

GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT COMMITTEE

DELEGATED REPORT: PROPOSED TRAFFIC REGULATION ORDER (TRO)

THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (NO.2) (HIGH ELMS LANE, GARSTON)(VARIATION) ORDER 2025

SEPTEMBER 2025

1 Summary

- 1.1 This report details the proposed changes to parking restrictions in High Elms Lane, Garston. It will also outline the process to date, outline the statutory consultation (Notice of Proposal), summarise the feedback received during this consultation and outlines recommendations for how to proceed.
- 1.2 The proposed scheme also includes some minor highways enhancements including new post and rail fencing, bollards, improved crossing points and hardened verge repair.
- 1.3 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 High Elms Lane, Garston.
- 1.4 The current scheme is designed to be a new variation Traffic Regulation Order (TRO) known as THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (NO.2) ORDER 2025 which will be added to the district wide map-based order.
- 1.5 The general effect of the proposed Order is to introduce Limited Waiting restrictions (Monday-Friday, 8am-4pm, 2 Hours, No Return within 2 Hours) within the currently unrestricted parking bays on the northern side of High Elms Lane, Garston. Additional No Waiting at Any Time restrictions, as well as No Stopping on School Entrance Markings (Mon-Fri 8am-5pm) restrictions will also be introduced.
- 1.6 This proposed scheme in its current format was developed by the Regulatory Services team with consultancy support from Project Centre Ltd and ADL Traffic and Highways who have provided the engineering functions.
- 1.7 High Elms Lane is a single carriageway road characterised as a rural lane. The eastern half of the lane is the subject area of this scheme. This section serves several residential dwellings, St. Michaels School and Parmiters School as well as the West Herts crematorium.
- 1.8 The District Council has developed proposals for a parking management scheme in High Elms Lane since 2011, to address complaints which have arisen from the behaviour of drivers using this street as a through route or for access and the complex parking and loading problems that are caused by these demands for parking and access.

2 Background information

2.1 Initial Design

- 2.1.1 In consultation with local ward Councillors, an initial design was produced by consultants and due to the complex nature of the scheme area, the design was submitted for a Road Safety Audit (RSA).
- 2.1.2 The RSA identified several concerns with the proposed design, which local ward councillors sought to challenge, so a complete scheme review was recommended by officers and carried out by the consultants (ARUP) contracted to the Local Highway Authority, Hertfordshire County Council.
- 2.1.3 The review concluded that the proposals were unlikely to be effective or practical and also identified elements that were non-standard, did not meet minimum safety and other design standards set by national guidelines and regulations.

- 2.1.4 Following this review, it was agreed at the Sustainable Development, Planning and Transport Committee on 15 November 2016 to engage design consultants to revisit the scheme and produce a feasibility study that complied with local and national policy and in particular, requirements relating to road safety.

2.2 Feasibility Study

- 2.2.1 A comprehensive feasibility study that considered various options available to address the needs to keep the road clear of parked vehicles, to provide as much safe and useful parking as possible and to make it easy for drivers to drop off and collect students from the schools was carried out by ARUP.
- 2.2.2 The options provided in the feasibility study recommended physical works to the highway including the relocation of existing utilities to accommodate the proposed measures.
- 2.2.3 The cheapest of the solutions in the study was estimated to cost in excess of £500,000 and therefore outside of the budget of the Parking Management Programme.
- 2.2.4 It was agreed with the Lead Member to scale back the scope of the scheme to focus on a Traffic Regulation Order (TRO) to improve road safety and parking conditions based on the existing highway layout.
- 2.2.5 Where necessary it was also agreed that minor highways enhancements such as hardened verge repair, replacement post and rail fencing and additional bollards be investigated.

3 Informal Public Consultation

- 3.1.1 Andy Smith, Senior Transport and Infrastructure Projects Officer at Watford Borough Council and Project Centre Ltd. were instructed to review the previous designs and to produce a simplified TRO scheme with proposed minor highways enhancements.
- 3.1.2 Once the design was agreed with Local Ward Councillors, consultants ADL Traffic and Highways were instructed to commence the TRO consultation process beginning with a round of informal consultation to gauge the views of key stakeholders and the general public.
- 3.1.3 Informal consultation on the proposed plans ran for an extended period over the summer holidays from 17 July 2024 to 31 August 2024. The proposals included:
 - 3.1.4 New No Waiting at Any Time (Double Yellow Line) restrictions on sections of both sides of High Elms Lane.
 - 3.1.5 School Keep Clear Markings on the southern side of High Elms Lane, between the existing School Keep Clear Markings and the junction with the A405.
 - 3.1.6 Limited Waiting restrictions (Mon-Fri, 8am-4pm, 2 Hours, No Return Within 2 Hours) opposite the St Michael's School drop-off entrance/exit.
 - 3.1.7 Key stakeholders from Parmiters School, St Michaels School and West Herts Crematorium attended a site visit with officers to discuss the plans in detail in order for them to provide a full response to the consultation.
 - 3.1.8 A total of 52 addresses were consulted and 22 responses were received, with 20 of these responses raising objections to the scheme. 16 of the respondents were from outside the consultation area.
 - 3.1.9 The majority of objections raised the issue of vehicle parking in Bucknalls Lane and Coates Way on the opposite side of the A405 and that the proposals would only increase the parking issues here.
 - 3.1.10 Enforcement of existing restrictions was also a common objection, stating that current restrictions do not act as a deterrent and enforcement would need to be carried out daily to be fully effective.
 - 3.1.11 St Michaels School objected to the proposals on the grounds that valuable parking for students would be removed, disadvantaging those old enough to drive and suggested that a grass-crete area be designated as permit holders only for St Michaels School.

- 3.1.12 They also made other suggestions including turning the road into a one-way street and off-street parking on adjacent land which are outside the remit of this scheme.
- 3.1.13 Parmiters School did not object to the proposals and suggested the extension of No Waiting at Any Time restrictions beyond their westernmost extent
- 3.1.14 Following consideration of the responses to the informal consultation, the decision was taken in consultation with the lead member to progress the scheme to the statutory public TRO consultation process with the addition of No Waiting at Any Time restrictions for a distance of 10 metres from the northwesternmost access of Parmiters School to prevent parking within the visibility splay.

4 Notice of Proposal Formal public Consultation

- 4.1.1 The formal public consultation (Notice of Proposal) process took place from 13 June 2025 to 4 July 2025. During this process, 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.
- 4.1.2 The Notice of Proposal formal consultation plans can be found at appendix ii.
- 4.1.3 142 responses were received. 26 responses were in support the scheme, 115 responses were objections (81%) and 1 response was neither supporting nor objecting. 16 of the respondents failed to fully provide the requested information.
- 4.1.4 Many of the responses came from addresses outside of the proposed scheme area due to the different user groups that would be affected by the proposed scheme (local residents, students, teachers, visitors and crematorium users).
- 4.1.5 The full report from the traffic engineering consultants (ADL) can be found at appendix i.

4.2 Key stakeholder responses

- 4.2.1 3 objections were received under St Michaels School address. Their main reasons for objection were a lack of drop off areas, displacement onto the A405 and lack of parking for Sixth Form students. No responses were received under the Parmiters or West Herts Crematorium addresses. Parmiters School have previously indicated their support.

4.3 Objection Themes

- 4.3.1 The key themes from objectors to the Notice of Proposal and the response to these has been detailed in the table below:

Theme	Council Response
No parking for St Michaels School Students/Teachers and visitors	Limited waiting restrictions will encourage churn of visitor parking throughout the day. Unrestricted parking will still be available further along High Elms Lane.
No alternative drop off/pick up location	An area on Southern side of High Elms Lane has been left unrestricted
Displacement parking in nearby roads (particularly Bucknalls Lane)	Council will monitor impact of any displacement parking.
Vehicles will stop on A405	A405 is a clearway and no stopping is permitted at any time which can also be enforced by Police.
Current parking issues will be made worse	The scheme is designed to improve traffic flow and ease congestion outside both schools.
Proposals will cause extra inconvenience	High Elms Lane has become highly congested and blocked during pick up/drop off hours. New restrictions are only proposed to prevent parking where it is considered unsafe.
Will lead to increased traffic	Proposals should improve flow of traffic at peak periods.
Increased laybys or widened carriageway is a better solution	Outside the remit of this scheme. Previous plans withdrawn due to prohibitive cost.

Retain unrestricted parking	Limited waiting restrictions will improve access to visitor parking through increased turnover of vehicles.
Child safety needs to be considered	The proposed scheme will increase visibility for pedestrians when crossing the road.
Viewed as a revenue generation scheme	The scheme has been proposed on the grounds of improving road safety and not for revenue generation.
Large funerals aren't frequent enough to warrant the proposals	Funerals held in the afternoon are currently vulnerable to being disrupted.

5 Statutory Consultee Consultation

- 5.1 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.

6 Options/Reasons for Recommendation

- 6.1.1 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").
- 6.1.2 Officers agree with the recommendation in the traffic engineers report, which is to set the objections aside and make the TRO without amendment.
- 6.1.3 Despite the numerous objections received, the proposals aim to manage parking demand including facilitating short-term churn in some areas and by reducing congestion. This will result in road safety improvements and prevent parking where it is not safe to do so as set out in the Statement Of Reasons for making the TRO.
- 6.1.4 Parking provision will be improved as the limited waiting restrictions will increase vehicle turnover throughout the day.
- 6.1.5 Officers recommend the commissioning of Road Safety Audits (RSA) before and after physical measures are implemented to ensure road safety has been effectively considered and treated.
- 6.1.6 Officers recommend a 12-month revisit to see the impact of the scheme. The road can be subsequently revisited at any time if further issues occur.
- 6.1.7 Officers recommend engaging with the Schools and Hertfordshire County Council's active travel and safer travel teams about School Travel Plans to promote alternative modes of travel to school.

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

- 7.1 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.

8 Recommendations

- 8.1 It is recommended that, as outlined in section 5, the objections raised are set aside and the TRO is made and implemented as advertised.

Report prepared by:

Ian Bratt, Parking and Transport Officer

Transport & Parking Projects, Regulatory Services

Background Papers

Notice of Proposal documentation

APPENDICES / ATTACHMENTS

Appendix i – ADL Notice of Proposal formal consultation report

Appendix ii – Notice of Proposal plans

Decision delegated to Chief Executive

I hereby agree the recommendations as set out above:

Signed:

A handwritten signature in black ink, appearing to read 'J Wagstaffe', written in a cursive style.

Date: 14/10/2025

Joanne Wagstaffe, Chief Executive

in consultation with the Lead Member for General Public Services

Signed:

A handwritten signature in black ink, appearing to read 'Sarah Nemes', written in a cursive style.

Date: 7/10/25

Councillor Sarah Nemes, Lead Member for General Public Services

**TRAFFIC REGULATION ORDER
NOTICE OF PROPOSAL (PUBLIC CONSULTATION) REPORT
LIMITED WAITING, NO WAITING AT ANY TIME AND NO
STOPPING ON SCHOOL ENTRANCE MARKINGS
RESTRICTION PROPOSALS,
HIGH ELMS LANE, GARSTON**



Client: Three Rivers District Council

Reference: 5653-05

Date: July 2025

REPORT CONTROL

Document: Traffic Regulation Order **Client:** Three Rivers District Council
Notice of Proposal Consultation Report

Project: High Elms Lane, Garston

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Primary Author: Lewis Oxenham Initialed: LO

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1.0 INTRODUCTION AND PROCESS SO FAR

1.1 Context

- 1.1.1 Inconsiderate parking has been consistently observed on High Elms Lane, Watford, particularly in proximity St Michael's High School, Parmiter's School and West Herts Crematorium. Existing parking habits cause traffic flow issues at this location, as well as obstructions to larger vehicles. Additionally, the current unrestricted parking is occupied by school students/visitors for the entirety of the day. This means that visitors to the crematorium have very limited on-street parking availability. Despite the crematorium having its own car park, visitors still need to park on the road during particularly busy periods. If funerals are taking place on weekdays, crematorium visitors will be forced to park a considerable distance away.
- 1.1.2 Three Rivers District Council are therefore undertaking a review of the current parking arrangements on High Elms Lane in conjunction with a wider Road Safety and pedestrian improvement scheme in the area. Officers visited the site in July 2024 in order to assess the requirement for additional Stopping & Waiting restrictions, and from this were able to formulate a new parking proposal plan that would complement the wider road safety improvements being considered.

1.2 Proposals

- 1.2.1 The proposed alterations to the existing parking arrangements on High Elms Lane are shown in Appendix A and outlined below:
- Introducing new No Stopping Mon-Fri 8am-5pm on school entrance markings (School Keep Clear) immediately east of the existing School Keep Clear restrictions outside St Michael's School.
 - Introducing No Waiting at Any Time restrictions on sections of both sides of High Elms Lane.
 - Introducing Limited Waiting Bays, 2 Hours, No Return within 2 Hours, Mon-Fri (8am-4pm) on the northern side of the carriageway opposite St Michael's School.
- 1.2.2 The introduction of the No Stopping Mon-Fri 8am-5pm on school entrance markings (School Keep Clear) is proposed to prevent vehicles from stopping here that could obstruct entry to the St Michael's School drop off area. There are currently no parking

restrictions at this location. Additionally, the implementation of these restrictions will prevent stopped vehicles blocking the flow of traffic on High Elms Lane and causing tailbacks onto the A405, which can be dangerous due to the high-speed nature of the dual carriageway.

- 1.2.3 The introduction of No Waiting at Any Time (Double Yellow Line) restrictions on High Elms Lane aims to; prevent inappropriate parking and maintain good visibility at or near to junctions, and to ensure the safe, convenient, and expeditious movement of traffic particularly on narrower sections. The proposed restrictions will also help enforce Rule 243 of the Highway Code, which prevents parking opposite or within 10 metres of a junction.
- 1.2.4 The introduction of Limited Waiting Bays, 2 Hours, No Return within 2 Hours, Mon-Fri (8am-4pm) on the northern side of the carriageway opposite St Michael's School is proposed in order to increase vehicle turnover within these parking spaces. This should create more parking for visitors to the crematorium.

1.3 Previous Informal Consultations

- 1.3.1 A previous consultation was undertaken on the proposals shown in Appendix A.
- 1.3.2 Residents and businesses directly affected by the proposals were consulted over a six-week period from 17th July 2024 to 31st August 2024. A letter & plan was posted directly which explained the proposals and the reasoning behind them. Consultees were able to respond via email or post. The area comprised a total of approximately 52 addresses. Following the completion of the consultation process, a total of 22 responses were received. Of these responses, 20 were objecting to the proposals and 2 did not object but suggested various changes be made to the proposal plans. 16 of the respondents to the consultation were from outside of the consultation area.
- 1.3.3 St Michael's School objected to the proposals on the grounds that valuable parking would be removed, disadvantaging their pupils that are old enough to drive. They also suggested that the "grass-crete" area further along High Elms Lane was designated as permit only parking for St Michael's School. They also suggest other options such as

turning the road into a one-way street or formulating some kind of off-street parking solution on adjacent land.

- 1.3.4 16 separate objectors raised the issue of vehicle parking in Bucknalls Lane and Coates Way, which are on the other side of the A405. However, only four of these objectors live or work inside the consultation boundary. Several objectors complained about the existing parking situation in these two roads, particularly Bucknalls Lane. The objectors were concerned that the implementation of No Waiting at Any Time restrictions will only increase the parking issues at Bucknalls Lane and Coates Way, as they are the closest alternatives to High Elms Lane. Residents believe that Bucknalls Lane is not equipped to handle the current number of vehicles that use it for school pick-up/drop-off, and this is only likely to increase if the proposals are implemented. The existing safety concerns about children exiting cars into the live traffic, as well as the inconvenience of driveways being blocked are also mentioned. Despite there already being parking restrictions on Bucknalls Lane, these are often ineffective at preventing inappropriate parking at school drop-off/pick-up time.
- 1.3.5 Similarly, six of the objectors were concerned about enforcement issues. Five residents mentioned existing parking restrictions on other roads nearby do not act as a deterrent. The civil enforcement officers will need to be out enforcing daily for the restrictions to be fully effective. Residents state that if enforcement officers are patrolling, vehicles will often drive off before they are issued a penalty.
- 1.3.6 Six of the objectors also raised concerns that the new proposals will increase queueing back onto the A405, which is a safety issue and could also cause congestion and delays for vehicles travelling from Watford towards the M1 and the M25.
- 1.3.7 One objector was concerned that the implementation of No Waiting at Any Time restrictions will increase vehicle speeds along High Elms Lane, as parked vehicles will no longer act as a form of natural traffic calming.
- 1.3.8 Several of the objectors suggested alternatives that they believed would improve the existing situation. Two respondents mentioned that parked vehicles were encroaching onto the section of pavement intended for pedestrian use, and because of this, the existing hard-standing areas intended for vehicle parking should be turned into fully

tarmacked parking bays instead, which would prevent any issues. Currently, wider vehicles such as pushchairs, wheelchairs and bicycles can struggle to fit onto the pavement due to inappropriate parking. Another resident mentioned that widening the road would be the best option as then on-street parking could be retained. Six residents stated that the schools should provide off-street parking of some kind on their land.

1.3.9 Two objectors said that the situation should be left as it is, since the school rush is only 10 minutes long in the morning and in the afternoon. A final respondent did not provide any further reasoning behind their objection.

1.3.10 The two respondents that did not object also suggested various changes be made to the proposal before it is implemented on the ground. Parmiter's School was one of these respondents. These suggestions include extending the No Waiting at Any Time restrictions beyond their westernmost extent. Zebra crossing installation is also mentioned at Bridleway 78 and St Michael's Car Park. Management of the vegetation on High Elms Lane and the installation of additional post and rail are also requested in order to improve safety.

1.3.11 In light of the responses received, and upon further reflection, the Council decided to that additional No Waiting at Any Time restrictions should be proposed from the northwesternmost access of Parmiter's School, for a distance of 10 metres in a westerly direction, as this will prevent parking within the visibility splay.

1.3.12 Officers considered the responses received and it was decided that the scheme should be progressed to the statutory public TRO consultation process. The proposal plans were updated, as shown in Appendix B.

2.0 NOTICE OF PROPOSAL (PUBLIC CONSULTATION)

2.1 Methodology

2.1.1 A consultation with the Statutory Consultees was undertaken between 13th June 2025 to 4th July 2025. A letter and plans (from Appendix B) were emailed directly and consultees were invited to submit any comments via email.

2.1.2 The Notice of Proposal (Public Consultation) process took place from 13th June 2025 to 4th July 2025 – a period of 21 days. During this process, Site Notices were erected on street furniture on site, the Notice of Proposal documents were made available on the Council website, and they were also published in the Watford Observer.

2.1.3 A copy of the Notice of Proposal document package is included as Appendix C.

2.2 Consultation Responses

2.2.1 During the Notice of Proposal (Public Consultation) process, 142 responses were received. 26 respondents confirmed their support for the proposals via the Have Your Say portal. 115 objections were received by members of the public. 1 non-committal response was also received. 16 of the respondents failed to fully provide their details as requested within the Have Your Say portal that hosted the consultation. No objections were received from the Statutory Consultees.

2.2.2 Of the 142 responses received, 130 of these were from clearly identifiable unique addresses. Of the 24 addresses that confirmed their support for the proposals, 15 are within a one mile radius of High Elms Lane. Of the 105 addresses that objected to the proposals, 34 are located within one mile of High Elms Lane. In total, 50 addresses within a one mile radius responded to the consultation, compared to 80 addresses located more than one mile away from the proposals.

2.2.3 The most common concern amongst objectors was that there would no longer be parking for sixth form students, teachers and visitors to St Michael's School. 26 respondents objected to the proposals on these grounds. Many of the objectors mention that they have no other viable option to get to school, so are forced to drive. Students at St Michael's School are not permitted to use the on-site car park. Many of the objectors also believe there are no viable alternative locations for school students/visitors to park away from High Elms Lane. A response submitted on behalf of St Michael's School suggests that residents will not be able to drive to school if the proposals are implemented, which will lead to a decline in the number of students attending school. Similarly, four further objectors stated that the proposals penalise those with no choice but to drive to school.

- 2.2.4 23 of the respondents objected to the proposals on the basis that there is no clear alternative location for parents or guardians to drop-off and pick-up students from St Michael's School. Respondents state that the proposals will only serve to make school drop-off/pick-up even more difficult than it already is. Multiple respondents also mention that school drop-off and pick-up only lasts for a short period in the morning and in the afternoon, implying that the proposals are too restrictive.
- 2.2.5 13 objectors were concerned about vehicle displacement into other nearby roads, particularly Bucknalls Lane. The objectors believe that the problem will merely be moved away from High Elms Lane into surrounding residential roads. It is mentioned that there are already issues within Bucknalls Lane around school drop-off/pick-up times, which will be exasperated by these proposals. Residents within the estate accessed by Bucknalls Lane have difficulty leaving due to congestion caused by stopped vehicles. Residents believe that an increase in traffic within the Bucknalls Lane estate would take away parking spaces, block driveways and accesses, and increase pollution.
- 2.2.6 10 objectors were worried that the proposals would lead to vehicles stopping on the A405, particularly within the nearby bus stop, to quickly drop-off or pick-up students. The junction of High Elms Lane with the A405 is dangerous since it is at the brow of a hill. Residents are concerned about danger to students and pedestrians in the vicinity. Respondents are also concerned about vehicles backing up onto the A405 as a result of the proposals.
- 2.2.7 9 respondents objected on the basis that the current parking issues will be made worse than they currently are by these proposals. Similarly, three respondents believed that the current situation is acceptable and there are no issues significant enough to warrant any alterations to the parking restrictions.
- 2.2.8 4 objections were received by residents that mentioned wanting to drop-off/pick-up without additional stress or inconvenience caused by the proposals.
- 2.2.9 3 objectors believed that the proposals would lead to an increase in traffic on High Elms Lane, the A405, and the Bucknalls Lane estate, as more vehicles will be circulating the area looking for a place to park. One of these respondents also mentions

that the No Waiting at Any Time restrictions will push vehicles to stop on the A405, creating tailbacks.

2.2.10 There were also several other main points of objection that were raised by respondents during the consultation period. Two respondents were happy with the No Waiting at Any Time aspect of the proposals but wished for the parking bays to remain unrestricted rather than a time limit be imposed. Two further objectors stated that the introduction of more lay-bys or a widening of the carriageway would be the best solution. Two objectors believed that child safety needs to be more widely considered but didn't elaborate further with their comments. Two more objectors believed that the scheme is being proposed solely for the purpose of revenue generation.

2.2.11 There were eight separate objections that were raised only by one respondent. One respondent stated that large funerals are not frequent enough to warrant the proposals. Another respondent believes that parking is not the issue, but instead the issues are caused by the road outside Parmiter's School being blocked. One request was received for No Waiting at Any Time restrictions to be retained only on one side of the carriageway. Another respondent believed that the proposals would increase the amount of time needed to drop-off and pick-up students from St Michael's School. One objector was concerned that students would need to cross the A405. Another mentioned that a drop-off area for St Michael's School is required, which was also mentioned by other respondents but not as their main grounds of objection. One respondent was concerned that the increased time that students will spend walking between the school and the vehicle will make it easier for strangers to approach them. The final objection received was on the basis that there hasn't yet been an accident or an incident, so there is no need to change the current on-site situation.

2.2.12 Four respondents objected to the proposals but did not provide any reasoning for their objection.

2.3 Officer's response

2.3.1 In response to the objectors mentioning that there will no longer be any parking for students or visitors, the Limited Waiting restrictions within the existing parking bays will encourage an increased turnover of vehicles throughout the day. Currently, vehicles

are permitted to park in the bays for as long as they wish, meaning that there is little to no turnover of vehicles throughout the day. The Limited Waiting restrictions will improve access to visitor parking and make it easier for to park where it is safe to do so. The proposals seek to prevent parking only where it is considered unsafe, inappropriate, dangerous, or where it causes visibility issues or obstructions. Unrestricted parking is available further along High Elms Lane towards Parmiter's School in a safe location. It is important to maintain a balance between where parking is permitted as it is safe to do so and where it is not permitted when implementing parking restrictions, so as not to be deemed to be "over-restrictive". The current proposals align with this balance.

2.3.2 In response to those objecting on the basis that there is nowhere else for vehicles to stop for dropping-off/picking-up students, as well as those wanting stress-free and convenient drop-off options, there is an area on the southern side of High Elms Lane that has been left unrestricted. Vehicles will be able to stop here as it is a safe location for drop-off and pick-up. Additionally, Rule 238 of the Highway Code allows for the picking up and setting down of passengers on Double Yellow Lines where passengers are waiting. As mentioned in the paragraph above, parking restrictions are only proposed in locations where parking is unsafe, inappropriate, dangerous, or where it causes visibility issues or obstructions. The proposed restrictions help enforce Rule 242 of the Highway Code, which states that vehicle owners must not leave their vehicle "in a dangerous position or where it causes any unnecessary obstruction of the road", and Rule 243, which prevents parking on bends and within 10 metres of junctions and accesses.

2.3.3 Regarding the objections received concerning displacement of vehicles to other locations, High Elms Lane has become highly congested and blocked during school drop-off and pick-up hours. Although the restrictions are only proposed where it is deemed unsafe or obstructive to park, the Council accepts that some displacement parking is likely to occur as a result of the proposals being implemented. Should the proposal be implemented, the Council will review and monitor the impacts of any displacement parking once the scheme has bedded in and become familiar to the local community.

- 2.3.4 The possibility of vehicles stopping to drop-off and pick-up on the A405 was the main point of 10 objections received. In response to these concerns, any individuals parking on the A405 can be issued with a Penalty Charge Notice (PCN) by the Police as the current restrictions at this location enable this. The bus stop near St Michael's School on the A405 is subject to a No Stopping 7am-7pm except buses restriction. The A405 in the vicinity of High Elms Lane is a clearway and therefore no stopping is permitted by any vehicles at any time. Parents or guardians cannot therefore legally stop on the A405 for any reason within school drop-off and pick-up times.
- 2.3.5 Nine objectors believed that the proposals would create a parking situation that is worse than the existing one on High Elms Lane. In response to this, and to the objectors believing that the current situation is acceptable, the proposals will prevent parking on the verges of High Elms Lane, which should improve the flow of traffic as vehicles will be able to travel along the carriageway without having to wait for oncoming traffic to pass, which is caused by parked vehicles partially blocking the carriageway. This should ease congestion outside both schools. Additionally, the proposals will prevent vehicles parking within close proximity to accesses and driveways, which can create severe visibility issues for any vehicles attempting to enter High Elms Lane from a side road. Furthermore, the proposals should improve safety for pedestrians attempting to cross the road, as they will not need to step into the carriageway from behind a parked vehicle. This should give vehicle drivers more time to slow down as they will see pedestrians earlier than they currently would. A large amount of parking will be available between St Michael's School and Parmiter's School on the northern side of the carriageway, where the verges have been covered with "grass-crete" to encourage parking in a safe manner.
- 2.3.6 In response to those stating that the proposals penalise those that can only get to the schools by car, the Council will continue to monitor the impact of the proposals should they be implemented.
- 2.3.7 Three objectors believed that the proposals would increase traffic on High Elms Lane and in the surrounding area. However, the proposals should improve the flow of traffic on High Elms Lane at busy times of day for the reasons set out in Paragraph 2.3.5 above.

- 2.3.8 In response to the objectors wishing for the Limited Waiting aspect of the proposal to be removed, the reasoning for this aspect of the proposal has been addressed in Paragraph 2.3.1 above. The Limited Waiting aspect of the proposal has been designed to create greater vehicle turnover and provide more parking opportunities than are currently available. The current unrestricted nature of the parking bays opposite St Michael's School mean that there is little to no vehicle turnover within school hours.
- 2.3.9 Any widening of the carriageway, the creation of lay-bys, or the construction of a drop-off area on the premises of St Michael's School or elsewhere is outside the remit of this scheme, which is to investigate the existing parking restrictions on High Elms Lane and produce a Traffic Regulation Order allowing for any changes to the existing parking restrictions to be made. Three Rivers District Council is not able to construct parking facilities on private land, and neither can it mandate how schools use their own private roads and parking facilities.
- 2.3.10 In response to the objectors that believe child safety needs to be further considered, the reasoning set out in Paragraphs 2.3.2, 2.3.4 and 2.3.5 above shows that thorough consideration has been given to the proposals with regards to road safety. Additionally, the No Waiting at Any Time and No Stopping on School Entrance Markings (Mon-Fri 8am-5pm) restrictions are proposed to prevent parking in locations where it is considered unsafe. The Statement of Reasons for this Traffic Regulation Order (TRO) scheme, which was available online during the consultation period, explicitly states that the proposals have been formulated on road safety grounds. The proposals would be implemented under the specific grounds of Section 1 (a) of the Road Traffic Regulation Act 1984, which states that a TRO can be made for the purpose of "avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising". In response to two objectors believing the purpose of the proposals are revenue generation, the Statement of Reasons clearly outlines the reasoning behind the proposals being formulated.
- 2.3.11 The proposals will allow for additional parking opportunities for visitors of West Herts Crematorium throughout the day. Currently, due to little to no turnover in the parking bays east of the entrance to the crematorium, it is very difficult for crematorium visitors to park on High Elms Lane if required. For many funerals, the West Herts Crematorium car park will be able to accommodate visitors. In response to the objector stating that

funerals aren't frequent enough to warrant the proposals, the proposals allow greater flexibility for funeral visitors should they be unable to park within the West Herts Crematorium car park. If a Limited Waiting space is free to park in due to all funeral visitors being parked within the grounds of the crematorium, the space will be available to anyone else that may need it, such as students, teachers or daytime visitors to St Michael's School, Parmiter's School or any of the other businesses or properties located nearby.

2.3.12 In response to the objector stating that the main issues were at the narrow section of High Elms Lane near Parmiter's School, the proposals should prevent the western section of High Elms Lane from becoming blocked by stopped vehicles, as the No Waiting at Any Time restrictions west of the Parmiter's School car park entrance should ensure that traffic can flow smoothly in both directions, as they will prevent any vehicles parking inappropriately here. Any vehicle stopped or parked further west than these restrictions would be in violation of Rule 242 of the Highway Code, which states that vehicle owners must not leave their vehicle "in a dangerous position or where it causes any unnecessary obstruction of the road".

2.3.13 With regards to concerns about school students having to cross the A405 if being dropped off in Bucknalls Lane, there is an underpass that can be used for crossing which means that no students should have to cross the busy dual carriageway. The access to the underpass on both sides of the road is set well back from the carriageway and is also separated from the carriageway by a protective metal railing. If students are crossing from the Bucknalls Lane side to the High Elms Lane side, they will be protected by a metal railing for the entirety of their walk from the underpass to High Elms Lane.

2.3.14 An objector stated that no accidents or incidents have occurred on High Elms Lane, so that there is no need to change the current parking restrictions. In response to this, the Council must be proactive in identifying any road safety risks. Three Rivers District Council has the authority to make a TRO, as long as it meets one or more of the grounds set out within the Road Traffic Regulation Act 1984. As mentioned in Paragraph 2.3.10 above, the proposals can legitimately be implemented under Section 1 (a) of the Act, as they are designed to further improve road safety on High Elms Lane.

2.3.15 In response to the objector that was concerned about students having to walk further between their vehicle and the schools, and this making it easier for students to be approached by strangers, this is not a subject that can be controlled within the remit of a Traffic Regulation Order scheme. Any security issues within the Three Rivers District, whether in the vicinity of these proposals or not, are matters to be investigated and appropriately dealt with by the Hertfordshire Constabulary.

2.3.16 Four of the objections received did not provide any additional reasoning or grounds for objection, so therefore cannot be responded to within this report.

2.4 Conclusion

2.4.1 Consideration has been given to the receipt of 115 objections from 105 addresses, arising from the formal Notice of Proposal consultation. Respondents were generally mostly concerned about being unable to park or not being able to pick-up and drop-off on High Elms Lane. Displacement parking, particularly on the A405, was also mentioned frequently amongst respondents that objected to the proposals. St Michael's School objected to the proposals, whereas no response was received from Parmiter's School or West Herts Crematorium.

2.4.2 In total, 24 representations of support for the proposals were received.

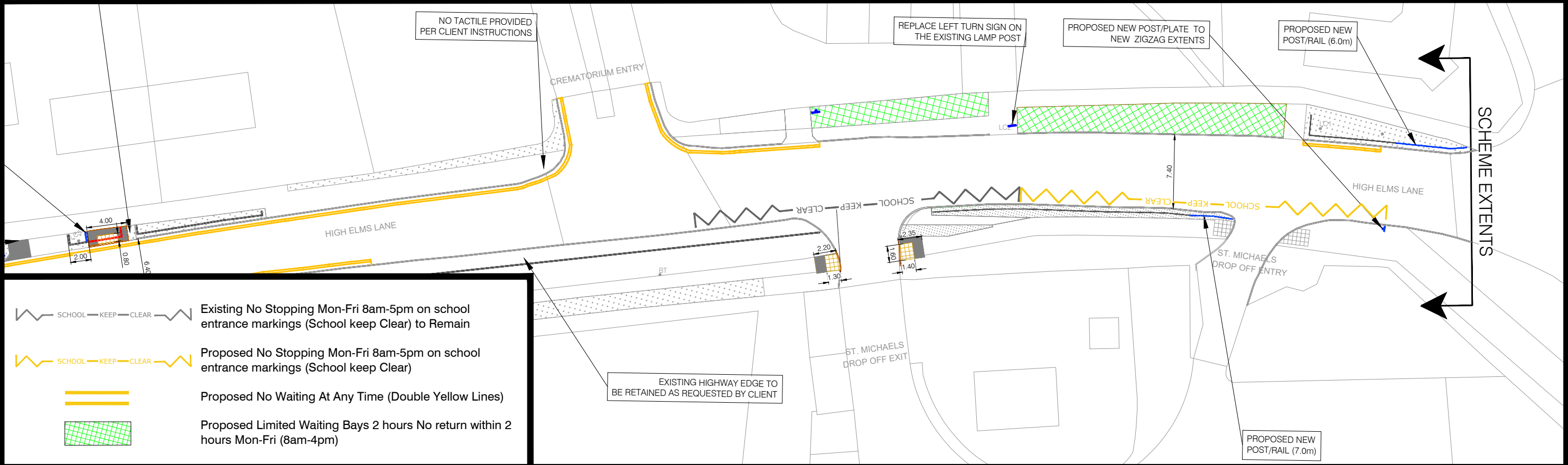
3.0 SUMMARY AND RECOMMENDATION






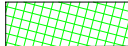
3.1 Three Rivers District Council have undertaken an extensive Notice of Proposal (Public Consultation) process with regards to the proposed changes to existing parking restrictions on High Elms Lane, Garston.

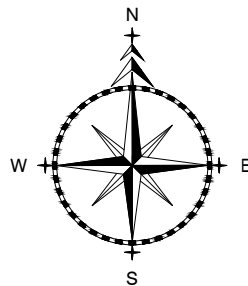
3.2 Site Notices and Plans were erected on street furniture within the area affected. The Notice of Proposal documents were made available on the Council website, via the Have Your Say portal, and were also published in the Watford Observer.

3.3 115 objections have been received from the general public. It can therefore be concluded that there are a considerable number of residents who deem some or all aspects of the proposals to be unacceptable.

- 3.4 Consideration has been given to the receipt of 115 objections arising from the formal Notice of Proposal consultation, and these concerns have been responded to within this report. It is recommended to continue to make and implement the Traffic Regulation Order as proposed during the formal consultation (Notice of Proposal) stage. Despite numerous objections being received, the proposals should be implemented based on the reasons that were set out within the Statement of Reasons during the formal consultation. The proposals aim to significantly improve road safety and prevent parking where it is considered dangerous, inappropriate or causes an obstruction to the carriageway. The proposals also aim to improve traffic flow on High Elms Lane. Although objections were received by respondents concerned that they would be unable to park on High Elms Lane, there would still be sufficient parking provision on High Elms Lane within the grass-crested areas” and outside St Michael’s School where deemed safe. Parking provision will be improved on the northern side of High Elms Lane between the crematorium entrance and the A405, as the Limited Waiting restrictions will increase vehicle turnover throughout the day. Furthermore, as mentioned in Paragraph 2.3.2 above, Rule 238 of the Highway Code allows for the picking up and setting down of passengers on Double Yellow Lines where passengers are waiting.
- 3.5 Three Rivers District Council will continue to monitor the impact of the parking restrictions post-implementation, which will allow the restrictions to become familiar to the local community and the visitors to the schools. If required, Three Rivers District Council will be able to target additional enforcement in the High Elms Lane area should unintended parking habits develop as a result of the proposals being implemented.



-  SCHOOL — KEEP — CLEAR —  Existing No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear) to Remain
-  SCHOOL — KEEP — CLEAR —  Proposed No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear)
-  Proposed No Waiting At Any Time (Double Yellow Lines)
-  Proposed Limited Waiting Bays 2 hours No return within 2 hours Mon-Fri (8am-4pm)



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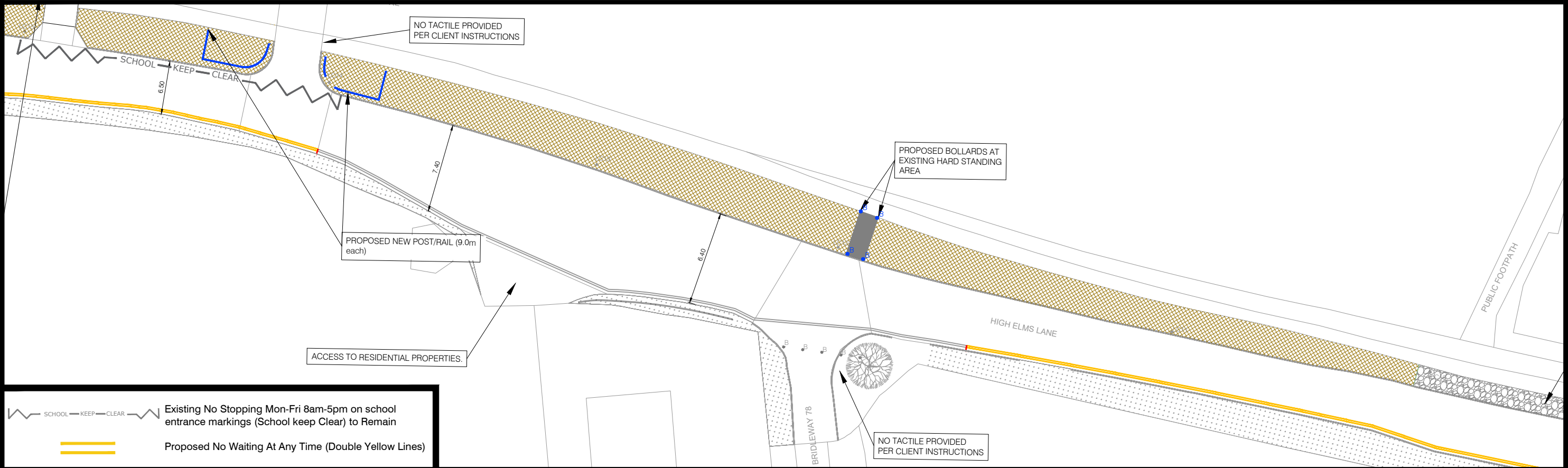
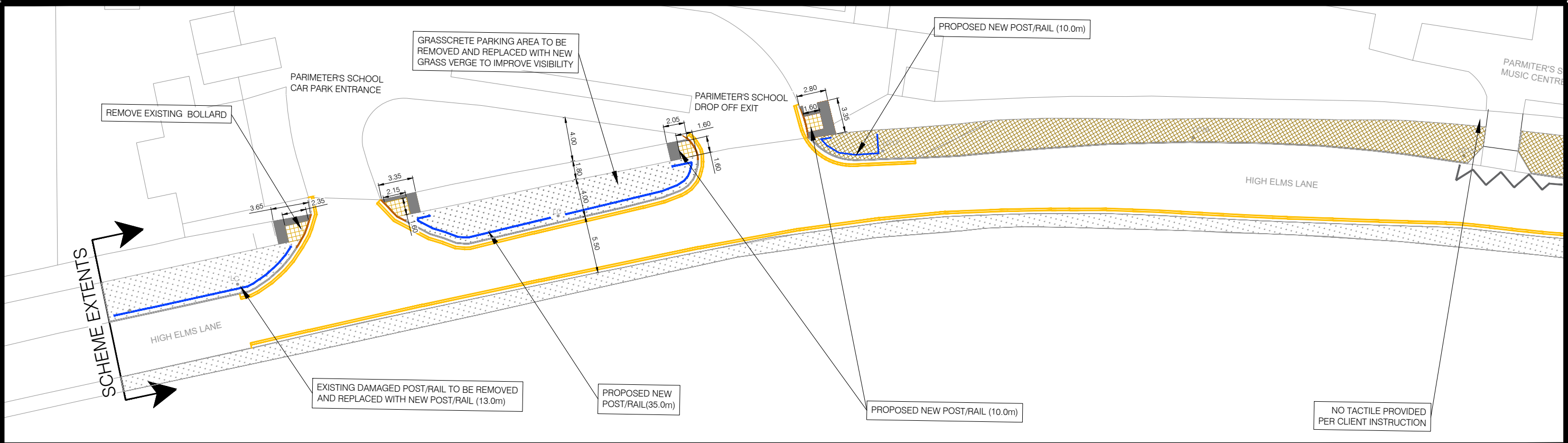
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 7. ASSUMES ALL LANDSCAPING CAN BE ALTERED AND NO TREES ARE SUBJECT TO TPO.
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AMENDMENTS		
REF.	DATE	DESCRIPTION

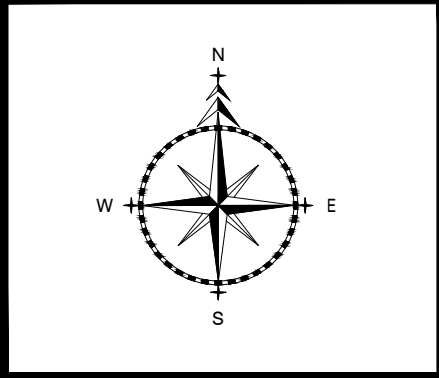
ADL Job No.	5653-05
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Project High Elms Lane Hertfordshire			
Title Proposed Restrictions			
Date 11.07.2024	Drawn LO		
Checked TH	Date 11.07.24	Approved TH	Date 11.07.24
Scale NTS @ A3	Drq No. 5653-05	Rev.	



Existing No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear) to Remain

Proposed No Waiting At Any Time (Double Yellow Lines)



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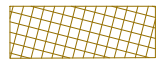
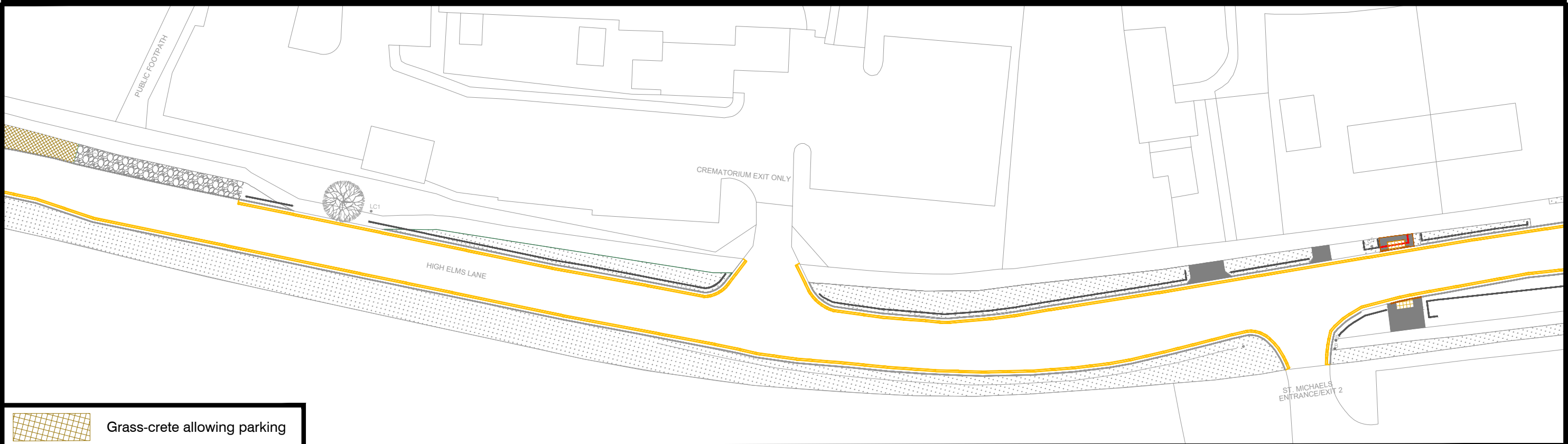
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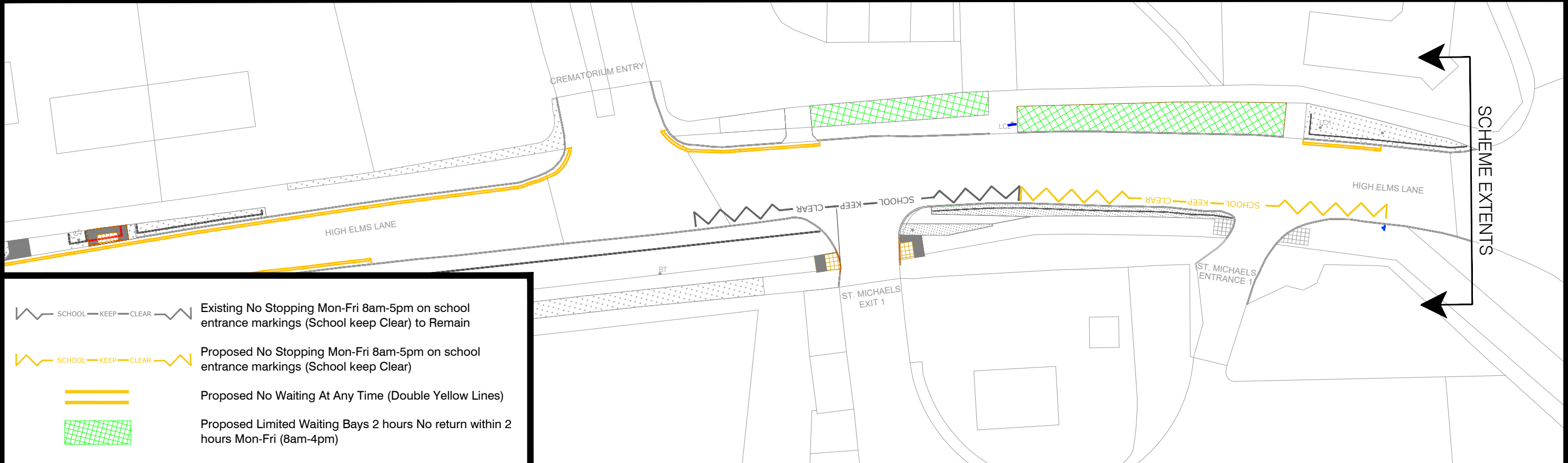
AMENDMENTS		
REF.	DATE	DESCRIPTION

ADL Job No. 5653-05

Project High Elms Lane Hertfordshire			
Title Proposed Restrictions			
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Checked TH	Date 11.07.24	Approved TH	Date 11.07.24
Scale NTS @ A3	Drq No. 5653-05	Rev.	



Grass-crete allowing parking



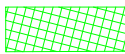
Existing No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear) to Remain



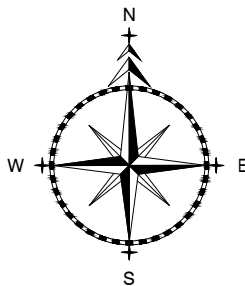
Proposed No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear)



Proposed No Waiting At Any Time (Double Yellow Lines)



Proposed Limited Waiting Bays 2 hours No return within 2 hours Mon-Fri (8am-4pm)



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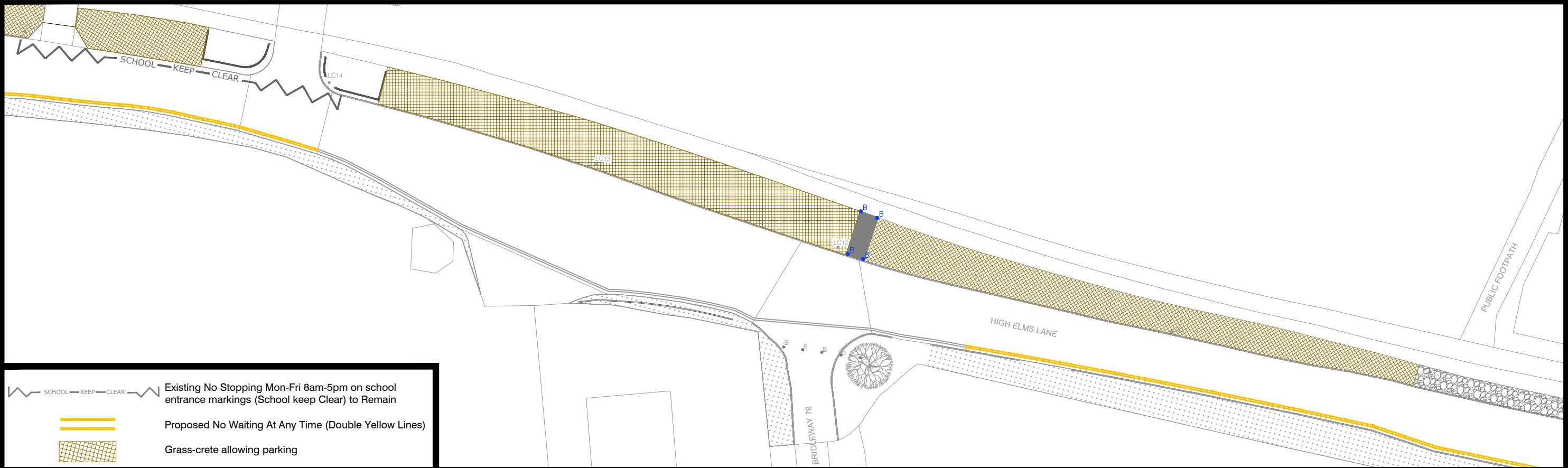
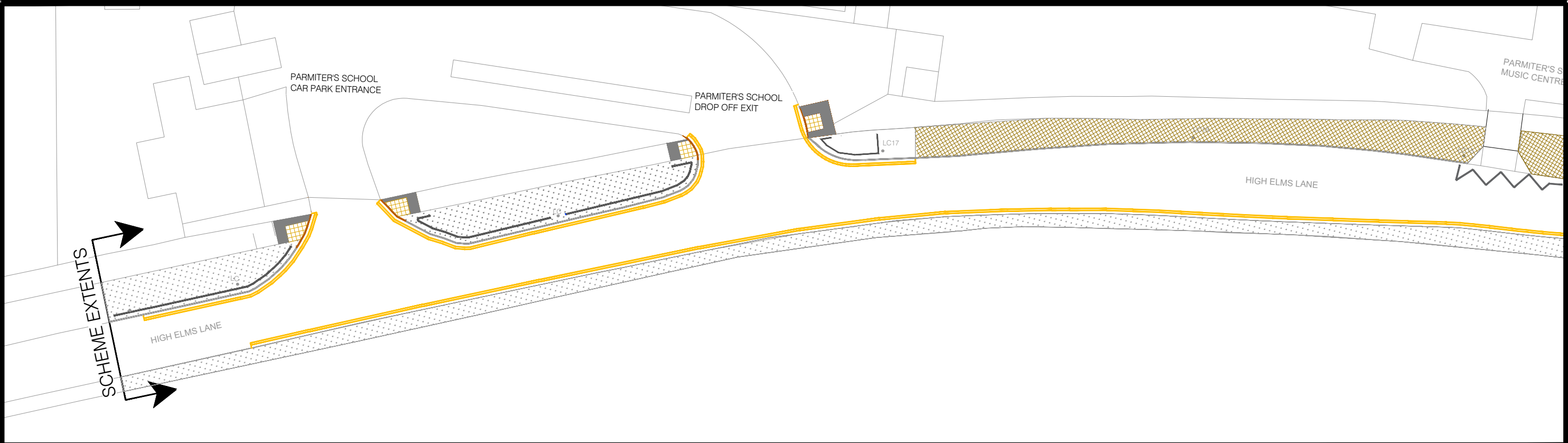
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AMENDMENTS

REF.	DATE	DESCRIPTION

ADL Job No. 5653-05

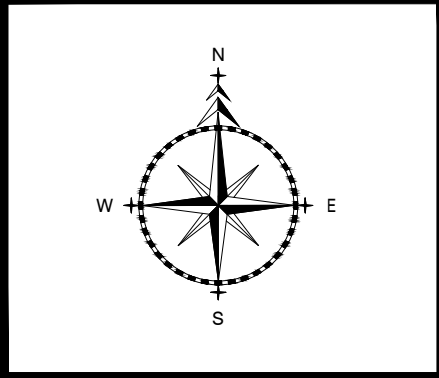
Project High Elms Lane Garston			
Title Proposed Restrictions			
Date 25.3.25	Drawn LO		
Checked TH	Date 25.3.25	Approved TH	Date 25.3.25
Scale NTS @ A3	Drg No. 5653-05		Rev. C



Existing No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear) to Remain

Proposed No Waiting At Any Time (Double Yellow Lines)

Grass-crete allowing parking



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AMENDMENTS		
REF.	DATE	DESCRIPTION

ADL Job No.

5653-05

Project High Elms Lane Garston			
Title Proposed Restrictions			
Date 25.3.25	Drawn LO		
Checked TH	Date 25.3.25	Approved TH	Date 25.3.25
Scale NTS @ A3	Drg No. 5653-05		Rev. C

**THREE RIVERS DISTRICT COUNCIL
TRAFFIC REGULATION ORDER
(ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING
RESTRICTIONS) (NO.2) ORDER 2025
(HIGH ELMS LANE, GARSTON) (VARIATION)
ORDER NO.3 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, proposes under the Road Traffic Regulation Act 1984 to introduce Waiting and Stopping restrictions on High Elms Lane, Garston. The effect of the Order is to introduce Limited Waiting restrictions (Monday-Friday, 8am-4pm, 2 Hours, No Return within 2 Hours) within the currently unrestricted parking bays on the northern side of High Elms Lane, Garston. Additionally, the Order will introduce No Waiting at Any Time (Double Yellow Lines) restrictions, as well as No Stopping on School Entrance Markings (Mon-Fri 8am-5pm) restrictions on High Elms Lane.

Documents giving more detailed particulars of the proposals are held on deposit at the offices of Three Rivers District Council, Three Rivers House, Northway, Rickmansworth, WD3 1RL during normal office hours. Electronic copies of the proposed Order, a statement of reasons for proposing to make the Order and drawings showing details of the proposals are available for inspection online at <https://www.threerivers.gov.uk/services/parking/traffic-regulation-orders> under the title "Proposed Traffic Regulation Orders".

You are invited to provide your support or objection to the proposed plans and any comments via our website here: [haveyoursay.threerivers.gov.uk/high-elms-lane](https://www.threerivers.gov.uk/high-elms-lane)

Alternatively, please send support or objection to the proposal, together with the grounds on which they are made, as a letter to: Transport and Parking Projects (14-5) Three Rivers District Council, Three Rivers House, Northway, Rickmansworth, Hertfordshire WD3 1RL.

The deadline for the receipt of support or objections is 12:00 noon on 4 July 2025.

Consulting on this scheme is a statutory duty of the District Council. Data from this consultation will be collected and held and processed by Three Rivers District Council and ADL Traffic and Highways Ltd and may be shared with TRDC Officers and District Councillors. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual respondents will not be identified in the consultation report without permission. Link to view Three Rivers District Council's privacy policy: <https://www.threerivers.gov.uk/privacy>

Director of Finance
Three Rivers District Council

13/06/2025

**THREE RIVERS DISTRICT COUNCIL
TRAFFIC REGULATION ORDER**

**THE THREE RIVERS DISTRICT COUNCIL
(ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND
STOPPING RESTRICTIONS) (NO.2) ORDER 2025
(HIGH ELMS LANE, GARSTON) (VARIATION)
ORDER NO.3 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, 3, 4, 5, 32, 35, 36 and 39 and Part IV 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, makes the following Order:

1. The Three Rivers District Council (On-Street Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (No.2) Order 2025 (“the 2025 Order”) shall be amended by the revocation of the existing sealed map tiles specified in the First Schedule to this Order which are hereby replaced with the new sealed map tiles specified in the Second Schedule to this Order.
2. The remainder of the 2025 Order shall remain in full force and effect.
3. This Order shall come into effect on the **XX day of XXXXXX 2025** and may be cited as the “THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (NO.2) ORDER 2025 (HIGH ELMS LANE, GARSTON) (VARIATION) ORDER NO.3 2025
4. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
5. 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.

FIRST SCHEDULE

Sealed Map Tiles to be Revoked

Map Tile Number (and Revision number if applicable)	Effective Date
Z17	31 st March 2025
Z18	31 st March 2025
AA18	31 st March 2025
AA19	31 st March 2025

SECOND SCHEDULE

Sealed Map Tiles to be inserted

Map Tile Number (and Revision number if applicable)	Effective Date
Z17 (Rev 1)	XXXXXX 2025
Z18 (Rev 1)	XXXXXX 2025
AA18 (Rev 1)	XXXXXX 2025
AA19 (Rev 1)	XXXXXX 2025

Given under the Common Seal of Three Rivers District Council the ** day of **** 202*

THE COMMON SEAL of THREE RIVERS DISTRICT
COUNCIL was hereunto

Affixed on the ** day of **** 202*

in the presence of:-

for Assistant Director of Legal Services

EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport).
The effect of this Order is to introduce the restrictions set out in the Schedule below.

Restrictions to be introduced

No Waiting at Any Time (Double Yellow Lines)

Column 1	Column 2	Column 3
STREET NAME	SIDE OF STREET	LOCATION
High Elms Lane	North	From a point 17 metres west of its junction with North Orbital Road (A405) for a distance of 10 metres in a westerly direction.
High Elms Lane	North	From a point 71 metres west of its junction with North Orbital Road (A405) for a distance of 210 metres in a westerly direction.
High Elms Lane	North	From a point 505 metres west of its junction with North Orbital Road (A405) for a distance of 76 metres in a westerly direction.
High Elms Lane	South	From a point 130 metres west of its junction with North Orbital Road (A405) for a distance of 227 metres in a westerly direction.
High Elms Lane	South	From a point 420 metres west of its junction with North Orbital Road (A405) for a distance of 151 metres in a westerly direction.

Limited Waiting Bay Mon-Fri 8am-4pm, 2 Hours, No Return within 2 Hours















Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
STREET NAME	SIDE OF STREET	LOCATION	PERMITTED HOURS	MAXIMUM STAY	NO RETURN
High Elms Lane	North	From a point 27 metres west of its junction with North Orbital Road (A405) for a distance of 44 metres in a westerly direction.	Monday to Friday 8am to 4pm	2 Hours	2 Hours


No Stopping on School Entrance Markings Mon-Fri 8am-5pm

Column 1	Column 2	Column 3
STREET NAME	SIDE OF STREET	LOCATION
High Elms Lane	South	From a point 17 metres west of its junction with North Orbital Road (A405) for a distance of 33 metres in a westerly direction.








Legend

Bays





-  Permit Holder Only
-  Business Permit Holder Only
-  Pay and Display/Pay by Phone
-  Shared Use (Permit/Non-permit Holder bays)
-  Ambulance Bays
-  Bus Stop
-  Disabled Bays
-  Loading Bays
-  Motorcycle Bay
-  Police Bay
-  Bus Stand
-  Limited Waiting (No charge)
-  Free Bays (No limited waiting)
-  Taxi Bays

 Keep Clear area

Lines

-  No Waiting (with time restriction)
-  No Waiting At Any Time
-  Crossing (Zig Zag)
-  Crossing Point
-  Keep Clear (Zig Zag)
-  No Loading At Any Time
-  No Loading (with time restriction)

Restriction Areas

-  Lorry waiting restriction zone
-  No parking on footway or verge zone
-  Permit Parking Areas
-  Controlled Parking Zone

Notes:

Except as noted above, any restrictions that are not labelled have the control hours of the Controlled Parking Zone or Permit Parking Area in which they are contained.

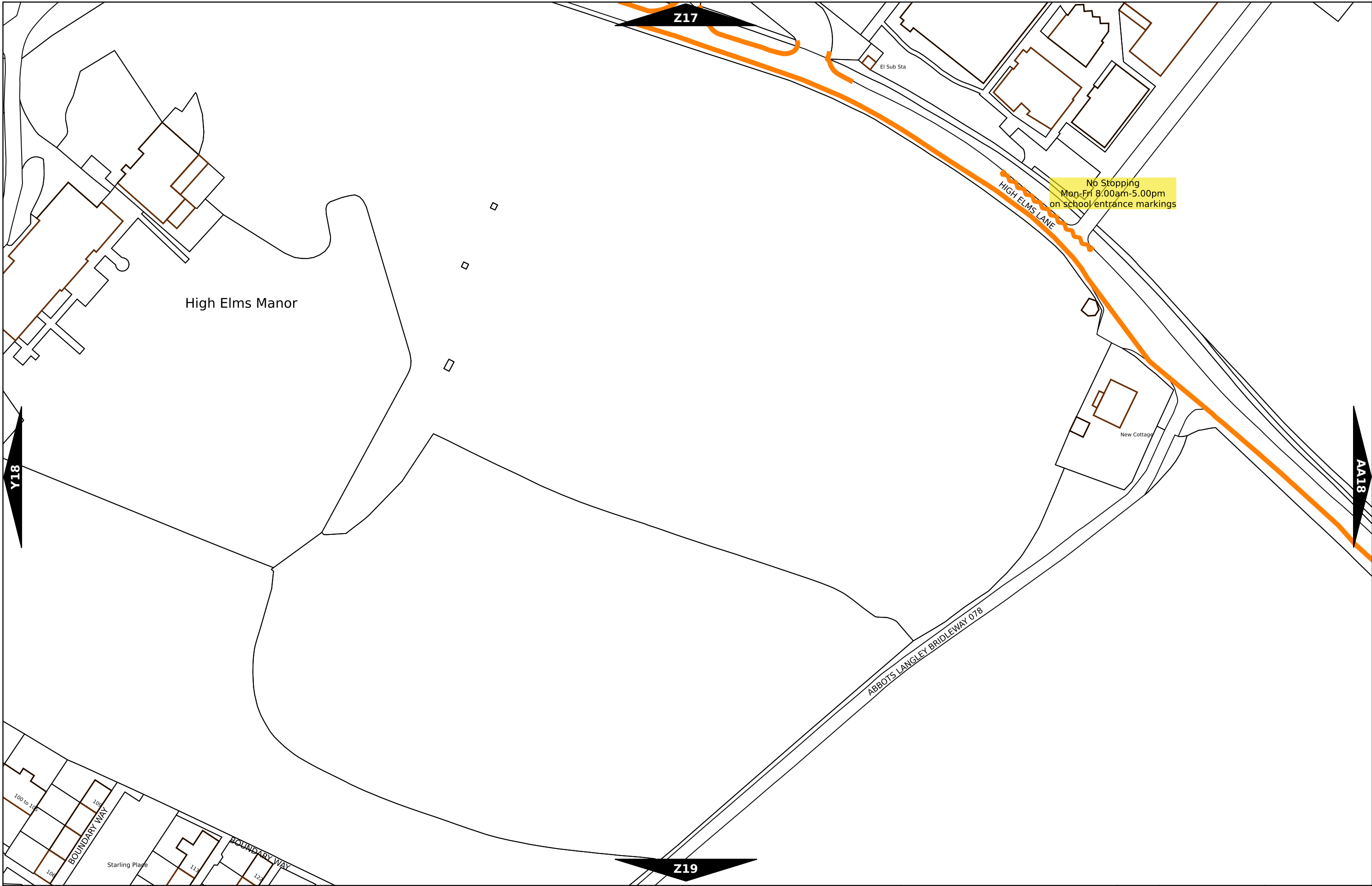


THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS)

Printed:

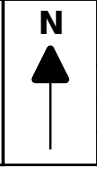
4-Jun-2025



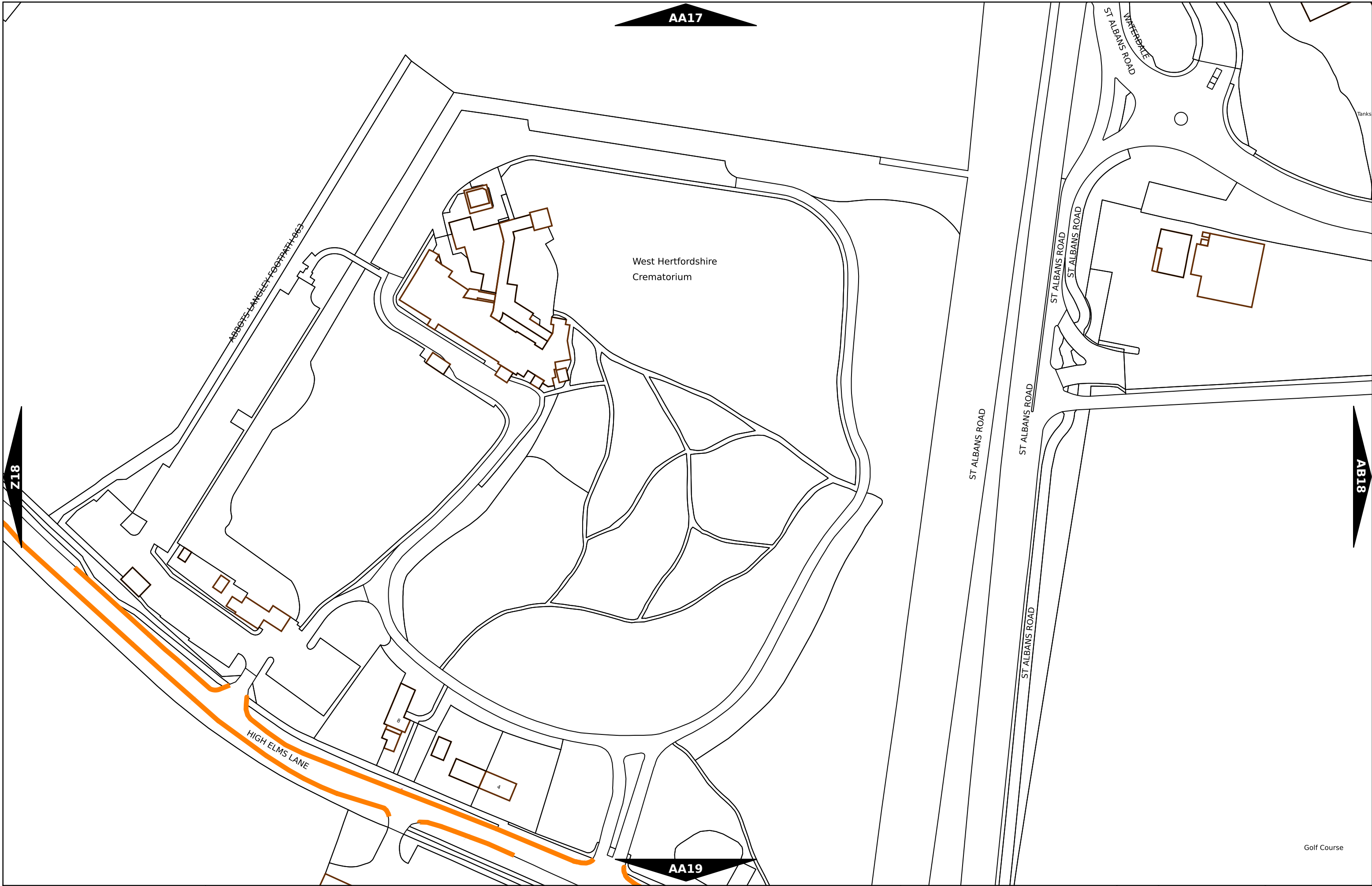


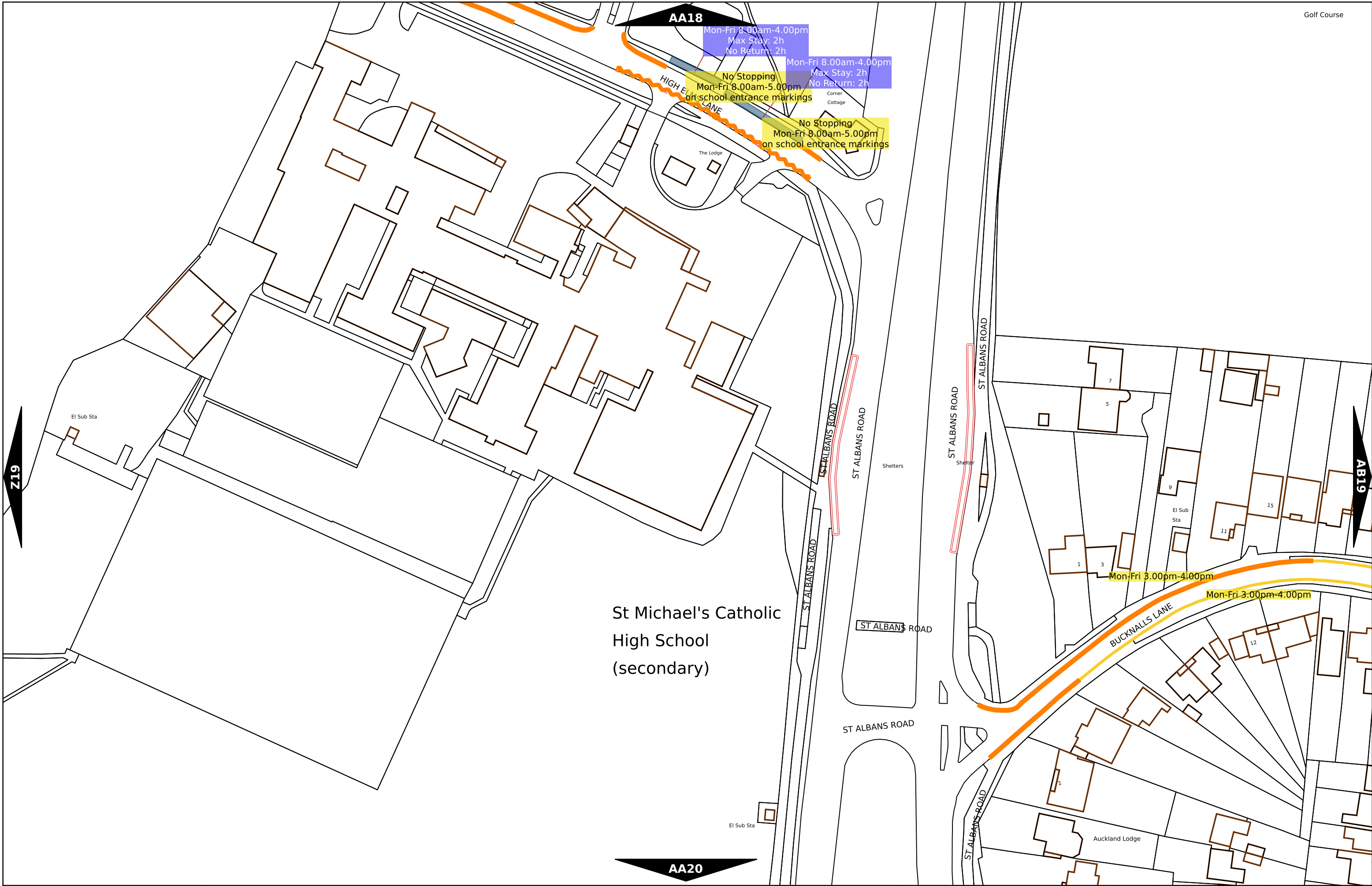
THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS)

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Scale at A3	1:1000
Print Date	19-Mar-2025
Map Tile	Z18
Revision	1
Status	PROPOSED





STATEMENT OF REASONS

**THREE RIVERS DISTRICT COUNCIL TRAFFIC REGULATION ORDER
THE THREE RIVERS DISTRICT COUNCIL
(ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND
STOPPING RESTRICTIONS) (NO.2) ORDER 2025
(HIGH ELMS LANE, GARSTON) (VARIATION)
ORDER NO.3 2025**

Proposals

It is proposed to introduce Limited Waiting restrictions (Monday-Friday, 8am-4pm, 2 Hours, No Return within 2 Hours) within the currently unrestricted parking bays on the northern side of High Elms Lane, Garston. Additional No Waiting at Any Time restrictions, as well as No Stopping on School Entrance Markings (Mon-Fri 8am-5pm) restrictions will also be introduced.

Reasons

The Limited Waiting restrictions (Monday-Friday, 8am-4pm, 2 Hours, No Return within 2 Hours) are proposed within the currently unrestricted parking bays in order to create an increased turnover of vehicles within the parking spaces east of the crematorium entrance, which should create more parking for crematorium visitors.

The No Waiting at Any Time and the No Stopping on School Entrance Markings (Mon-Fri 8am-5pm) restrictions are proposed to prevent inappropriate parking in locations where it is considered unsafe. This includes in the immediate vicinity of the entrances/exits of both schools on High Elms Lane, as well as West Herts Crematorium. No Waiting at Any Time restrictions have also been proposed to prevent vehicle parking that may obstruct larger vehicles and disrupt the flow of traffic.

The parking restrictions will also complement other road safety improvement works being completed by Three Rivers District Council on High Elms Lane, including the installation of new Post/Rail, and the topping up of gravel in existing parking areas.

A Variation Order is required to introduce new parking restrictions on High Elms Lane.

Road Traffic Regulation Act 1984

The specific grounds with which the Council are using for the implementation of the proposed scheme as above are encompassed in the following sections of the Road Traffic Regulation Act 1984 for making a Traffic Regulation Order:

- Section 1 (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Section 1 (f) for preserving or improving the amenities of the area through which the road runs.

Thorough consideration was also given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing this Traffic Regulation Order which include:

- Section 122(2)(a) Securing and maintaining reasonable access to premises

Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual

All of the associated signing and lining will be in accordance with the Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual Chapter 3 and 5.

Equality Act 2010

Thorough consideration has been given to the equalities duty of the Council under Section 149 of the Equality Act 2010.

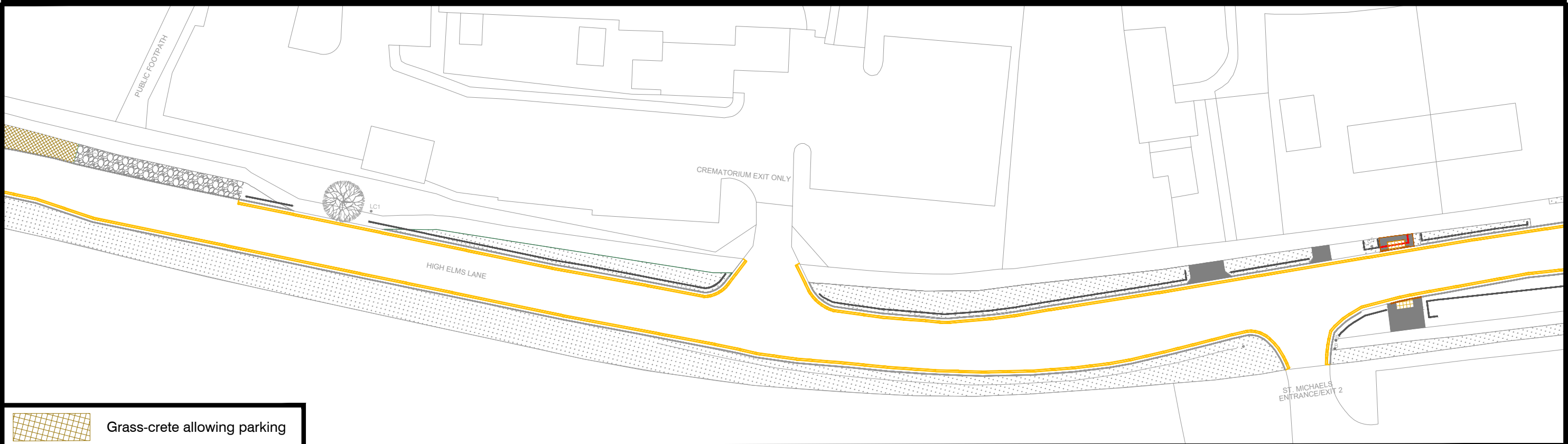
Residents and Statutory Consultations

A Public Consultation (Notice of Proposal) process is now due to take place, hence the publication of these documents. This will allow the general public and Statutory Consultees the opportunity to issue any comments or observations for a period of at least 3 weeks.

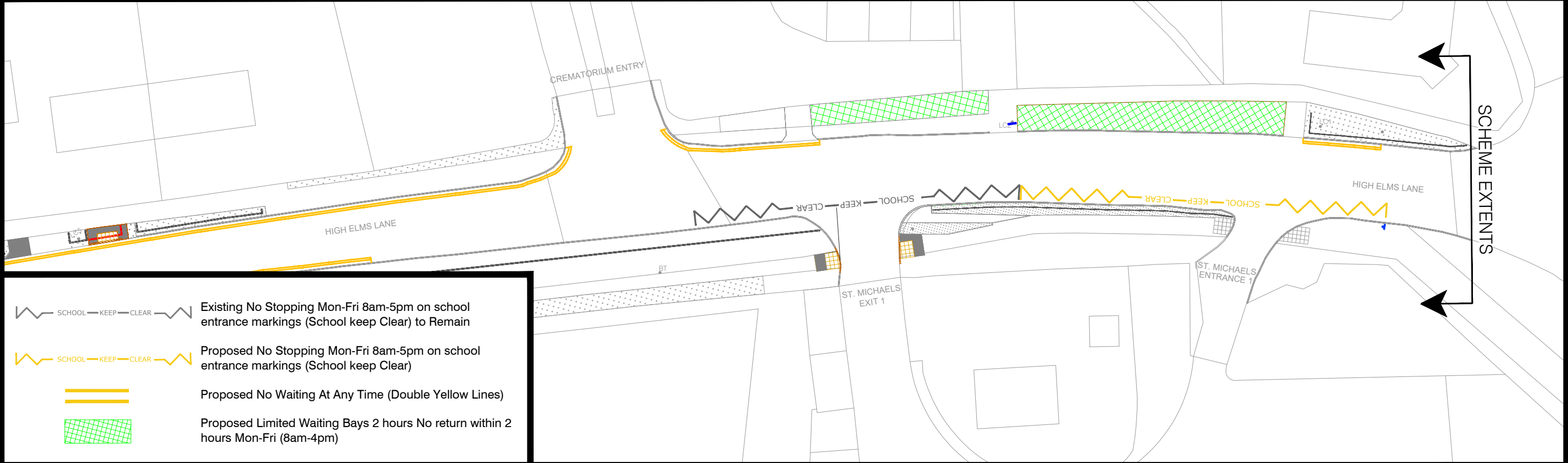
The results of this upcoming consultation will be analysed and used to determine how to proceed with this scheme.




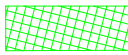
Director of Finance
Three Rivers District Council

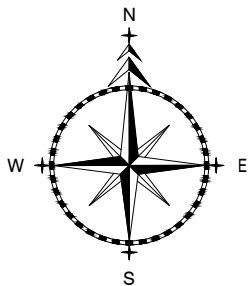
13/06/2025



 Grass-crete allowing parking



-  Existing No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear) to Remain
-  Proposed No Stopping Mon-Fri 8am-5pm on school entrance markings (School keep Clear)
-  Proposed No Waiting At Any Time (Double Yellow Lines)
-  Proposed Limited Waiting Bays 2 hours No return within 2 hours Mon-Fri (8am-4pm)



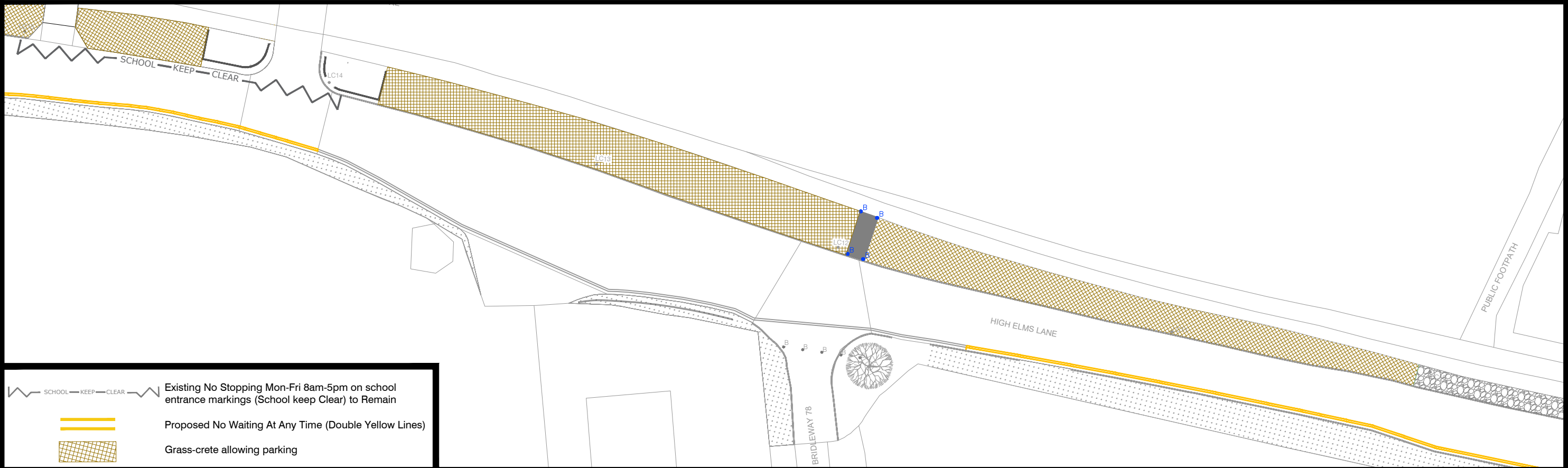
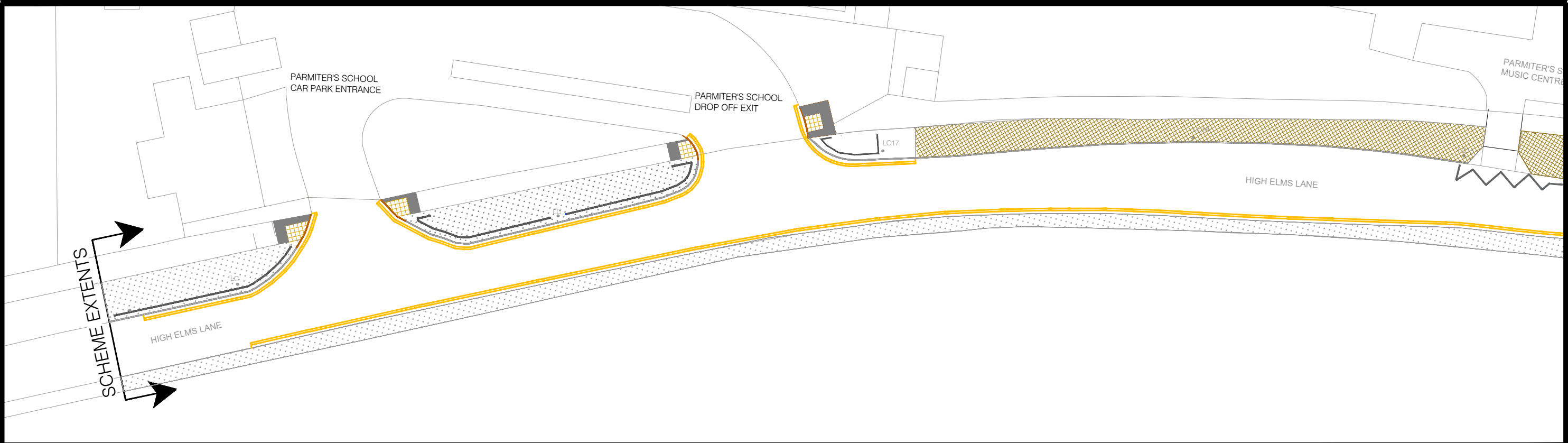
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AMENDMENTS		
REF.	DATE	DESCRIPTION


ADL Job No.	5653-05
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Project High Elms Lane Garston			
Title Proposed Restrictions			
Date 25.3.25	Drawn LO		
Checked TH	Date 25.3.25	Approved TH	Date 25.3.25
Scale NTS @ A3	Drg No. 5653-05		Rev. C






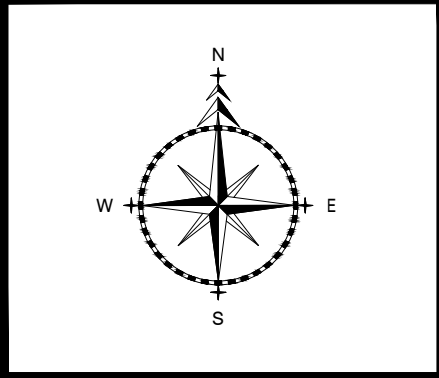
SCHOOL — KEEP — CLEAR



Proposed No Waiting At Any Time (Double Yellow Lines)



Grass-crete allowing parking



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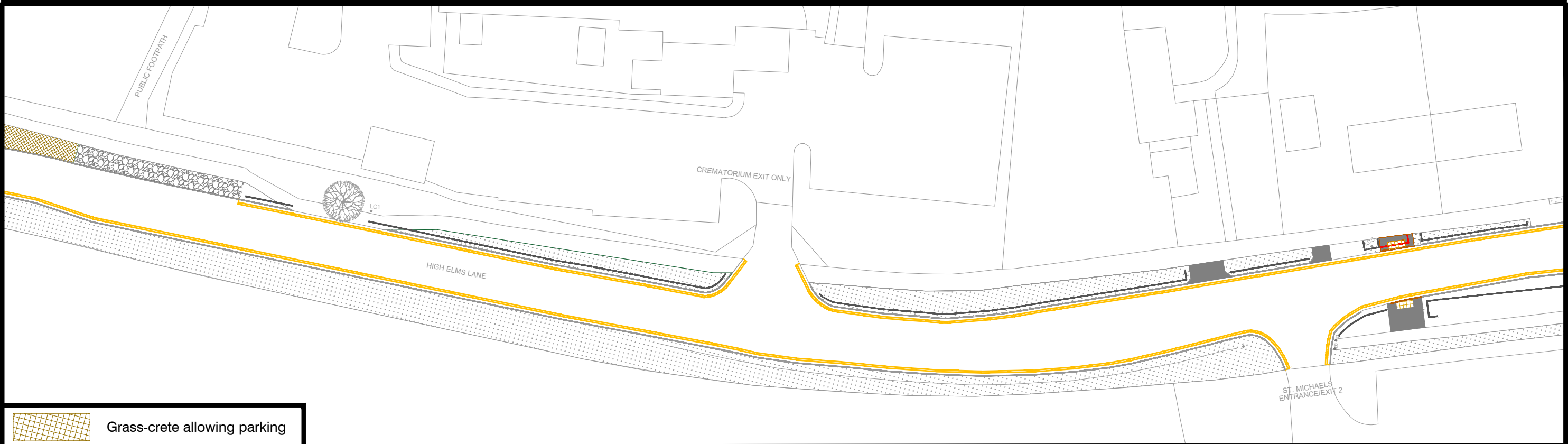
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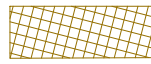
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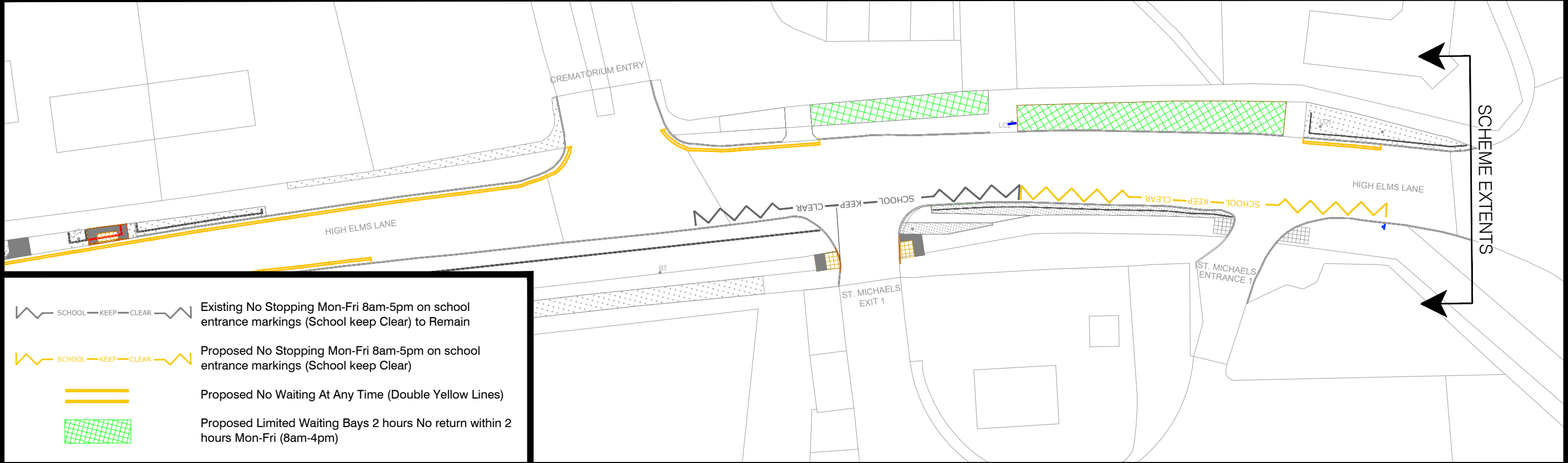
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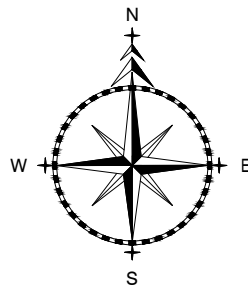
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High Elms Lane
Garston

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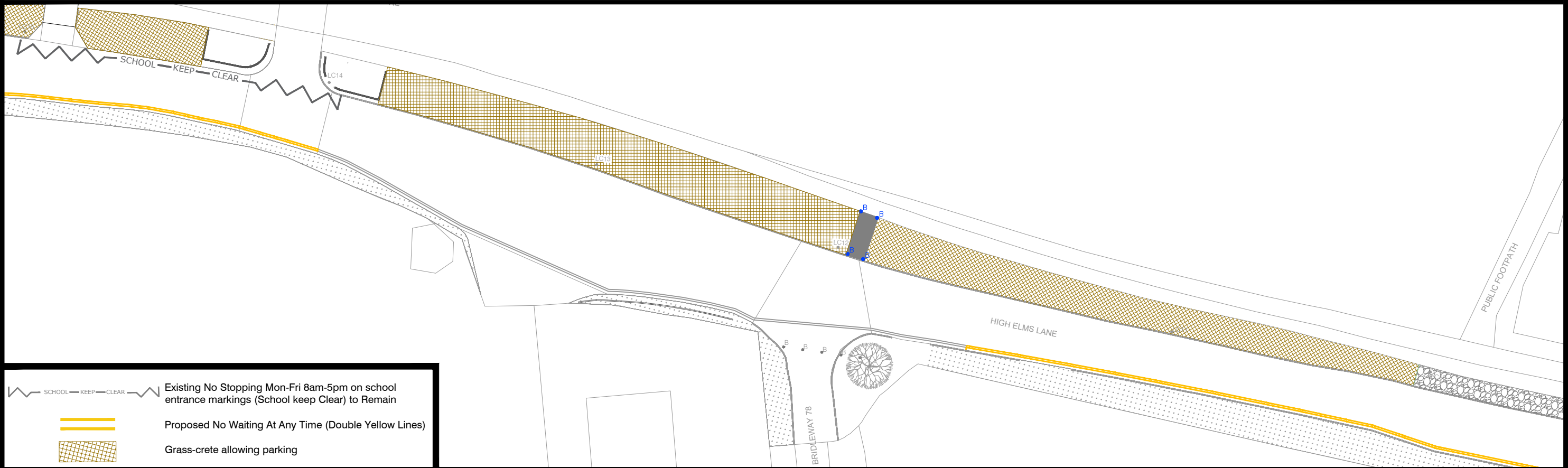
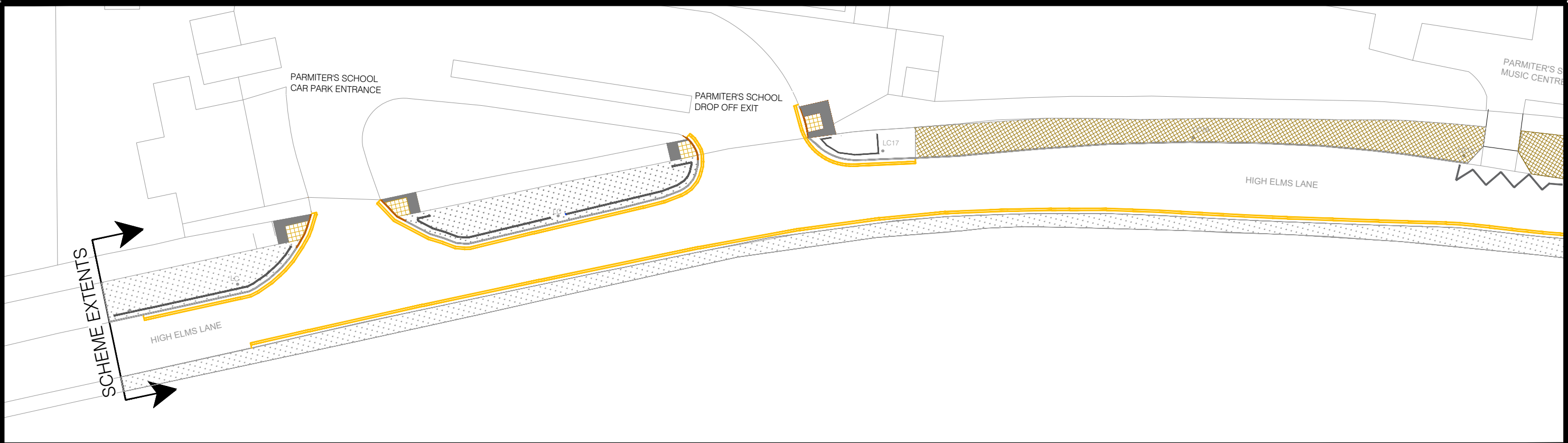
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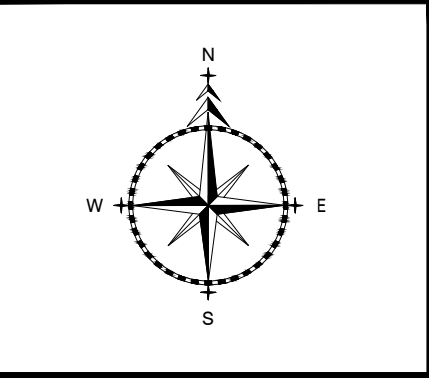
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