

NOTICE OF MAKING

THREE RIVERS DISTRICT COUNCIL TRAFFIC REGULATION ORDER

THE DISTRICT OF THREE RIVERS (PRIMROSE HILL AREA, KINGS LANGLEY) (PROHIBITION OF WAITING AND LOADING) (NO.1) ORDER 2025

NOTICE is given that THREE RIVERS DISTRICT COUNCIL pursuant to arrangements made with Hertfordshire County Council in order to improve road safety and the amenities of the area under the Road Traffic Regulation Act 1984, has made the above Order. The Order shall come into operation on 10 November 2025.

The general effect of the Order is to introduce No Waiting at Any Time (Double Yellow Line) restrictions on -

- Hyde Lane - at junction with Lower Road.
- Lower Road - east side at junction with Hyde Lane.
- Lower Road / Railway Terrace – west side to Langley Wharf.
- Primrose Hill – parts of both sides.
- Railway Terrace – parts of both sides.
- Toms Lane – extension of existing lines to include the railway bridge.

Documents giving more detailed particulars may be inspected at the offices of Three Rivers District Council, Three Rivers House, Northway, Rickmansworth WD3 1RL, during normal office hours. Electronic copies of the Order and drawings showing details of the scheme are available for inspection online at www.threerivers.gov.uk/services/parking/traffic-regulation-orders under the title “Recently introduced Traffic Regulation Orders” until the end of six weeks from the date on which the Order is made.

If any person wishes to question the validity of the Order or of any of its provisions on the grounds that it or they are not within the powers conferred by the Act, or that any requirement of the Act or of any instrument made under the Act has not been complied with that person may, within six weeks from the date the Order was made, apply for the purpose to the High Court.

Issuing Notice of this scheme is a statutory duty of the District Council. All data resulting from this Notice will be collected and held and processed by Three Rivers District Council and may be shared with TRDC Officers and District Councillors.

Director of Finance, THREE RIVERS DISTRICT COUNCIL, 17 October 2025

**THREE RIVERS DISTRICT COUNCIL
TRAFFIC REGULATION ORDER**

**THE DISTRICT OF THREE RIVERS
(PRIMROSE HILL AREA, KINGS LANGLEY)
(PROHIBITION OF WAITING AND LOADING) (NO.1)
ORDER 2025**

STATEMENT OF REASONS

The above Order to introduce and or extend “At any time” Waiting Restrictions within the Primrose Hill, Kings Langley area has been proposed to improve road safety, improve site lines for all motorists and to improve the network by restricting parking in areas where the carriageway is narrow or is a main route for buses.

The measures are intended to:

- Improve road safety
- Improve traffic flow in areas that are congested with parked vehicles.
- Improve sight lines.

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**THE DISTRICT OF THREE RIVERS
(PRIMROSE HILL AREA, KINGS LANGLEY)
(PROHIBITION OF WAITING AND LOADING) (NO.1)
ORDER 2025**

Date of Order: 14th October 2025

Three Rivers District Council, pursuant to arrangements made under Section 19 Local Government Act 2000 and Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2000 with the Hertfordshire County Council, and in exercise of powers conferred on that County under sections 1, 2 and 3 of the Road Traffic Regulation Act 1984 (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 Officers of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby make the following Order:

1. This Order shall come into operation on 10 November 2025 and may be cited as THE DISTRICT OF THREE RIVERS (PRIMROSE HILL AREA, KINGS LANGLEY) (PROHIBITION OF WAITING AND LOADING) (NO.1) ORDER 2025
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 or roads 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 the permission of a Civil Enforcement Officer appointed by Three Rivers District Council and as defined by the Traffic Management Act 2004.
 - (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 reasonably be necessary for postal packets to be delivered or collected;

In this Article –

The expression “universal service provider”, “provision for a universal postal service” and “postal packet” shall bear the same meanings as in Section 65 of the Postal Services Act 2011.

- (2) The “purposes” referred to in sub-Article (1)(d) of this Article are –
- (i) any operation involving building, demolition or excavation;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of a road;
 - (iv) construction, improving, maintaining, or cleaning of any street furniture; or
 - (v) the laying, erection, alteration, repair or cleaning of any sewer or of any telecommunications or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus kept or installed for the purpose 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” means a disabled person of a description prescribed by Regulation 4 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- “disabled person’s vehicle” means a vehicle displaying a valid Disabled Persons Badge and Parking Disc.
- “disabled person’s badge” has the same meaning as in the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000.
- “parking disc” has the same meaning as in the Disabled Persons (Exemptions for Disabled Persons) (England) Regulations 2000.
- “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 restrictions imposed by this Order shall be in addition to and not in derogation from any restrictions 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.
7. The interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE – Prohibition of Waiting “At Any Time”

COLUMN 1	COLUMN 2	COLUMN 3
STREET NAME KINGS LANGLEY	SIDE OF STREET	LOCATION
Hyde Lane	(a) North side:	From the extended east kerbline of Lower Road, eastwards for a distance of 12.5 metres.
Hyde Lane	(b) South side:	From the extended east kerbline of Railway Terrace, eastwards for a distance of 18 metres.
Lower Road	east side:	From the extended north kerbline of Hyde Lane, northwards for a distance of 30 metres.
Lower Road - Railway Terrace	west side:	from a point 5.6 metres south of the boundary between No.1 Lower Road and the property known as Ockwells Gade, southwards into Railway Terrace, to the extended north kerbline of the entrance to Langley Wharf.
Primrose Hill	(a) east side:	From a point 2.5 metres north of the property boundary between Nos.1 and 3, southwards for a distance of 3.2 metres.
Primrose Hill	(b) east side:	From the property boundary between Nos.107 and 109 southwards to the property boundary between Nos.109 and 111.
Primrose Hill	(a) west side:	From the meeting boundary point of Railway Terrace and Primrose Hill, southwards to a point 0.4 metres south of a point opposite the property boundary between Nos. 51 and 53 Primrose Hill.
Primrose Hill	(b) west side:	From a point 3.5 metres north of a point opposite the property boundary between Nos. 63 and 65, southwards to a point opposite the property boundary between Nos. 91 and 93.
Primrose Hill	(c) west side:	From the extended south kerbline of the entrance to the Kings Park Industrial Estate,

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		(opposite Nos. 97 / 99), southwards to the extended north kerbline of Water Lane.
Railway Terrace	(a) east side:	From the extended south kerbline of Hyde Lane, south-eastwards to the northernmost boundary wall of the property known as Railway Arms Cottage, Railway Terrace.
Railway Terrace	(b) East side of the grassed verge island, north end	From a point in line with the northernmost boundary wall of the property known as Railway Arms Cottage, Railway Terrace, north-westwards, south-westwards and south-eastwards around the circumference of the island to the commencement of the bus stop, a distance of approximately 21 metres.
Railway Terrace	(c) East side of the grassed verge island south end	From a point opposite No.19 Railway Terrace, southwards, south-westwards and northwards around the circumference of the island for a distance of 12.4 metres.
Railway Terrace	(d) east side:	From the property boundary between Nos. 22 and 23 south-westwards and southwards to the property boundary between Nos. 24 and 25.
Railway Terrace	(e) east side:	From a point 8.2 metres south of the southern building line of No.36, south-eastwards to the commencement of the parking bay north of the entrance to the Lakeview properties, a distance of 4.3 metres.
Railway Terrace	(f) east side:	From the extended northern kerbline at the entrance to the Lakeview properties, south-westwards, north-westwards and north-eastwards terminating at the southern end of the parking bay just north of the entrance to the Lakeview properties.
Railway Terrace	(g) east side:	From the extended southern kerbline at the entrance to the Lakeview properties, south-westwards and south-eastwards terminating at the commencement of the parking bay just south of the entrance to the Lakeview properties.
Railway Terrace	(h) east side:	From a point approximately 9.3 metres northwest of the northern property boundary line of No.43 Railway Terrace, north-eastwards for a distance of 4.6 metres.
Railway Terrace	(i) east side:	From a point 3.7 metres north of the property boundary between Nos.43 and 45 Railway Terrace, north-eastwards to the southern end

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		of the Bus Stop Clearway, a distance of 6.8 metres.
Railway Terrace	(a) West side	From the extended south kerbline at the entrance to the Ringway Highways Depot, south-eastwards to the start of the extended north kerbline entrance to ASM Metal Recycling.
Railway Terrace	(b) West side	From the extended south kerbline at the entrance to ASM Metal Recycling, south-eastwards to the commencement of the Bus Stop layby.
Railway Terrace	(c) West side	From a point approximately 51.5 metres south of the extended south kerbline at the entrance to ASM Recycling, southwards to the northern end of bus stop opposite the property boundary between Nos.34 and 35 Railway Terrace, a distance of 266 metres.
Railway Terrace	(d) West side	From the property boundary between Nos. 57 and 58 Railway Terrace, south-eastwards to the extended north kerbline of Lakeside Avenue, a distance of 23.7 metres.
Railway Terrace	(e) West side	From the extended south kerbline of Lakeside Avenue south-eastwards to the meeting boundary point of Railway Terrace and Primrose Hill.
Toms Lane	(a) North side	From a point 11.7m east from the junction of Primrose Hill westwards for a distance of 13.7 metres
Toms Lane	(b) South side	From a point 18.5 metres east from the junction of Station Road westwards for a distance of 13.5 metres

Given under the Common Seal of Three Rivers District Council the 14th day of October 2025.

The Common Seal of THREE RIVERS DISTRICT COUNCIL
was hereunto affixed on the 14th day of October 2025.
in the presence of:-

Jonathan Boyle

Jonathan Boyle
Principal Lawyer (Property)
Deputy Monitoring Officer



46/25