

ROAD TRAFFIC REGULATION ACT 1984

Date of Order : 16 May 2014

Order No : 7802

**THE HERTFORDSHIRE (GREENHILL CRESCENT AND CAXTON WAY, WATFORD)
(RESTRICTION OF WAITING) ORDER 2013**

The Hertfordshire County Council in exercise of their powers under Sections 1, 2 and 3 of the Road Traffic Regulation Act 1984 (which said Act of 1984 is hereinafter referred to as "the Act of 1984"), and Part IV of Schedule 9 of the Act of 1984 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act of 1984, hereby make the following Order:-

1. This Order may be cited as "The Hertfordshire (Greenhill Crescent and Caxton Way, Watford) (Restriction of Waiting) Order 2013" and shall come into operation on Sunday 25 May 2014.
2. Save as provided in Articles 3, 4 and 5 of this Order no person shall cause or permit any vehicle to wait at any time in those lengths of Greenhill Crescent and Caxton Way, Watford as specified in the Schedule to this Order.
3. (1) Nothing in Article 2 of this Order applies to the lengths of road restricted by that Article (which said lengths of road are referred to in this Article as "the restricted area") in relation to –
 - (a) a vehicle being used for Fire and Rescue, Ambulance or Police purposes.
 - (b) anything done with the permission of or at the direction of a Police Constable in uniform; or with permission of a Civil Enforcement Officer as defined by the Traffic Management Act 2004 and appointed by Watford Borough Council.
 - (c) a vehicle which is prevented from proceeding by circumstances beyond the drivers control or which has stopped in order to avoid injury or damage to persons or property or when required to do so by law;
 - (d) a vehicle which is stationary in order that it may be used for one or more of the purposes specified in sub-Article (2) of this Article and which cannot reasonably be used for such a purpose without stopping in the restricted area;
 - (e) a marked vehicle which, whilst used by a universal service provider in the course of the provision of a universal postal service, is stationary only for so long as may be reasonably necessary for postal packets to be delivered or collected;

In this Article -

The expressions "universal service provider", "provision of a universal postal Service" and "postal packet" shall bear the same meanings as in the Postal Services Act 2000.

(2) The "purposes" referred to in sub-Article (1)(d) of this Article are –

- (a) any operation involving building, demolition or excavation;
- (b) the removal of any obstruction to traffic;
- (c) the maintenance, improvement or reconstruction of a road;
- (d) constructing, improving, maintaining, or cleaning of any street furniture; or
- (e) the laying, erection, alteration, repair or cleaning of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus kept or installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position.

4. Nothing in Article 2 of this Order applies to the lengths of road restricted by that Article (which said lengths of road are referred to in this Article as "the restricted area") so as to render it unlawful to cause or permit any vehicle to wait only for so long as may be reasonably necessary –
 - (a) to enable goods to be loaded on or unloaded from the vehicle from or to premises adjacent to the restricted area; or
 - (b) to enable a passenger to board or alight and to load and unload any luggage.
5. (1) Nothing in Article 2 of this Order shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge and a parking disc, to wait at any time in the lengths of road specified in the Schedule of this Order for a period not exceeding 3 hours (not being a period separated by an interval of less than 1 hour from a previous period of waiting by the same vehicle in the same length of road).
- (2) In this Article –

"disabled person's vehicle" has the same meaning as in Section 142(1) of the Act of 1984;

"disabled person's badge" has the same meaning as given in Regulation 3(1) of The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000

"parking disc" has the same meaning as given in Regulation 8(5) of The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000; and

"relevant position" has the same meaning as given in Regulation 4 of The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000
6. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
7. The provisions of the following Orders are hereby revoked but only in so far as they are affected by the restrictions imposed by this Order:-

The Borough of Watford (Various Streets, Watford) (Restriction and Prohibition of Waiting) Order 2008

Borough of Watford (West Watford Area) (Prohibition and Restriction of Waiting) Order 1998
8. The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other regulations made or having effect as if made under the Act of 1984 or by or under any other enactment.

SCHEDULE

lengths of Greenhill Crescent and Caxton Way, Watford – no waiting at any time

- Greenhill Crescent (south west side)
- (a) from a point 3.5 metres south east of a point in line with the projected south east kerbline of Greenhill Crescent (north east arm) south eastwards for approximately 44 metres to a point 18 metres north west of a point in line with the projected north west kerbline of Faraday Close.
 - (b) from a point 11 metres south east of a point in line with the projected south east kerbline of Faraday Close south eastwards for approximately 58 metres to a point 3 metres south east of a point in line with the boundary between 7 and 9 Greenhill Crescent.
 - (c) from a point 8 metres north west of a point in line with the boundary between 12-14 and 16 Greenhill Crescent south eastwards for approximately 16 metres to a point 16.5 metres north west of a point in line with the boundary between 16 and 18 Greenhill Crescent.

- (d) from a point 4.5 metres north west of a point in line with the boundary between 16 and 18 Greenhill Crescent south eastwards for approximately 10.5 metres to a point 6 metres south east of a point in line with the boundary between 16 and 18 Greenhill Crescent.
- (e) from a point 6.5 metres north west of a point in line with the boundary between 18 and 20 Greenhill Crescent south eastwards for approximately 43 metres to a point 25 metres north west of a point in line with the boundary between 20 and 22 Greenhill Crescent.
- (f) from a point 13 metres north west of a point in line with the boundary between 20 and 22 Greenhill Crescent south eastwards for approximately 33 metres to a point 9.5 metres north west of a point in line with the projected north west kerblines of Caxton Way (north west arm).
- (g) from a point 10.5 metres south east of a point in line with the projected south east kerblines of Caxton Way (north west arm) south eastwards for approximately 167.5 metres to its junction with the projected north west kerblines of the access road into Watford Business Park.
- (h) from its junction with the projected south east kerblines of the access road into Watford Business Park south eastwards for approximately 77 metres to its junction with the projected north west kerblines of Caxton Way (south east arm).

(north east side)

- (a) from a point 21.5 metres south east of a point in line with the projected south east kerblines of Greenhill Crescent (north east arm) south eastwards for approximately 114 metres to a point 3.5 metres north west of a point in line with the boundary between 7 and 9 Greenhill Crescent.
- (b) from a point 13 metres south east of a point in line with the boundary between 9 and 11 Greenhill Crescent south eastwards for approximately 52 metres to a point in line with the boundary between 16 and 18 Greenhill Crescent.
- (c) from a point 14.5 metres south east of a point in line with the boundary between 18 and 20 Greenhill Crescent south eastwards for approximately 54 metres to a point 8.5 metres south east of a point in line with the boundary between 20 and 22 Greenhill Crescent.
- (d) from a point 15 metres north west of a point in line with the boundary between 15-19 and 21 Greenhill Crescent south eastwards for approximately 58 metres to a point 27.5 metres south east of a point in line with the boundary between 24 and 26 Greenhill Crescent.
- (e) from its junction with the projected north west kerblines of the access road into Watford Enterprise Centre north westwards for approximately 7.5 metres to a point 29.5 metres south east of a point in line with the south east boundary of 21-23 Greenhill Crescent.
- (f) from its junction with the projected south east kerblines of the access road into Watford Enterprise Centre south eastwards for approximately 9.5 metres to a point 10.5 metres north west of a point in line with the north west boundary of 34 Greenhill Crescent.
- (g) from a point 20 metres south east of a point in line with the north west boundary of 34 Greenhill Crescent south eastwards for approximately 4 metres to a point 48.5 metres north west of a point in line with the projected north west kerblines of Caxton Hill (south east arm).

Access road into Watford Business Park (both sides)	from its junction with the south west kerbline of Greenhill Crescent south westwards for 9.5 metres.
Access road into Watford Enterprise Centre (both sides)	from its junction with the north east kerbline of Greenhill Crescent north eastwards for approximately 17 metres to a point 2.5 metres north east of a point in line with the north east wall of 14 Watford Enterprise Centre, Greenhill Crescent.
Caxton Way (north side)	<ul style="list-style-type: none"> (a) from its junction with the west kerbline of Greenhill Crescent westwards for approximately 18.5 metres to a point 29 metres east of a point in line with the west wall of 40-42 Caxton Way. (b) from its junction with the projected east kerbline of the northern access into Sentrum eastwards for approximately 9.5 metres to a point 3 metres west of a point in line with the west wall of 36-38 Caxton Way. (c) from its junction with the projected west kerbline of the northern access into Sentrum westwards for 6 metres.
(south east side)	<ul style="list-style-type: none"> (a) from its junction with the projected south west kerbline of the north eastern access into Sentrum south westwards for 10.5 metres. (b) from its junction with the projected north east kerbline of the north eastern access into Sentrum north eastwards for 10.5 metres. (c) from a point 18 metres south west of a point in line with the boundary between 5 and 7 Caxton Way north eastwards for approximately 22 metres to a point 4 metres north east of a point in line with the boundary between 5 and 7 Caxton Way. (d) from a point 11 metres south west of a point in line with the boundary between 3 and 5 Caxton Way north eastwards for approximately 17.5 metres to a point 6.5 metres north east of a point in line with the boundary between 3 and 5 Caxton Way. (e) from a point 12.5 metres south west of a point in line with the boundary between 1 and 3 Caxton Way north eastwards for approximately 13.5 metres to a point 0.5 metre north east of a point in line with the boundary between 1 and 3 Caxton Way. (f) from a point 19 metres north east of a point in line with the boundary between 1 and 3 Caxton Way north eastwards for approximately 14 metres to a point 10 metres south west of a point in line with the south west wall of 1 Caxton Way.
(south side)	from its junction with the west kerbline of Greenhill Crescent westwards for approximately 179.5 metres to a point 28 metres west of a point in line with the projected west kerbline of the northern access into Sentrum.
(south west side)	from a point 28.5 metres west and north west of a point in line with the projected west kerbline of the southern access into Sentrum north westwards for approximately 124 metres to a point 8.5 metres south east of a point in line with the projected south east kerbline of Coxton Court.
(west side)	from a point 13.5 metres north west of a point in line with the projected north west kerbline of Coxton Court northwards for approximately 35.5 metres to its junction with the projected south west kerbline of Caxton Way (north west arm).

- (north west side) (a) from its junction with the projected north east kerbline of Caxton Way (north west arm) north eastwards for approximately 242 metres to its junction with the projected south west kerbline of the access road into 4-6 Caxton Way.
- (b) from its junction with the projected north east kerbline of the access road into 4-6 Caxton Way north eastwards for approximately 39 metres to a point 9 metres south west of a point in line with the south west wall of 1 Caxton Way.
- (southern access into Sentrum) (both sides) from its junction with the north kerbline of Caxton Way northwards for 10 metres.
- (north west arm) (south west side) from its junction with the north west kerbline of Caxton Way north westwards for approximately 36 metres to a point 2 metres north west of a point in line with the north west wall of Observer House, Caxton Way.
- (north east side) from its junction with the north west kerbline of Caxton Way north westwards for approximately 15 metres to a point 3.5 metres north west of a point in line with the south east wall of Active-B, Caxton Way.
- (north eastern access into Sentrum) (both sides) from its junction with the south east kerbline of Caxton Way south eastwards for 7.5 metres.

IN WITNESS whereof the Common Seal of the Hertfordshire County Council was hereunto affixed this 16th day of May 2014.

The Common Seal of
Hertfordshire County Council)
was hereunto affixed)
in the presence of:-)


Kathryn Pettitt

Chief Legal Officer



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