

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) ORDER 2025 (SCHOOL MEAD, ABBOTS LANGLEY) (VARIATION)
ORDER 2025

JANUARY 2026

1 Summary

- 1.1 This report details the proposed changes to parking restrictions in School Mead, Abbots 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 School Mead, Abbots 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 proposal is for a Variation Traffic Regulation Order (TRO) to be known as THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (NO.2) ORDER 2025 (SCHOOL MEAD, ABBOTS LANGLEY) (VARIATION) ORDER 2025.
- 1.5 This Order will amend the existing district wide map-based Order, replacing the existing restrictions with updated restrictions detailed in section 1.6.
- 1.6 The general effect of the Order is to introduce Limited Waiting restrictions (Monday-Saturday, 8am-6:30pm, 2 Hours, No Return within 2 Hours) within the on-street bays on the Western side of School Mead, Abbots Langley.
- 1.7 Due to the nature of the site at School Mead, the current scheme required the Council to advertise two TROs. This is because the scheme contains proposed restrictions that apply to on-street and off-street parts of the Road.
- 1.8 This report considers the on-street elements of the scheme to improve the parking arrangements at School Mead. A separate report considers the off-street elements of the scheme.
- 1.9 A plan showing the proposed restrictions can be found at Appendix (a).
- 1.10 The proposed introduction of these restrictions will mirror the proposed off-street parking controls at this location, providing consistent levels of enforcement and to avoid confusion for road users.
- 1.11 The proposal will allow time for visitors to the shopping parade and local facilities whilst encouraging vehicle turnover.
- 1.12 This proposed scheme was developed by the Regulatory Services team with contracted support from ADL Traffic and Highways who have provided the engineering function.
- 1.13 This scheme was formally added to the Parking Management Programme at the General Public Services committee meeting on 14 January 2025.

2 Background information

2.1 As part of the Verge Hardening Programme, a site at School Mead was selected for improvement, (subject to consent from the landowner Watford Community Housing Trust) with the aim of increasing parking capacity at this local shopping parade.

2.2 Following discussions with local ward councillors and the lead member, it was agreed that minor modifications to the existing on-street parking bays would also be included in the wider scheme.

2.3 These modifications included:

- the relocation of the pedestrian island to align it with the existing path on the amenity green opposite providing improved access for pedestrians.
- The relocation of the existing disabled parking bays adjacent to the new island providing improved access to the shops for blue badge holders.
- A proposed increase of the current waiting restrictions from one hour to two hours giving greater flexibility to shoppers and visitors to the parade.

2.4 Planning consent for the proposed re-modelling of the on-street bays was applied for on 3 April 2024 and was granted on 14 June 2024.

3 Statutory consultee consultation

3.1 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 to either order were made during the Statutory Consultee Consultation.

4 Stage 3 – Formal Public Consultation – Notice of Proposal

4.1 The formal public consultation (Notice of Proposal) process took place from 27 June 2025 to 18 July 2025. During this process, public notices were erected on lighting columns in the scheme area, and the Notice of Proposal was made available on the council's website and published in the local newspaper, the Watford Observer.

4.2 15 responses were received. 7 responses were in support the scheme, 7 responses were objections to the scheme and one non-committal response was also received.

4.3 The formal consultation report from ADL Traffic and Highways can be found at Appendix (b).

4.4 The Key themes from objections to the Notice of Proposals and the response to these has been detailed in the table below:

Theme	Council Response
Restrictions will prevent residents from parking for a prolonged period.	The proposal seeks to double the current permitted waiting time allowing visitors to the local shops and properties to stay for longer. Residents needing to park for more than 2 hours can use alternative uncontrolled parking available in the vicinity.
Disabled bays relocated further from residents who may need access	Disabled bays have been relocated to be more convenient for visitors to the shopping parade and ensures that each bay is immediately accessible from the pavement which is an improvement on the previous bay locations.
Current arrangement of parking restrictions is sufficient	The scheme is designed to maximise availability and vehicle turnover during shopping hours. Restrictions are proposed to mirror the on-street parking bays opposite, to avoid confusion for road users.

5 Options/Reasons for Recommendation

5.1 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").

5.2 Making and implementing the Traffic Regulation Order will have the effect of introducing Limited Waiting restrictions (Monday-Saturday, 8am-6:30pm, 2 Hours, No Return within 2 Hours) within the on-street parking bays on the western side of School Mead, Abbots Langley.

5.3 These objections have been reviewed, and the council response is shown in section 4.4 above.

5.4 The primary aims of the scheme are to mirror the proposed restrictions on the newly created off-street parking bays, increasing the current restrictions from 1hour to 2 hours and to re-locate the existing blue badge bays to a more accessible location for visitors to the parade.

5.5 After consideration, Officers agree with the recommendation set out in the report provided by ADL Traffic and Highways and therefore recommend option A in section 5.1 – set aside the objections received, proceed and make the TRO without amendment.

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

6.1 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.

7 Recommendations

7.1 It is recommended that, as outlined in section 5, the objections received are set aside and the TRO is made and implemented without amendment as per the plan in Appendix (a)

Report prepared by:

Ian Bratt, Parking and Transport Officer

Transport & Parking Projects, Regulatory Services

APPENDICES / ATTACHMENTS

Appendix (a) On-street TRO plan

Appendix (b) ADL Traffic and Highways Off-Street NoP Report

Decision delegated to Director of Finance

I hereby agree the recommendations as set out above:

Signed:

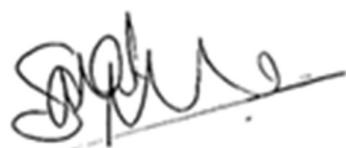
A handwritten signature in black ink, appearing to read "Alison Betts".

Date: 21/01/2026

Alison Betts, Director of Finance

in consultation with the Lead Member for General Public Services

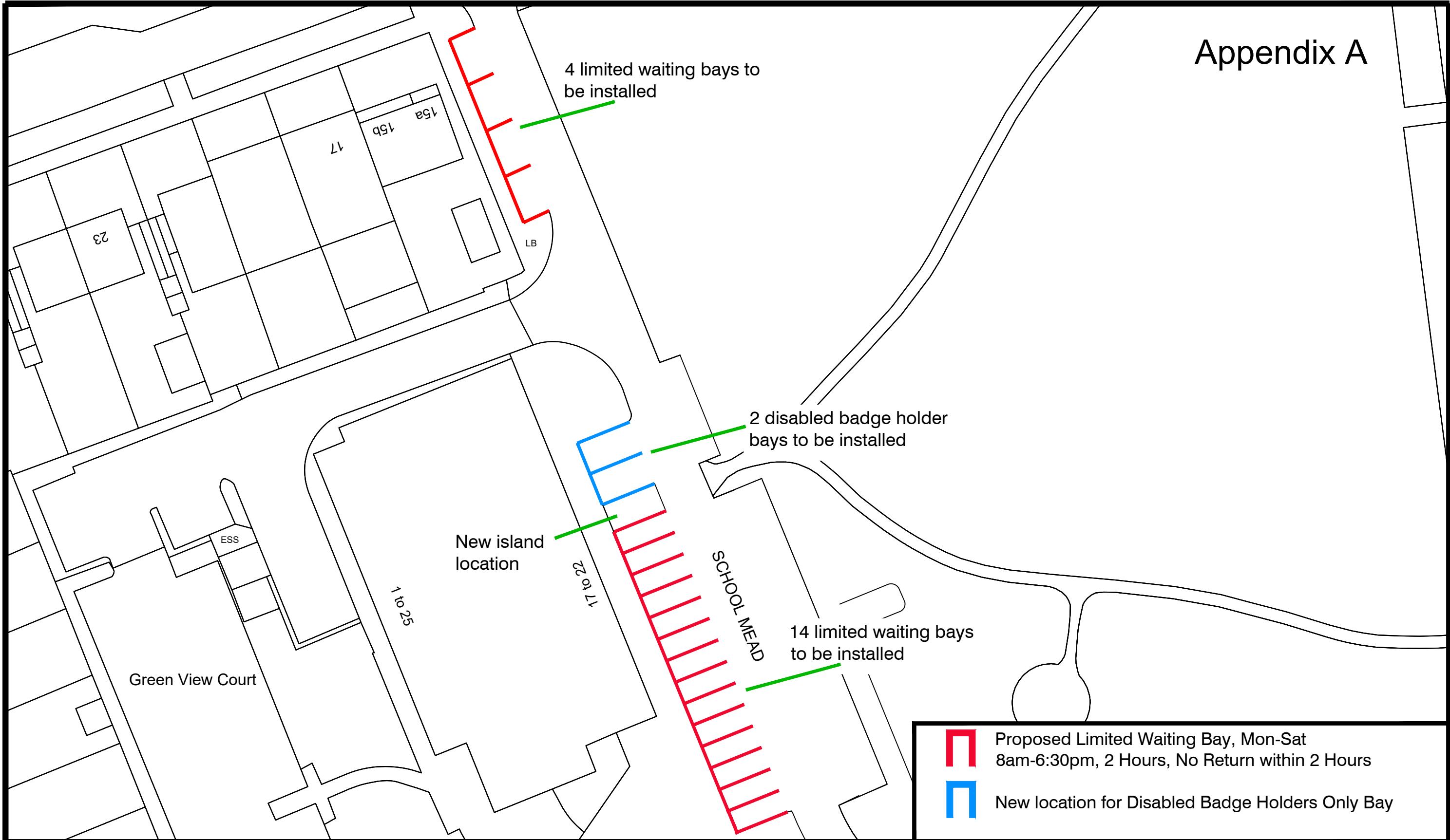
Signed:

A handwritten signature in black ink, appearing to read "Sarah Nelmes".

Date: 21/01/2026

Councillor Sarah Nelmes, Lead Member for General Public Services

Appendix A



		<p>ADL House, The Oaklands Business Park Yate, Bristol, BS37 5NA</p> <p>01454 332100 info@adltraffic.co.uk</p>	<p>NOTES</p> <ol style="list-style-type: none"> PRELIMINARY DESIGN PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. ALL DETAILS ARE SUBJECT TO INCLUDING CHECKING STATUTORY SERVICE APPARATUS. DO NOT SCALE FROM THIS DRAWING. BACKGROUND PLAN IS BASED UPON A DIGITAL OSBASE. ALL DETAILS TO BE CONFIRMED ON SITE AND ON A TOPOGRAPHICAL SURVEY. ALL TRACKS ASSUME GRADIENTS AND CAMBERS DO NOT EXCEED 1:60 AND 1:40 RESPECTIVELY OTHERWISE VEHICLE MANOEUVRABILITY MAY BE AFFECTED. ALL LAND OWNERSHIP DETAILS, EXTENT OF ADOPTED HIGHWAY AND RIGHTS OF WAY TO BE CONFIRMED. ASSUMES ALL LANDSCAPING CAN BE ALTERED AND NO TREES ARE SUBJECT TO TPO. <p>© Copyright ADL Traffic and Highways Engineering Ltd</p>	<p>AMENDMENTS</p> <table border="1"> <thead> <tr> <th>REF.</th><th>DATE</th><th>DESCRIPTION</th></tr> </thead> <tbody> <tr> <td></td><td></td><td></td></tr> </tbody> </table>	REF.	DATE	DESCRIPTION				<p>Project</p> <p>School Mead Abbots Langley</p> <p>Title</p> <p>On-street Parking Restrictions</p> <p>Date</p> <p>June 2025</p> <p>Drawn</p> <p>LO</p> <p>Checked</p> <p>WC</p> <p>Date</p> <p>16.06.25</p> <p>Approved</p> <p>TH</p> <p>Date</p> <p>16.06.25</p>
REF.	DATE	DESCRIPTION									
ADL Job No.	5653-04	Scale	Drg No.	Rev.	NTS @ A3						
					5653-04						



**TRAFFIC REGULATION ORDER
NOTICE OF PROPOSAL (PUBLIC CONSULTATION) REPORT
ON-STREET LIMITED WAITING MODIFICATIONS,
SCHOOL MEAD, ABBOTS Langley**



Client: Three Rivers District Council

Reference: 5653-04

Date: July 2025

REPORT CONTROL

Document: Traffic Regulation Order **Client:** Three Rivers District Council

Notice of Proposal Consultation Report

Project: School Mead On-Street Limited Waiting Modifications, Abbots Langley

ADL Reference: 5653-04

Primary Author: Lewis Oxenham **Initialed:** LO

Contributor: **Initialed:**

Review by: Tom Hayward **Initialed:** TH

Issue	Date	Status	Checked for Issue
1	23.07.25	Final	TH

CONTENTS

Page №

1.0 INTRODUCTION AND PROCESS SO FAR

1.1	Context	1
1.2	Proposals	1
1.3	Previous Informal Consultations	2

2.0 NOTICE OF PROPOSAL (PUBLIC CONSULTATION)

2.1	Methodology	2
2.2	Consultation Responses	2
2.3	Officer's Response	3
2.4	Conclusion	4

3.0 SUMMARY AND RECOMMENDATION

4

APPENDICES

APPENDIX A PROPOSAL PLAN FOR NOTICE OF PROPOSAL

APPENDIX B NOTICE OF PROPOSAL DOCUMENTS

1.0 INTRODUCTION AND PROCESS SO FAR

1.1 Context

- 1.1.1 The existing parking bays on the western side of School Mead, outside the small parade of shops have recently been remodelled. The Disabled Badge Holder Bays have also been relocated closer to the shops, which is more convenient for those with mobility issues. Additionally, the parking bays on the western side of School Mead, immediately south of its junction with Hazelwood Lane, have also been remodelled.
- 1.1.2 A Limited Waiting restriction (Monday-Saturday 8am-6:30pm, 2 Hours, No Return within 2 Hours) is proposed within the newly remodelled off-street parking bays on the eastern side of School Mead. Therefore, modifying the timed restriction in the on-street parking bays as well will allow for consistency in parking restrictions within the entire vicinity of the shops on School Mead.
- 1.1.3 A Traffic Regulation Order is required to modify the existing restrictions that are currently in place.

1.2 Proposals

- 1.2.1 The proposed alterations to the existing parking arrangements within the on-street parking bays on School Mead are shown in Appendix A and outlined below:
 - Introducing Limited Waiting restrictions (Monday-Saturday, 8am-6:30pm, 2 Hours, No Return within 2 Hours) within 18 parking bays on the western side of School Mead, Abbots Langley.
 - Updating the Traffic Regulation Order to cover the two Disabled Badge Holder Bays that have been relocated.
- 1.2.2 The introduction of these restrictions will allow for vehicle turnover within these parking spaces but will also allow ample time for visitors to use the shops and any other nearby amenities. The restrictions will also allow vehicles to park for one hour more than they are currently permitted to, improving the amenity of the parking bays.

1.3 Previous Informal Consultations

- 1.3.1 A consultation with the Statutory Consultees was undertaken between 6th January 2025 and 27th January 2025. A letter and plan were emailed directly and consultees were invited to submit any comments via email. No objections were received.
- 1.3.2 Officers considered the responses received and it was decided that the scheme should be progressed to the statutory public TRO consultation process.

2.0 NOTICE OF PROPOSAL (PUBLIC CONSULTATION)

2.1 Methodology

- 2.1.1 The Notice of Proposal (Public Consultation) process took place from 27th June 2025 to 18th 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.
- 2.1.2 A copy of the Notice of Proposal document package is included as Appendix B.

2.2 Consultation Responses

- 2.2.1 During the Notice of Proposal (Public Consultation) process, 15 responses were received. 7 respondents confirmed their support for the proposals. 7 objections were received by members of the public. 1 non-committal response was also received. No objections were received from the Statutory Consultees.
- 2.2.2 Four of the objectors were unhappy with the implementation of the 2 Hour time limit that has been proposed within the Limited Waiting bays. The time limit will now prevent residents from parking within the bays for a prolonged period. The respondents mention that a 2 Hour restriction is overkill, and there is no need for a time limit to be implemented. One of the objectors explicitly stated that the proposals will prevent them from leaving their vehicle within the parking bays on School Mead when they are at home and not using it.

2.2.3 Similarly, two of the objectors believe that the current arrangement on School Mead is sufficient and therefore no changes to the existing parking restrictions are needed. The respondents are happy for some of the parking bays to be time limited, and some to be unrestricted. Respondents report that unrestricted bays have improved the parking situation on School Mead in recent times.

2.2.4 One objection was received on the basis that the Disabled Bays were relocated further away from residents on School Mead who may need convenient access to them. The objector requests that Three Rivers District Council provide permit parking for residents with documented caring responsibilities and/or special needs.

2.2.5 The non-committal respondent stated that they would only support the changes if there were no more than two bays designated for Disabled Badge Holders. Only two Disabled Badge Holders Only Bays were proposed, so it can be assumed that this respondent supports the proposals in their current form.

2.3 Officer's response

2.3.1 In response to the objectors that were unhappy with the 2 Hour time limit being proposed, this restriction represents an increase in the permitted waiting time within 14 of the 18 on-street parking bays on School Mead. Only the four northernmost on-street parking bays are currently unrestricted. By doubling the limited waiting time permitted within the currently restricted parking bays, the amenity and convenience of the on-street parking bays outside the shops will be improved. The 2 Hour time restriction will allow the vast majority of visitors to park for as long as needed whilst they visit the shops, or other local businesses or properties. The 2 Hour restriction will increase vehicle turnover, meaning that it is more likely that parking spaces are available. Residents or visitors that need to be parked for more than 2 hours can use the other existing parking facilities on School Mead and the surrounding roads, to park where it is safe to do so.

2.3.2 Two of the objectors believe that the existing parking arrangements on School Mead are fine and no changes are needed. In response to this, the alterations to the on-street parking restrictions will ensure that the existing parking habits are largely retained. As mentioned in the above paragraph, only four on-street parking bays are becoming

more restricted than they currently are, whereas 14 are becoming less restricted. The restrictions within the northernmost bays on School Mead are proposed in order to ensure consistency within all parking bays on this stretch of School Mead. Introducing consistent parking restrictions within all the parking bays within the vicinity of the shops ensures that there is no confusion amongst drivers about which bays are subject to which timings. A consistent parking restriction across all the on-street bays would not be possible without the introduction of this Traffic Regulation Order.

2.3.3 In response to the objector concerned that the Disabled Badge Holders Only Bays are being relocated further away from the local residents that may need access, the bays have been relocated outside the parade of shops to be more convenient for visitors to the shops. Additionally, the relocation of the pedestrian island also ensures that one side of each Disabled Badge Holders Only Bay is immediately accessible from the pavement. This was not the case for the bays in their previous location, where one of the bays was constrained by being located next to another parking bay, without a sufficient gap for those with mobility issues to enter or exit the vehicle parked within the Disabled Badge Holders Only Bay. Anyone parking in the Disabled Bays (before or after their relocation) is required to possess a Blue Badge. Blue Badge Holders are able to park within Limited Waiting Bays without being subject to time controls (unless it is specifically stated that there is a time limit for Blue Badge Holders). Therefore, there are still parking facilities for Blue Badge Holders at the same place that the Disabled Badge Holders Only Bays were previously located.

2.4 Conclusion

2.4.1 Consideration has been given to the receipt of seven objections arising from the formal Notice of Proposal for the above titled order. Despite these objections, it can be concluded that Statutory Consultees and the majority of the general public consider the proposals on School Mead to be acceptable.

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 within the on-street parking bays on School Mead, Abbots Langley.

- 3.2 Site Notices and Plans were erected on street furniture on site, the Notice of Proposal documents were made available on the Council website, they were also published in the Watford Observer.
- 3.3 Seven objections have been received from the general public, and no objections have been received from the statutory consultees. It can therefore be concluded that the vast majority deem the proposals to be acceptable.
- 3.4 Consideration has been given to the receipt of seven objections arising from the formal Notice of Proposal for the above titled order. Notwithstanding receipt of these objections, for the reasons as set out above, it is recommended to continue to make and implement the Traffic Regulation Order as proposed.