

# **GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT COMMITTEE**

## **DELEGATED REPORT: PROPOSED TRAFFIC REGULATION ORDER (TRO)**

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

**SEPTEMBER 2025**

#### **1 Summary**

- 1.1 This report details the proposed changes to parking restrictions in the Primrose Hill area of Kings Langley. It will also outline the process to date, the statutory consultation (Notice of Proposal), summarise the feedback received during this consultation and outlines recommendations for how to proceed.
- 1.2 Three Rivers District Council, acting under agency from Hertfordshire County Council and in its own right as statutory Local Parking Authority, gave notice of proposals to change parking restrictions in the Primrose Hill area of Kings Langley.
- 1.3 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, 3, 4 and 5 of Part I of Schedule 9 of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 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 aforementioned 1984 Act, proposes to make the following Order.
- 1.4 The current scheme is designed to be a new Traffic Regulation Order (TRO) known as THE DISTRICT OF THREE RIVERS (PRIMROSE HILL AREA, KINGS LANGLEY) (PROHIBITION OF WAITING AND LOADING) (NO.1) ORDER 2025. This order will later be added to the district wide map-based order.
- 1.5 The general effect of the Order is to introduce Double Yellow Line Restrictions in:
  - 1.5.1 Hyde Lane - at junction with Lower Road.
  - 1.5.2 Lower Road - east side at junction with Hyde Lane.
  - 1.5.3 Lower Road / Railway Terrace – west side to Langley Wharf.
  - 1.5.4 Primrose Hill – parts of both sides.
  - 1.5.5 Railway Terrace – parts of both sides.
  - 1.5.6 Toms Lane – extension of existing lines to include the railway bridge.
- 1.6 This proposed scheme was developed by the Regulatory Services team with contracted support from Project Centre Ltd who have provided the engineering function.
- 1.7 Prior to the scheme starting, the council received several requests and a petition related to the area. The request list includes 9 requests from Primrose Hill and Railway Terrace (relating to Parking Permit Zones, Waiting Restrictions and Footpath Parking), which are contiguous, as well as a petition from Water Lane (36 signatures/requests) for a Parking Permit Zone.
- 1.8 The area hosts a mix of residential and commercial buildings as well as Primrose Hill Playing Fields and access to the Grand Union Canal towpath.
- 1.9 Bus services were withdrawn from Primrose Hill and Railway Terrace in August 2022 and subsequently disused bus stops have been utilised as overflow parking for the local area.

- 1.10 This scheme was added to the Parking Management Programme at the General Public Services committee meeting on 19 January 2021.

## 2 Stage 1 – Initial Survey

- 2.1 In October 2021, 367 properties from 5 streets in the Primrose Hill area were consulted on their views regarding parking problems known as the Stage 1 consultation. This survey included the following questions:

2.1.1 Question 1: Are there parking problems in the road in which you live?

2.1.2 Question 2: Would you support the introduction of parking restrictions to address these problems?

2.2 If the respondent selected Yes to the questions above, they were asked to select one of the options below:

2.2.1 Option 1 - I would support a Permit Parking Zone in my street

2.2.2 Option 2 - I would support essential restrictions only

2.2.3 Option 3 - Other restrictions

2.3 Overall, of 367 consulted, the response rate was 26%, or 97 properties. 13 of these responses were invalid or duplicate responses (more than one from each address). The table below shows the responses given as to current parking problems from each road.

	Too close to drive	Parking opposite drive	Two-way flow difficult	Evening space	Local employers	Daytime space	Commuter parking	Grassed verge parking
Hyde Lane	2	2	1	1	1	1	1	
Lower Road	6	6	6	4	2	5	1	
Primrose Hill	44	41	37	25	20	31	12	5
Railway Terrace	22	19	17	14	10	15	10	7
Water Lane	6	6	6	2	2	4	2	2
<b>Grand Total</b>	<b>80</b>	<b>74</b>	<b>67</b>	<b>46</b>	<b>35</b>	<b>56</b>	<b>26</b>	<b>14</b>

2.4 The District Council has typically proposed to include in any progressing traffic scheme every street with over 60% in support and over 33% response rate. In this area the response rate was not particularly high, but the consensus was generally very high amongst respondents across the whole consultation area that some action should be taken. The main difference in responses was on the form of action preferred.

2.5 This situation is unusual as, usually, respondents overall are typically split to some extent over whether any action should be taken, whereas in this case there is strong support for a scheme.

2.6 It is considered that the usual expectations of support levels should not be applied to this area, due to the strong response and the spatial character of the study area ('the site') which is considered to be a reasonably unique area, not comparable with other residential sites, with many business addresses most of which have not responded.

2.7 It was therefore proposed to take forward a further consultation in streets with an overall response rate of 20%, which is lower than usual. The streets proposed to be included were:

2.7.1 Railway Terrace (19 of 24 responses (of 122 consulted) support new restrictions.

- 2.7.2 Lower Road (5 of 6 responses (of 22 consulted) support new restrictions.
- 2.7.3 Primrose Hill (43 of 45 responses (of 190 consulted) support new restrictions.
- 2.7.4 It was also proposed that Water Lane, be included in the next consultation, due to the earlier (2019) strongly-supported petition (36 signatures out of 33 addresses) requesting permit parking. The low response rate was considered not to be indicative of the feeling for parking in this street, based on historic correspondence over previous years.

### **3 Stage 2 – Preliminary Design Consultation**

- 3.1 Based on the responses to the Stage 1 Initial Survey consultation, a stage 2 consultation was agreed and a preliminary design for the scheme area was produced. The preliminary design included:
  - 3.1.1 A Permit Parking Zone which consisted of:
  - 3.1.2 A Permit Parking Area in the Railway Terrace side road
  - 3.1.3 Double Yellow Lines on Hyde Lane, Harthall Lane and Toms Lane
  - 3.1.4 Single Yellow Lines, Double Yellow Lines and Permit Parking Bays on Railway Terrace, Primrose Hill and Water Lane
  - 3.1.5 Pay and Display Bays on Railway Terrace and Railway Terrace
  - 3.1.6 Single Yellow Lines and Double Yellow Lines on Lakeside Avenue and Lower Road
- 3.2 The stage 2 preliminary design consultation took place in October 2022 seeking the views of local residents and businesses, to confirm where there is support for a permit parking scheme and the hours it should operate. Overall, of 394 consulted, the response rate was 15%, or 59 properties. The responses by road are detailed below:
  - 3.2.1 Hyde Lane: 6 of 27 (response rate of 22%) consulted responded to the survey. The majority of responses (67% 4 of 6) were not in support of new parking controls being introduced in their road. 67% also wanted to see improvements made to the draft design plans.
  - 3.2.2 Lower Road: 3 of 22 (response rate of 14%) consulted responded to the survey. All 3 responses (100%, 3 of 3) were in support of new parking controls being introduced in their road. 100% wanted to see improvements made to the draft design plans.
  - 3.2.3 Primrose Hill: 26 of 190 (response rate of 14%) consulted responded to the survey. A strong majority (85%, 22 of 26) were in support of new parking controls being introduced in their road. A majority (65% 17 of 26) did not want to see any improvements made to the draft design plans.
  - 3.2.4 Railway Terrace: 18 of 122 (response rate of 15%) consulted responded to the survey. Here there was no majority with 50% (9 of 18) in support of new parking controls being introduced in their road. A majority (61% 11 of 18) wanted to see improvements made to the draft design plans.
  - 3.2.5 Water Lane: 6 of 33 (response rate of 18%) consulted responded to the survey. A strong majority (83%, 5 of 6) were in support of new parking controls for their road. A strong majority (67% 4 of 6) wanted to see improvements made to the draft design plans.
- 3.3 The majority of the responses received to the consultation were in support of the introduction of parking restrictions within their road(s). The results also showed that the majority of residents that responded would favour an all-day restriction, (8:30am to 6:30pm) between Monday to Friday.
- 3.4 The scheme design was then modified to take into consideration the comments made by residents, each comment was investigated and where safe and possible to do so, changes were made. These changes are listed below:
  - 3.4.1 Hyde Lane, remaining as proposed to prevent displacement taking place once the scheme has been introduced in the surrounding area.

- 3.4.2 Lower Road, to remain as proposed as allows parking outside of the restricted period, whereas the introduction of double yellow lines will prohibit parking at all times. If restrictions were not to be introduced, it will encourage people to displace from permit areas and park all day.
- 3.4.3 Primrose Hill, as requested additional residents' bays have been proposed on the approach to Toms Lane and Water Lane have been added to the design.
- 3.4.4 Railway Terrace- to remain as proposed.
- 3.4.5 Water Lane- removal of permit parking bay on the North side so as not to impede traffic coming over the bridge

#### **4 Stage 2b – Detailed Design Consultation**

- 4.1 Based on the responses to the Stage 2 Preliminary Design consultation, a Stage 2 Detailed Design consultation was agreed and a Detailed Design for the scheme area was produced based on the Preliminary Design. The Preliminary Design was changed based on the consultation feedback in several ways including reducing Double Yellow Lines proposed on Hyde Lane and the removal of a permit parking bay on the North side of Water Lane.
- 4.2 Lakeside Avenue was also withdrawn from the proposals as it was still effectively a private road under the control of the developer as the Section 278 agreement with Hertfordshire Highways had not been implemented.
- 4.3 The Stage 2 Detailed Design consultation was conducted between 14 June 2023 to 5 July 2023, to gauge the views of residents and business on the amendments and if they support the implementation of a controlled parking zone. Letters and accompanying plans were delivered to 394 properties within the consultation area.
- 4.4 62 individual responses were received either supporting, objecting or neutral towards the proposals,
- 4.5 The majority (64.5%) of responses were in objection of the proposals with 25.8% in support and 9.7% neutral. The responses by road are detailed below:
  - 4.5.1 Hyde Lane response - A total of 27 properties were consulted on the designs. At the end of the consultation one objection response were received from Hyde Lane equating to a 3.7% response rate. The singular response was in objection.
  - 4.5.2 Lower Road responses - A total of 22 properties were consulted on the designs. At the end of the consultation four responses were received from Lower Road equating to 18.2% response rate. 1 objection, 1 supporting and 2 neutral.
  - 4.5.3 Primrose Hill - A total of 190 properties were consulted on the designs. At the end of the consultation 12 responses were received from Primrose Hill equating to 6.3% response rate. Majority of responses were supportive of the proposals with 4 objections, 6 supporting and 2 neutral.
  - 4.5.4 Railway Terrace responses - A total of 122 properties were consulted on the designs. At the end of the consultation 35 responses were received from Railway Terrace equating to 28.7% response rate. Majority of responses were in objection to the proposals with 28 objections and 7 supporting.
  - 4.5.5 Water Lane responses - A total of 33 properties were consulted on the designs. At the end of the consultation 8 responses were received from Water Lane equating to 24.2% response rate. Majority of responses were in objection to the proposals with 8 objections, 1 supporting and 2 neutral.
- 4.6 After review of the consultation responses, it was agreed that the detailed design is not taken forward to statutory consultation in its proposed format due to a lack of overall support for the scheme. It was agreed that the scheme be scaled down to solely implement double yellow lines in areas where they are required to improve road and pedestrian safety and in areas where there are pinch points.

#### **5 Stage 3 – Formal Public Consultation – Notice of Proposal**

- 5.1 Following the Stage 2 Detailed Design consultation, the plans were scaled back to focus on Double Yellow Lines. The final scheme Notice of Proposal plans were developed showing Double Yellow

Lines, also known as Prohibition of Waiting “At Any Time” Restrictions, on the following sections of road:

- 5.1.1 Hyde Lane - at junction with Lower Road.
- 5.1.2 Lower Road - east side at junction with Hyde Lane.
- 5.1.3 Lower Road / Railway Terrace – west side to Langley Wharf.
- 5.1.4 Primrose Hill – parts of both sides.
- 5.1.5 Railway Terrace – parts of both sides.
- 5.1.6 Toms Lane – extension of existing lines to include the railway bridge.
- 5.2 It was proposed to improve road safety, improve sight lines for all motorists and to improve the network by restricting parking in areas where the carriageway is narrow.
- 5.3 The formal public consultation (Notice of Proposal) process took place from 17 January 2025 to 7 February 2025. During this process, letters were sent to residents and businesses within the proposed scheme area, public notices were erected and the Notice of Proposal was made available on the council’s website and published in the local newspaper, the Watford Observer.
- 5.4 78 responses were received. 44 responses were in support the scheme, 31 responses were objections and 3 were neither supporting nor objecting.
- 5.5 The Key themes from objections to the Notice of Proposal and the response to these has been detailed in the table below:

Theme	Council Response
Loss of parking	The Double Yellow Lines are proposed in locations where parking vehicles interrupt the flow of traffic and cause road safety concerns. Road parking has been left unrestricted on the East side of the Primrose Hill and Railway Terrace.
Displacement into Railway Terrace side road	<p>Displacement may occur, creating additional pressure on the Railway Terrace side road.</p> <p>A permit scheme was not supported in the Stage 2b consultation for the side road which may have alleviated inappropriate parking.</p> <p>The East side of Railway Terrace adjacent to the side road remains unrestricted.</p>
Displacement into Woodlands Road	<p>Woodlands Road is a private road and cannot be controlled by this or a future Traffic Regulation Order.</p> <p>The owner of the private road may wish to erect signage or other controls to discourage parking.</p>
Scheme will not resolve Abandoned Vehicles issue	<p>Abandoned vehicles need to be reported to the council so that these can be effectively dealt with, for more information please see this link:</p> <p><a href="https://www.threerivers.gov.uk/services/transport-and-streets/abandoned-nuisance-vehicles">https://www.threerivers.gov.uk/services/transport-and-streets/abandoned-nuisance-vehicles</a></p>
No current issue	The scheme was instigated from residents’ requests and a petition and has developed through several stages of consultation in which parking issues have been raised.

Not solving the issue of business parking	A permit scheme was not supported in the Stage 2b consultation which may have alleviated inappropriate parking.
Loss of bus stop parking	The council has not proposed new restrictions on the disused bus stops. Where a valid Traffic Regulation Order does not cover the bus stops, these will be removed from the final public plans and not subject to enforcement.
Parking makes the road slower and/or safer	Some on-street parking provision has been maintained which may continue to slow the flow of traffic. The Double Yellow Lines are proposed in locations where parking vehicles interrupt the flow of traffic such as pinch points and cause road safety concerns.  Parking has also created issues for pedestrians unable to walk safely where cars are parked across the pavement.
Desire for permit scheme	A permit scheme was not supported in the Stage 2b consultation.

5.6 The Key themes from supporters to the Notice of Proposal and the response to these has been detailed in the table below:

Theme	Council Response
Current parking arrangement is unsafe	Noted.
Scheme will not resolve Abandoned Vehicles issue	Abandoned vehicles need to be reported to the council so that these can be effectively dealt with, for more information please see this link: <a href="https://www.threerivers.gov.uk/services/transport-and-streets/abandoned-nuisance-vehicles">https://www.threerivers.gov.uk/services/transport-and-streets/abandoned-nuisance-vehicles</a>
Current parking arrangement causes traffic	Noted.
Current parking arrangement has caused damage to vehicles	Noted.
Desire for permit scheme	A permit scheme was not supported in the Stage 2b consultation.
Displacement into Woodlands Road	Woodlands Road is a private road and cannot be controlled by this or a future Traffic Regulation Order.  The owner of the private road may wish to erect signage or other controls to discourage parking.
Additional requests for Double Yellow Lines at: <ul style="list-style-type: none"> <li>• Corner of Woodlands Road</li> <li>• Further along either side of Harthall Lane</li> <li>• Water Lane</li> <li>• Further up either side of Lower Road</li> </ul>	New restrictions cannot be added at this stage of the scheme without resulting in a further Notice of Proposal consultation being required.  Due to the small nature of these requests it is recommended that the scheme progresses without them and new requests can be submitted online at <a href="https://www.threerivers.gov.uk/new-parking-scheme-requests">https://www.threerivers.gov.uk/new-parking-scheme-requests</a>

## 6 Statutory Consultee Consultation

6.1 Local authorities are legally obliged to consult the statutory consultees before any Traffic Regulation Order is made. This is set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes the Highways Authority, police and ambulance service. No objections or comments were made during the Statutory Consultee Consultation.

## **7 Options/Reasons for Recommendation**

- 7.1 Officers have considered the different options available for progressing scheme. Within the TRO process, it is possible:
- A. to set the objections aside and make the TRO and implement it without amendment;
  - B. to make the TRO and implement it, with minor reductions;
  - C. to draw up new proposals and having obtained the consent of Hertfordshire County Council and the Police undertake further public consultation before any TRO is made;
  - D. to withdraw the proposals ("do nothing").
- 7.2 Officers recommend making and implementing the Traffic Regulation Order with minor reductions. Withdrawing the proposal will likely result in parking in the area of Primrose Hill continuing to cause issues for pedestrians trying to use the pavements and motorists travelling through the area.
- 7.3 Making and implementing the Traffic Regulation Order will have the effect of introducing Prohibition of Waiting "At Any Time" Restrictions, commonly known as Double Yellow Lines, on the following sections of road:
- 7.3.1 Hyde Lane - at junction with Lower Road.
  - 7.3.2 Lower Road - east side at junction with Hyde Lane.
  - 7.3.3 Lower Road / Railway Terrace – west side to Langley Wharf.
  - 7.3.4 Primrose Hill – parts of both sides.
  - 7.3.5 Railway Terrace – parts of both sides.
  - 7.3.6 Toms Lane – extension of existing lines to include the railway bridge.
- 7.4 Officers recommend removing reference to the bus stops on the final advertised plan which are not controlled by a valid Traffic Regulation Order. Hertfordshire County Council have indicated that there are no current plans to utilise these bus stops, and it is therefore recommended that the council does not prevent existing parking habits where this is safe.
- 7.5 Officers recommend the installation of bollards to support the enforcement and management of new and existing restrictions. The bollards are to be focused in the vicinity of the Pelican crossing point near Primrose Hill Playing Fields. Bollards will be placed approximately every 1.5 metres for approximately 45 metres to prevent vehicle ingress behind the footway.
- 7.6 Objectors to the proposal were highly concerned about the loss of parking and subsequent displacement into other parking places. Whilst the loss of parking is noted, road parking has been left unrestricted on most parts of Primrose Hill and Railway Terrace Eastern side. A permit scheme was investigated earlier in the development which may have reduced displacement parking from non-residents. However, a permit scheme was objected to by the majority of respondents.
- 7.7 The majority of supporters of the proposal cited safety concerns as a reason for wanting restrictions. Traffic and damage to vehicles were also mentioned in responses.

## **8 Implications for Policy, Financial Legal, Equal Opportunities, Staffing, Environmental, Community Safety. Customer Services Centre, Communications and Website Risk Management and Health & Safety**

- 8.1 The recommendations in this report are within the Council's agreed policy and budgets and all implications have been addressed by the Parking Management Programme agreed by the relevant committee.

## **9 Recommendations**

- 9.1 It is recommended that, as outlined in section 7, the TRO is made and implemented, with minor reductions.

Report prepared by:

Tom Rankin, Sustainable Transport Officer

Transport & Parking Projects, Regulatory Services

### **Background Papers**

Notice of Proposal documentation

### **APPENDICES / ATTACHMENTS**



**Decision delegated to Director of Finance**

I hereby agree the recommendations as set out above:

**Signed:**



**Date: 23/09/25**

**Alison Scott, Director of Finance**

in consultation with the Lead Member for General Public Services and Community Engagement

**Signed:**



**Date: 23/09/25**

**Councillor Sarah Nelmes, Lead Member for General Public Services and Community Engagement**