference to the listed comment.

#### **4.3.1 Proposals will have a negative impact on local businesses and issues regarding customer/employee parking including unloading and loading (17%)**

Both businesses and residents raised concerns regarding the impact of the proposed scheme on local businesses. St Albans Road currently has some short stay P&D parking and customers can use nearby residential streets for free. With the introduction of Pay and Display and

permit holder only parking there is concern this will deter passing trade. Many businesses also expressed concern regarding the lack of staff parking available in the proposals. Some businesses are concerned that the limit of two business permits and the constraints on eligibility will not meet the requirements of their business or their staff. Smaller businesses in particular highlighted the cost of the business permits as an issue.

#### **4.3.2 Issues surrounding visitor permits (15%)**

A range of individual circumstances were raised relating to the need for non-residents, including childcare, workmen, healthcare assistance and family, to park in the proposed RPS. Concerns were made that the scheme does not provide any provision in these circumstances.

A number of comments have also been received regarding consideration of other users of the areas facilities, including those accessing the Callowland recreation ground, churches and community centres. The scheme does not provide any parking for non-residents in these areas.

#### **4.3.3 Proposals do not guarantee space / introduce a scheme that guarantees space (11%)**

Residents commented that the scheme still does not guarantee residents a space, particularly at night when there are simply more cars than parking spaces available. As such some commented that they did not want to pay for a permit that did not guarantee a space.

#### **4.3.4 Problem with multiple car households (8%)**

The proposed RPS area is predominantly made up of narrow Victorian style streets and as such there is not sufficient kerb length for multiple car households to park all their cars on-street. Several responses identified multiple car households as a key cause of the parking issues in the area.

One important aspect of RPS control is to limit properties to two permits only. The aim of this is to encourage households to review the number of cars they own and as a result reduce levels of car ownership in the area. This policy is in line with all other RPS's in the town.

**4.3.5 Remove yellow lines / loading restrictions in certain areas (6%)**

The inclusion of yellow lines at junctions and along a number of the streets has been included in the proposals to improve junction safety and provide passing points in these narrow streets.

However this has in many places lead to a reduction in the number of available spaces and as such has been raised as a concern by a number of residents.

Residents have provided comments regarding specific stretches of the road which they would like the proposed restrictions removed. Streets which have been more regularly commented on include Sandringham Road, Cromer Road, Leavesden Road, Jubilee Road and Sussex Road. At the exhibition it was also raised that the one way streets do not require yellow lines and where these are proposed they should be removed.

**4.3.6 Parking restrictions need to be enforced / inappropriate or unsafe parking needs to be penalised (6%)**

Residents raised the issue of enforcement and that inappropriate or unsafe parking should be penalised.

If the scheme were to be introduced enforcement would form part of the proposed management of the scheme in line with other RPS's in the town, however full details of the proposed management regime of this scheme have not yet been confirmed.

**4.3.7 Other General Comments recorded:**

- Too many houses and flats in area; make sure future housing developments have sufficient parking when accepting planning permission (4%)
  - Property prices will be negatively affected (3%)
  - Restrictions on commercial vehicles and vans parking / travelling along these streets should be introduced (3%)
  - Provide marked parking bays / provide bays for each household / marked bays would encourage better parking / currently people leaving too much space between cars (3%)
  - Put shorter daytime restrictions (e.g. one-two hours) to alleviate problem of commuters (3%)
- Multiple car households - require more permits than 2 permits per household (3%)

#### 4.4 Other Suggestions

Throughout the consultation period respondents have provided a range of suggestions for other initiatives and interventions which they believe would help parking issues in the area, these are captured in Table 4.4.

Table 4.4: Alternative initiatives and interventions suggested during the public consultation

| Suggestions from Residents  |
|---|
| The Longspring and Harebreaks car parks used to be full until charges were introduced in them – remove the charges.   |
| Parking should be introduced on the west side of the one-way section of Leavesden Road, north of the junction with Copewood Road.   |
| The size of the bus stops on St Albans Road should be reviewed – they appear to be too big for the number of services using them and could be reduced in size to allow additional parking space to be introduced.   |
| Can an arrangement be put in place for parking at TK Max / Homebase car parks?  |
| Increase capacity of Watford Junction railway station car park instead / reduce the cost of parking there .   |
| Keep the remaining parking set-up in place with one addition – Issue resident's permits that allow residents to park on single yellow lines only during the current restrictions (08:00 – 18:30 Monday – Saturday).   |
| Painting numbered bays along the street so each house has an allocated bay. There are then various areas in the surrounding streets that have no houses directly on them or are the ends of terraces and these can be the overspill areas for households that choose to have more than one car. |
| Introduce bollards on street corners to prevent unsafe parking.   |
| Build underground car parks.  |
| The council should offer dropped kerbs to residents to allow them to park off-street.   |
| Investment in public transport / pedal cycle facilities required instead. Also encourage car-sharing schemes.   |
| Introduce one-way schemes for roads in the area.  |
| Spend money on street lighting in the area instead.   |

## 5. Conclusions and Recommendations

This section of the report outlines the conclusions and recommendations based on the analysis of the public consultation responses.

### 5.1 Public Consultation Results

The results of the public consultation show that four roads in the proposed St Albans Road RPS are in favour of implementing the scheme. Table 4.2 shows these streets and their level of support:

- Copsewood Road – 81%
- Nevill Grove – 67%
- Milton Street – 64%
- Victoria Road – 81%

Seven streets have split opinion where support for progressing proposals is between 40% and 50%. Table 4.2 shows these streets and their level of support:

- Brixton Road – 47%
- Garfield Street – 45%
- Hatfield Road – 47%
- Osborne Road – 40%
- Parker Street – 42%
- Stanmore Road – 47%
- Windsor Road – 42%

The remainder of the roads within study area are majority against the scheme.

Businesses, the majority of whom are situated on St Albans Road, have expressed concerns regarding the impact of the scheme and have voted against the implementation of the RPS. 85 businesses responded to the consultation of which 93% are against the proposals.

### 5.2 Recommendations

The recommendations in this report are those of Mott MacDonald only and are based on their interpretation of the consultation data, as well as experience from other projects we have worked on nationwide. They are designed to assist Watford Borough Council in its decision making but not to influence it. It is appreciated that the final decision on whether to proceed with any of these recommendations rests with the relevant Council Cabinet.

It is recommended that the council progress the following:

1. Consider **introducing residents' parking in the southern end of the consultation area**, particularly Copsewood Road, Nevill Grove, Milton Street and Victoria Road. Introduction of such a scheme in this part of the study area would provide relief from non-resident parking during the operating hours of the scheme. However, the congested nature of the study area, the physical constraints applied to it by the West Coast Main Line, the Abbey Railway Line and the existence of CPZs in adjacent areas is likely to displace non-resident vehicles into adjacent streets. This would increase parking demand and parking conflict in those areas. In light of the implications of such displacement and the level of opinion against the proposals in the majority of the consultation area, the Council will need to decide whether to take forward proposals in the small number of streets supporting such a scheme.
2. **Terminate proposals to introduce proposals in the remainder of the study area**, particularly the northern extents of the proposed study area where, north of Balmoral Road and Acme Road, support for scheme is generally below 20%.
3. **Undertake a waiting restrictions review to ensure all existing restrictions are necessary**. Where appropriate these can be removed to ensure the maximum numbers of parking spaces are provided. In addition where restrictions are not present they should be proposed to ensure a safe highway layout.
4. **Review the single yellow lines on Leavesden Road** and introduce parking spaces where appropriate.
5. **Undertake a limited waiting parking review to ensure suitable parking is available for businesses in the area**. This should also include a detailed review of St Albans Road to ensure it is operating at maximum efficiency and all restrictions are suitable to meet current business needs.
6. **Undertake a review of parking facilities for visitors** to community facilities such as churches, community centres and doctors/dentist surgeries to ensure sufficient parking is provided for their users, should this be appropriate such as where limited off-street parking is available. This should be combined with recommendation three, four and five to ensure adequate parking is provided for businesses in the area.
7. The Borough Council requests that the Highway Authority, Hertfordshire County Council **investigate opportunities for the introduction of one-way streets** to maximise available parking from the removal of existing waiting restrictions. Consideration however must be taken to maintain safe highway operation.



# Appendices

Appendix A. Public Consultation Material 19

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## Appendix A. Public Consultation Material



# Make sure your voice is heard!

These proposals may affect you so please take the time to read this information. You are also invited to see the proposals on display (dates and venue overleaf).

The enclosed questionnaire can either be completed online via the following link: [www.watford.gov.uk/askparking](http://www.watford.gov.uk/askparking) or returned using the enclosed freepost envelope, no later than **January 10th 2014**, so that your views can be considered.

## What is a residents' parking scheme?

In early 2013 we asked your views about your parking experiences in your area. We also asked if you would be happy for the council to consider the introduction of a parking management scheme in your area.

You should already have received a letter explaining the results of this consultation and the next steps the council are taking to progress the study.

A residents' parking scheme was the most popular solution picked by residents to meet their parking needs and to help manage the conflicting parking demands in the area. A design showing what such a scheme might look like has now been produced and we want to know your views on this proposal.

## What hours would the scheme operate?

It is proposed that the residents' parking scheme will operate from **8am to 6.30pm, Monday to Saturday, including bank holidays**. This is consistent with other schemes throughout Watford.

Outside of these hours all parking bays, including exclusive Pay and Display bays, will become free to use.

## The residents' parking scheme contains the following:

- Residents' bays for the exclusive use by residents of the area and visitors displaying a visitors voucher during the operating hours of the scheme.
- Pay and Display bays limited to a maximum stay of 30 minutes, 1 hour or 2 hours.
- Special bays such as for loading near shops and for blue badge holders.
- Double yellow lines where no parking is allowed at any time.
- Single yellow lines which allow parking in the evenings and overnight.

## There is a charge for all permits and these are as follows:

| Permits                  |                |
|--------------------------|----------------|
| Residents' first permit  | £22            |
| Residents' second permit | £52            |
| Motorcyclist             | £22            |
| Blue badge holders       | Free of charge |
| Business permit          | £300           |

| Visitor vouchers<br>(up to 400 hours per year) |       |
|--|-------|
| 40 x 1 hour vouchers                           | £4.50 |
| 20 x 4 hour vouchers                           | £9    |
| 15 x 1 day vouchers                            | £4.50 |
| 2 x 1 week vouchers                            | £4.50 |

## Frequently Asked Questions

### How would the residents' parking scheme operate?

Waiting restrictions will cover places where it would be dangerous to park or where it is required to allow free passage of vehicles. Parking bays in residential streets will be protected for only permit holders to use during the operating hours of the scheme. Short stay Pay and Display will be provided in the area to allow short term visitor or shopper parking.

### Who will qualify for permits?

Residents living within the proposed scheme will be allowed one permit per person, up to a maximum of two per council tax address. Private landlords do not qualify for a permit unless they are also permanent residents in the proposed scheme. All new developments and conversions completed after the residents' parking scheme has been introduced will be excluded from a permit entitlement. All properties shown within the scheme boundary of the plan on the reverse of this leaflet will be entitled to a permit.

### Where can residents' visitors park?

All residents within the proposed scheme boundary, whether they own a car or not, will be entitled to purchase books of visitors permits. These can be used to park anywhere that a resident permit holder is able to park. Visitors vouchers are in scratch card format and a maximum of 400 hours of 1 hour and 4 hour vouchers per year can be purchased. Vouchers can be used consecutively longer than 4 hours if required. In addition a maximum of 15 one day vouchers may be purchased and a maximum of 2 one week visitor permits may be purchased per year.

### Where can blue badge holders (disabled) park?

Registered blue badge holders will receive their first permit free. Their second will be charged at the normal fee. Visitors displaying a blue badge will need to display a visitor permit when using a permit holder only parking bay.

### Where can motorcycles park?

Motorcycles will require a permit but can park in any permit holder only bays.

### Why would the scheme only operate until 6.30pm every day?

This is consistent with most other schemes across Watford. Schemes of this type are not able to address problems caused by too many resident cars in a street, so generally only operate during the day when non-residents' cars cause parking problems.

### Would the council make a profit from operating the residents' parking scheme?

The charges and fines cover the costs of enforcement, management, administration and maintenance of the parking scheme. By law, any money left over can only be spent on transport and facilities in Watford.

### Will the scheme help to improve road safety?

The pressure on parking space caused by non-residents looking to park will be reduced if a scheme is introduced. This should reduce the level of illegal parking taking place, particularly close to junctions, reducing obstruction to visibility and general obstruction to traffic flow. It will also make it easier for resident permit holders and Pay and Display users to find a legal parking space.

### Why is the council consulting on such a large area?

The boundary has been set to ensure that all residents that might be affected by a residents' parking scheme are given the opportunity to comment. The boundary for any parking scheme must be both economically and geographically viable but will be influenced by the answers we receive from this consultation. The results from this parking consultation will help give the council a clearer picture of what local residents would like in their area, whether there is still support for a scheme of this type and if there is, how far the scheme boundary should extend.

### Could the final scheme area be reduced in size?

Yes. If residents in only part of the consultation area want to be included in a residents' parking scheme then a smaller area than that shown on the plan could be introduced. When thinking about your response it is worth considering that non-resident's vehicles excluded from an area by the introduction of such a scheme often relocate to the nearest area without a residents' parking scheme, causing increased parking problems in those streets.

## Advantages and disadvantages of the residents' parking scheme

The parking proposals have been developed in response to concerns raised by residents in the area about parking pressures arising from non-resident parking. They reflect the initial preference expressed by those who responded to the questionnaire circulated earlier this year. The council believes such a scheme will be of benefit to residents but there are also some disadvantages. Keeping the current situation for parking in the area also has advantages and disadvantages.

Some of those advantages and disadvantages are set out below to help you decide what you think about the scheme.

### Advantages with the proposed parking scheme

- Local residents will be able to buy permits and will find it easier to park closer to their property, or the place they are visiting than at present.
- There will be no free parking for non-residents who occupy valuable parking spaces.
- Enforcement will be easier as all vehicles must display a Permit or a Pay and Display ticket.
- The money raised from Permits, Pay and Display tickets and fines will be used to pay for administration and enforcement of the scheme.
- Yellow line restrictions will only be applied where absolutely necessary and all existing yellow lines will be reviewed.
- It will encourage a turnover of vehicles and better use of available spaces.
- Pavement parking would be effectively tackled.
- Without a scheme and with continued growth in car use, the parking problems experienced in this area are expected to get worse.

### Disadvantages with the proposed parking scheme

- The total amount of space used for parking will be reduced.
- Everyone will have to pay a fee of some sort to park on-street during the day.
- There will be no free parking for commuters during the day.
- Parking for non-permit holders will be time limited Pay and Display.
- The new scheme might mean more cars parking in the areas just outside the Residential Parking Zone.
- The scheme will only apply during the working day to deal with problems caused from non-resident parking. The scheme is not able to deal with parking problems caused when the number of residents' cars exceeds the road capacity, usually overnight and at the weekends.

### Advantages without the proposed parking scheme

- Everyone can park on-street for free if they can find a space.
- Anyone can park virtually anywhere at any time unless there are existing restrictions, for example yellow lines, loading bays etc.

### Disadvantages without the proposed parking scheme

- Commuters will continue to use these areas, causing difficulty for residents in finding a parking space near their homes during the day.
- Shoppers and visitors will continue to have difficulty finding a legal parking space encouraging obstructive and dangerous double parking.
- With continued growth in car use, the parking problems experienced by people living, working and visiting these areas are expected to get worse.
- Illegal and inconsiderate parking will continue to reduce safety and highway accessibility.

# Exhibition

If you wish to view larger scale versions of the plans overleaf these are on display during normal office hours at Watford Town Hall.

A staffed exhibition will be held at the following locations on the following dates:

Christ Church  
St Albans Road, WD24 5BD

Saturday, December 7th 2013 | 11am – 2pm

Parkgate Youth and Community Centre  
Southwold Road, WD24 7DP

Thursday, December 12th 2013 | 2pm – 8pm

The exhibition will be staffed by officers of Watford Borough Council and Mott MacDonald, who is working with the council on the parking study and design of any residents' parking scheme.

If you are unable to attend the exhibition and require further information prior to completing the questionnaire please contact:

## Mott MacDonald

by email at: [stalbansroadrps@mottmac.com](mailto:stalbansroadrps@mottmac.com)

or by telephone on: 020 8774 2869.

**PLEASE ENSURE YOU COMPLETE AND RETURN YOUR QUESTIONNAIRE BY**

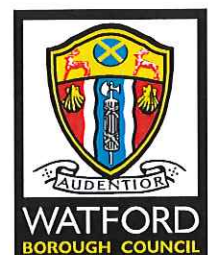
January 10th 2014

## What happens next?

All comments received during the consultation will be carefully considered. The results will be reported to Councillors who will decide if there is sufficient support for the proposals to proceed to the next stage of scheme development.

If the residents' parking scheme proposals are taken forward, the final stage of the process will involve preparation of the Traffic Orders and advertising of legal notices. This gives individuals an opportunity to make formal objections against the proposals, which the council must consider and respond to.

The exhibition plans and supporting material will be available to view at Watford Borough Council, Customer Service Centre at the Town Hall from Monday 15 December 2013 during normal office hours up to the end of the consultation period.



# St Albans Road Area Parking Study Development of Residential Parking Scheme Proposals

This survey enables you to tell us what you think about the residents' parking scheme proposed in the St Albans Road Area. Please refer to the information provided in the enclosed leaflet to help answer the following questions.

To make sure your views are considered, please take the time to complete this questionnaire by **Friday 10 January 2014** and return it using the freepost envelope provided (no stamp required). Alternatively, please go to [www.watford.gov.uk/askparking](http://www.watford.gov.uk/askparking) to complete the questionnaire online.

If you have any technical queries about the proposals or queries about the survey, please contact [transport@mottmac.com](mailto:transport@mottmac.com)

## Section 1 - Parking Consultation

1. Do you support the proposed changes to on-street parking in your area? (tick one box only)

- Yes  
 No

2. Please explain your reasons to your response to Question 1 in the comments box below.

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3. Please tick one of the following statements that apply to you:

- I am a resident in the area                      Go to 4.a  
 I own or manage a business in the area                      Go to 5.a  
 I am both a resident and manage a business in the area                      Go to 4.a  
 Other (please specify below)                      Go to 6.

If other, please provide more details using the space below

|  |
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## Section 2 - Additional Information

If you are a resident of the area, please answer Question 4 only. If you own or manage a business in the area, please go to Question 5. If you are both resident and business owner/manager, please complete both Questions 4 and 5.

4.a How many cars does your household use?

- 0  
 1  
 2  
 3  
 4 or more
















4.b Do you have access to off-street car parking?

- Yes  
 No





**Key to Symbols**

- |   |  |  |  |
|---|--|--|--|
|  | Permit holders only, Monday - Saturday, 8am - 6.30pm                                     |  | School Keep Clear, Monday - Friday, 8am - 5pm                        |
|  | Pay and Display: Monday - Saturday, 8am - 6.30pm, max. stay 30 min, No return within 1hr |  | No waiting at any time   |
|  | Pay and Display: Monday - Saturday, 8am - 6.30pm, max. stay 1 hr, No return within 2hrs  |  | No waiting Monday - Saturday, 8am - 6.30pm                           |
|  | Pay and Display: Monday - Saturday, 8am - 6.30pm, max. stay 1 hr, No return within 1hr   |  | No waiting at any time and no loading between 7am - 10am & 4pm - 7pm |
|  | Pay & Display: Monday - Saturday, 8am - 6.30pm, max. stay 2 hr, No return within 1hr     |  | No waiting and no loading at any time                                |
|  | Loading Only 7am - 7pm   |  | Bus stop clearway, no stopping between 7am - 7pm except buses        |
|  | Disabled bay   |  | Crossover  |
|   |  |  | Extent of pedestrian crossing (zig-zags)                             |