

Report to: Andy Smith – Senior Transport & Infrastructure Projects Officer

Date: 2nd December 2021

Report of: Andrew Sturgeon – Traffic Engineer

**THE BOROUGH OF WATFORD
(GREEN LANE, WATFORD)
(NO WAITING AT ANY TIME RESTRICTIONS)
ORDER 2021**

1.0 SUMMARY

1.1 The purpose of this report is:

1.1.1 To inform the Senior Transport & Infrastructure Projects Officer, of the objections received following the statutory consultation period, which was carried out for the above named Traffic Regulation Order, between the 8th and 29th October 2021.

1.1.2 To seek authorisation to implement the above named order, as proposed, by publishing a “Notice of Making” and sealing the Traffic Regulation Order.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Senior Transport & Infrastructure Projects Officer authorises that the Traffic Regulation Order be sealed as per the proposals as per paragraph 1.1.2 above.

Contact Officer:

For further information on this report please contact:

Andrew Sturgeon

Telephone:

Email:

Traffic Engineer

01923 278153

andrew.sturgeon@watford.gov.uk

3.0 HISTORY

Background

3.1

Since the introduction of the Oxhey Parking Permit Area (Zone Y), and Eastbury Road Pay & Display, in Spring 2021, residents of Green Lane have seen an increase in on street parking along Green Lane, and have raised concerns to elected members and officers that an increase in on street parking has led to an increase in traffic congestion and “near misses” as vehicles are unable to pass parked cars in an efficient manner.

3.2

Officers walked the area with ward and county councillors, in June 2021 to assess the situation and devised on a plan to ensure safe passage of vehicles and improve driver visibility along the highway based on the introduction of sections of no waiting at any time.

3.3

An informal consultation was carried out with residents between the 9th July and 6th August on proposals to introduce sections of No Waiting At Any Time in the interests of road safety. 18 responses were received (17 from residents and 1 from County Councillor Stephen Giles-Medhurst). These were shared with ward councillors for their consideration. Based on the comments received and discussions between officers and ward councillors, additional no waiting at any time restrictions were proposed, at all junctions and across accesses where there are multiple dwellings which are located of Green Lane. This revised plan formed the basis for the Statutory Consultation

Site Location

3.4

Green Lane connects Oxhey Road to the north, with Prestwick Road to the South. The borough boundary of Watford Borough Council and Three Rivers District Council, is within Green Lane and located to the north of Nancy Downs.

3.5

Green Lane is residential in nature with a number of adjacent no through roads and private developments accessed from Green Lane. All properties in the area have ample off street parking facilities, and residents preference is to use this rather than park on street.

3.6

Historically parking has taken place on the east side of Green Lane, as there are less dropped kerbs and private accesses on this side, enabling kerb side parking to take place. Wooden posts have been introduced to deter footway parking so vehicles park wholly on the carriageway.

3.7

Correspondence has been undertaken with the Traffic Engineer at Three Rivers Council on this matter, and they have indicated that would not support any blanket ban on parking on the Watford section of Green Lane, but would support restrictions where they are based on road safety concerns.

3.8

There are currently minimal waiting restrictions on Green Lane. No Waiting at any time is present around the junction of Oxhey Road/Green Lane/Hollybush

Close, however this does not extend around the 'bend' into Green Lane, which causes significant issues with traffic flow and road safety. The road is 20mph and traffic calmed with speed cushions.

Statutory Consultation

- 3.9 The statutory consultation was carried out between the 8th and 29th October 2021, this involved a letter and plan being posted to all properties in the area (**Annex A**). The erection of on street notices, and publication of the notice in the Watford Observer and Watford Borough Council website. None of the statutory consultees have raised objection to the proposals.
- 3.10 A total of 17 responses were received to the Statutory Consultation. Of these 12 supported the proposals and 5 objected. These have been summarised within the following categories.
- Objection, with no additional comment (2),
 - Objection on the basis that the area should be within a Controlled Parking Zone (1)
 - Objection on the basis that the length of Green Lane should be No Waiting At Any Time (2)
 - Support, with no additional comment (2)
 - Support, but would request that the area should be within a Controlled Parking Zone (3)
 - Support, but would request that the length of Green Lane should be No Waiting At Any Time (2)
 - Support, but would request additional minor variants to location of No Waiting At Any Time (5)
- 3.11 The full responses can be seen in **Annex B**, these were shared with Ward Councillors for their comment, and decision on how they wanted to proceed.
- 3.12 Whilst the majority of responses received supported the restrictions and understood their justification, some residents suggested the restrictions did not go far enough and wanted the either the whole road restricted or a controlled parking zone implemented. Previous consultations on a CPZ for the area did not gain sufficient support for the implementation of a CPZ, and this is not something supported by ward councillors, as properties benefit from sufficient off street parking.
- 3.13 The prohibition of parking for the duration of the road is considered excessive and where it is safe to park on street, this should not be restricted. These areas may be required for residents themselves or for loading/unloading activities to serve properties. It is not unusual for vehicles to park on street and for traffic to pass parked vehicles in an informal manner.
- 3.14 Some residents have requested additional no waiting at any time in specific areas and these have either been on private land or across the driveways of individual properties. The proposals are based around improvements to road

safety across the road and not for the benefit of individual properties. The Council would not look to impose restrictions on private land or prohibit parking across driveways of individuals, an Access Protection Marking would be more appropriate to highlight the presence of individual drives, if residents are having difficulties accessing or egressing their drives.

- 3.15 Based on the comments received and discussions between officers and ward councillors, it is deemed prudent to implement the no waiting at any time restrictions as advertised in the interests of road safety.

4.0 PROPOSALS

- 4.1 It is therefore proposed that the TRO as shown in draft format in **Annex C** be implemented as advertised, and objectors advised of the decision by letter.

5.0 IMPLICATIONS

Financial

- 5.1 The cost of the schemes are estimated at £2,500 for legal advertising and £2,500 is allocated for Lining Works

- 5.2 The Head of Transport and Infrastructure has confirmed there is a sufficient budget in BEA004 B0908

Legal Issues (Monitoring Officer)

- 5.3 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.

- 5.4 The proposed restrictions do not include loading and unloading restrictions therefore a Public Inquiry would not be required

Equalities

- 5.5 This scheme aims to improve road safety and amenity for vehicles and road users 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:

- 5.6 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.

5.7 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 also still be maintained on Green Lane.

5.8 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 road safety grounds. No specific groups have raised concerns during either the informal or statutory consultation stages which suggest the proposals would be discriminatory.

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 from the residents with no road safety improvement	1	2	3

Background Papers

Annex A: Statutory consultation letter and plan

Annex B: Resident responses and officer comments to statutory consultation

Annex C: Draft TRO

NOTIFICATION OF OFFICER DECISION

**THE BOROUGH OF WATFORD
(GREEN LANE, WATFORD)
(NO WAITING AT ANY TIME RESTRICTIONS)
ORDER 2021**

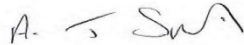
Decision Summary

1. That a "Notice of Making" is published and that the above named Traffic Regulation Order be implemented with on street lining works and the TRO sealed.

Name of Officer exercising delegated authority:

Andy Smith: Senior Transport & Infrastructure Projects Officer

Signature: .



Date: 7th December 2021