

GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT COMMITTEE

DELEGATED REPORT: PROPOSED TRANSPORT SCHEME – HIGH ELMS LANE

JULY 2026

1	Summary	1
2	Detailed Design Development	2
3	Public Consultation - Overview	3
4	Public Consultation – Physical Alterations	4
5	Public Consultation – Parking Restrictions	6
6	Stakeholder Responses.....	7
7	Options/Reasons for Recommendation	8
8	Implications for Policy, Financial Legal, Equal Opportunities, Staffing, Environmental, Community Safety. Customer Services Centre, Communications and Website Risk Management and Health & Safety	9

1 Summary

- 1.1 This report details the proposed transport scheme in High Elms Lane, Garston. It will also outline the process to date, outline the consultation, summarise the feedback received during this consultation and outlines recommendations for how to proceed.
- 1.2 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. Michael's Catholic School and Parmiter's School as well as the West Herts crematorium.
- 1.3 The district council has developed proposals for a parking management scheme in High Elms Lane since 2011, with the aim to balance parking and loading demands on the road. In 2025, Three Rivers District Council introduced new parking restrictions which included:
 - No Waiting at Any Time restrictions (commonly known as Double Yellow Lines)
 - No Stopping on School Entrance Markings restrictions (Mon-Fri 8am-5pm)
 - Limited Waiting restrictions - two hours maximum stay, No Return within two hours within the bays on the northern side of High Elms Lane, Garston opposite St. Michael's School (Monday-Friday, 8am-4pm)
- 1.4 The council committed to reviewing the impact of the scheme and have completed several site visits since the scheme came into effect which have informed the current proposed scheme.
- 1.5 Three Rivers District Council developed proposed changes at High Elms Lane to improve journeys for those who need to visit the schools, crematorium or residential areas located on the road. The proposal was designed to support safer and easier trips for those who walk, wheel, cycle, use a car or take public transport. New parking restrictions were included as well as physical alterations to the paths, parking bays, verges and minor alterations to the carriageway.
- 1.6 The proposals, which were developed through the process explained in this report, are shown in **Appendix C – Proposed Plan**. The proposals are explained in **Appendix D – Information Pack** which was used to supplement the proposed plan during consultation. The proposal can be summarised as:
 - 1.6.1 Restricting most of the unrestricted bays and areas of the road with Limited Waiting restrictions with a 10-minute Max Stay. These restrictions would be effective Mon-Fri 8am-9:30am and 2:30pm-4:30pm Term Time Only. This is to enable the use of these places for pickup and drop off at school times and encourage a churn of vehicles.

- 1.6.2 Additional No Waiting at Any Time restrictions (Double Yellow Lines) on the Northwest end of the scheme area to avoid displacement parking where it is considered unsafe.
- 1.6.3 Widening of the footway to enable it's use as a shared use cycle path.
- 1.6.4 The replacement of the grass-crete parking areas.
- 1.6.5 New verge protection and alterations to verges to accommodate the shared used path and parking bays.
- 1.6.6 Removing several cycling chicanes and replacing with a central bollard.
- 1.6.7 Improving the crossing areas for uncontrolled crossing points.
- 1.7 The scope of the proposal did not include some measures which should primarily be led by Hertfordshire County Council, as the Highways Authority, such as traffic calming, speed limits, one-way systems and controlled crossing points such as zebra crossings. Hertfordshire County Council have been involved in reviewing the plans and will receive a copy of the consultation results which may request these measures.
- 1.8 This proposed scheme in its current format was developed by the Regulatory Services team with consultancy support from Project Centre Ltd who have provided the engineering functions.

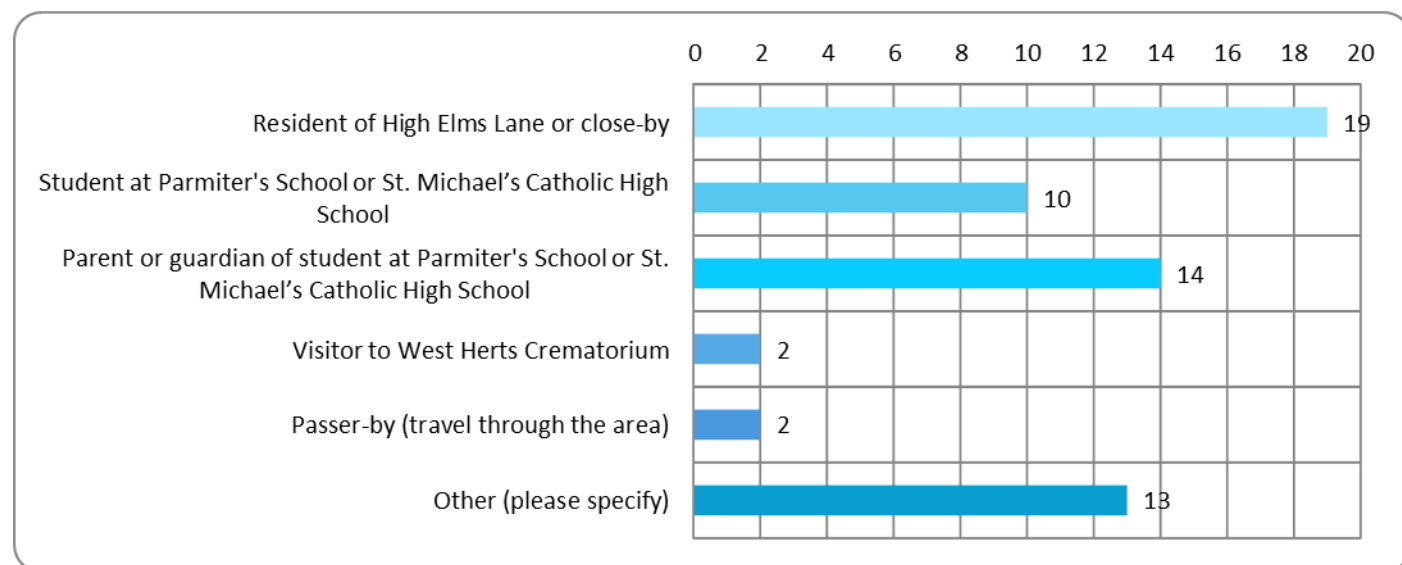
2 Detailed Design Development

- 2.1.1 Officers developed a RIBA2 detailed design of the proposal with support of Project Centre. This plan was based on the national design guidance for walking and cycling infrastructure and parking. Civil Enforcement Officers were consulted during the development of the plans.
- 2.2 This detailed design was shared with Ward Councillors; Councillor Giles-Medhurst OBE, Councillor Raeburn and Councillor Tankard attended a site visit during the school pick-up period to interrogate the plans and suggest amendments to the proposals. The changes made as result of this engagement included:
 - 2.2.1 Additional bollards on the section of footway outside St. Michaels Catholic School. Parking here was considered to be severely detrimental to the flow of traffic.
 - 2.2.2 It was considered prudent to replace most of the existing wooden knee rails and posts as they appear to be approaching end of life.
 - 2.2.3 A raised table across the junction mouth of the Parmiter's School drop-off exit was considered. This area felt very unsafe due to the number of vehicle movements and the large crossing distance. (this change was later investigated and changed to a tightening of the junction mouth due to drainage).
 - 2.2.4 The Southern side of the crossing point by Bridleway 78 would have level and drainage resolved. This work is to be advised by the contractor.
 - 2.2.5 The Northern side of the crossing point by Bridleway 78 would be further Northwest to increase the visibility when crossing Southwest to Northeast.
- 2.3 The requested changes were investigated and incorporated within the plan with the exception of the raised table at Parmiter's School which was still under investigation.
- 2.4 The updated detailed design was then shared with key stakeholders including St. Michael's Catholic School, Parmiter's School and West Herts Crematorium. Representatives from these organisations attended site visits to interrogate the plans and suggest amendments to the proposals. The changes made as result of this engagement included:
 - 2.5 Parmiter's School requested tightening of the junction outside Parmiter's School drop-off to make this safer to cross and discourage motorists ignoring the no-entry signs. The previously investigated raised table was changed to a tightening of the junction mouth to accommodate existing drainage routes.

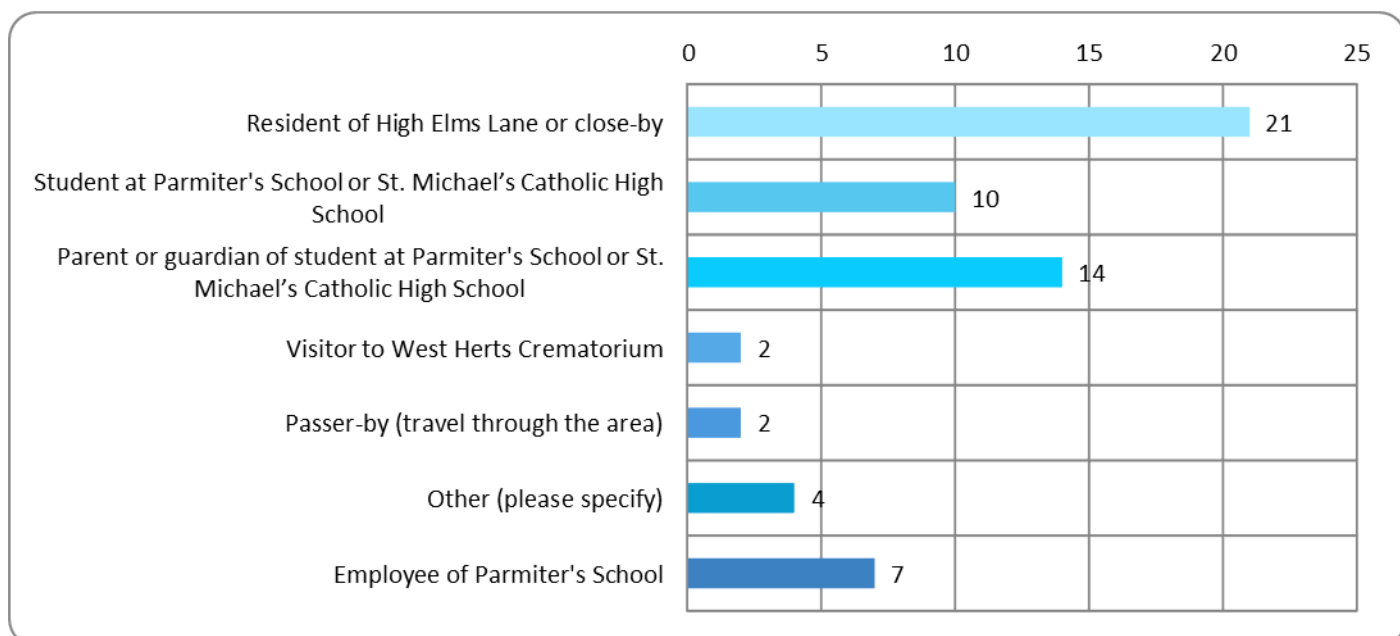
- 2.5.1 A small section of grass crete next to the bays outside St. Michaels was added to permit safe parking on the muddy verge.
- 2.5.2 The section of path past the new crossing point outside St. Michael's was removed to encourage use of the new crossing point by pedestrians/ cyclists.
- 2.5.3 A soakaway drain was added within Parmiter's Sports Centre entrance due to puddling being an issue here.
- 2.6 Officers also presented the plans at Abbots Langley Parish Council planning committee. No changes were made as a result of this engagement.
- 2.7 The plan was then submitted to Hertfordshire County Council alongside the relevant documentation to have their agreement in principle on the plans.

3 Public Consultation - Overview

- 3.1 Once the design was agreed with Local Ward Councillors, stakeholders and Hertfordshire County Council, a public consultation on the proposed scheme was launched which ran for an extended four-week period between 24 March 2026 to 21 April 2026. 25 site notices were erected, and the consultation was promoted via the council's social media and email channels. Council officers exhibited the plans and provided the public opportunity to ask questions about the scheme at Abbots Langley Healthy Hub Wednesday 8 April 2026. Eight members of the public attended to ask questions and provide feedback on the scheme.
- 3.2 60 responses were received during the consultation from different groups who self-identified as shown below:



- 3.3 Of those who responded 'Other', seven identified as employees of Parmiter's School and one identified as a resident of Bucknalls Lane and one identified as a resident of Coates Way. An updated table below includes the residents in the resident's category and adds a category for Parmiter's School employees

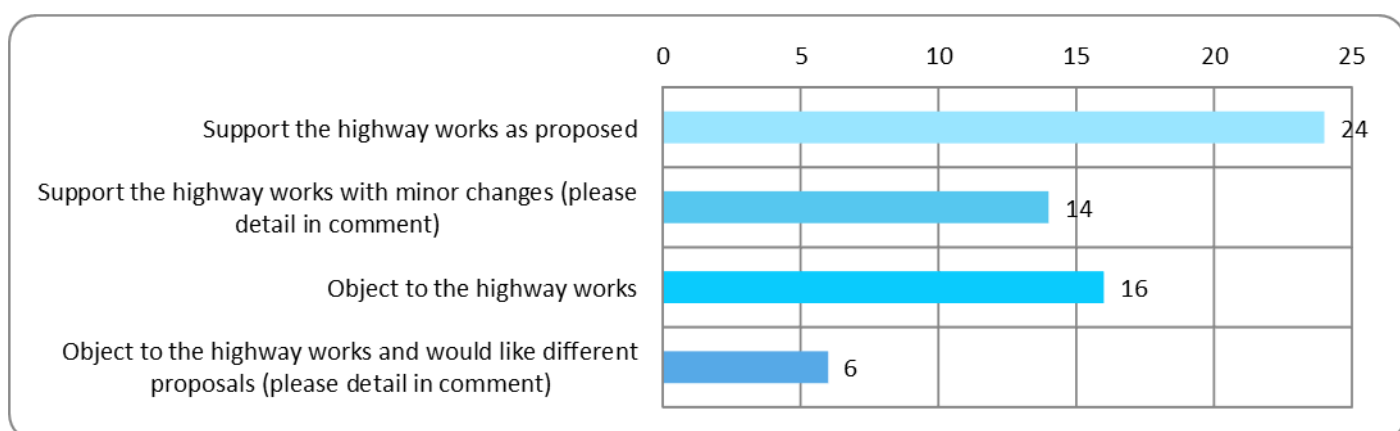


3.4 Despite promotion of the consultation, the response rate is lower than previous High Elms Lane consultations. Previous consultations saw a higher proportion of objections and therefore the lower response rate could be interpreted as the proposal being generally more acceptable than previous proposals. The lower response rate could also be caused by the Easter Holidays interrupting the consultation window. Officers did hold the consultation over an extended four-week period for this reason. The recommendations within this decision report are based only on the responses received and not the speculative view of non-respondents.

3.5 The decisions on the physical alterations and parking restrictions are considered separate due to further statutory consultation needed on the Traffic Regulation Order. The next sections will review the feedback to these two aspects of the scheme separately.

4 Public Consultation – Physical Alterations

4.1 The section provides analysis of the responses received in relation to the physical alternations proposed on High Elms Lane. The consultation page provided a separate question and comment box for the physical alterations however some responses referenced the parking restrictions within this part of their response. Officers have addressed all comments considered to be relating to the physical alterations including those mistakenly written in the parking restrictions question. An overview of the responses is provided below:



4.2 63% of responses were in support of the scheme. Of those who were in support, 23% wanted to see changes to the proposals. The changes requested included:

Changes requested from those who supported the physical alternations	Council response	Proposed outcome
Separate lanes for pedestrians and cyclists due to the conflict between cyclists and pedestrians.	The proposal was created with consideration of the Cycle Infrastructure Design guidance which does state the risks of shared use paths and the preference for segregated cycle provision to pedestrians. However, in this instance a shared cycle provision was considered a compromised solution with several factors considered for this design decision: ○ Outside of school pick up and drop off times the lane is a quiet urban environment. ○ Verges and parking bays would require further reduction for a segregated provision which would be expensive and may have an adverse impact on other aspects of this scheme such as pick up vehicle bays. ○ There are a few pinch points where the required width for a segregated cycle provision would be difficult to achieve. ○ There are limited frontage buildings within the proposed scheme area.	No change proposed
Vegetation cut back at the crossing point joining with ABBOTS LANGLEY 061.	The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council.	No change proposed
Retain the existing width of the Parmiter's School drop off exit to allow two vehicles to exit simultaneously.	The width is only being narrowed to approximately 8 metres which is still thought to be sufficient space for two vehicles to exit simultaneously. For context, the main carriageway on High Elms Lane is approximately 5.5 metres at the section.	No change proposed
Parmiter's School drop off exit to have a raised table or hatching to encourage vehicles to give priority to pedestrians crossing the road.	A raised table was investigated but was changed to a tightening of the junction mouth to accommodate existing drainage routes.	No change proposed
Create as many parking spaces as possible to do so while making safer for pedestrians.	Parking bays have been retained and increased where these can be accommodated with other elements of the proposal.	No change proposed
Creation of a dedicated grass crete student parking area at St Michael's Catholic School.	The creation of additional roads on private land is outside of the scope of this project.	No change proposed
○ One-way system on High Elms Lane or surrounding roads. ○ Creation of a controlled crossing point such as a zebra crossing.	These changes requested are considered outside of the scope of this project and would need to be investigated and addressed by Hertfordshire County Council as the Highway Authority.	No change proposed

○ Give way to oncoming traffic signs on the carriageway at Fortune's Farm. ○ 20mph speed limit. ○ Widening of the carriageway at end Northwest end.		
---	--	--

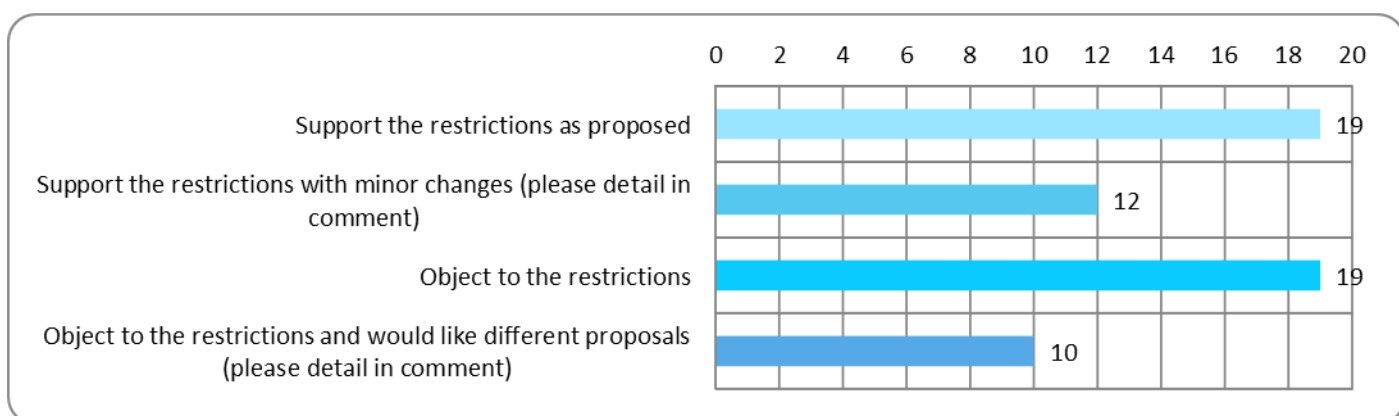
4.3 37% of responses were objections to the scheme. Of those who objected, 10% wanted to see different proposals come forward. The comments from objections to the physical alterations have been included in Appendix A along with the officer response and proposed outcome.

4.4 Many objection comments show a lack of confidence in the scheme's ability to solve the issue on High Elms Lane, and some ask for wider reaching measures to be reconsidered. Officers consider that these objections can be set aside as these elements are outside the scope of this scheme and would be progressed separately. If future schemes were developed, officers anticipate that walking, cycling and parking would still need to be managed in a manner similar to the current proposal.

4.5 Issues with the enforcement of the existing and new restrictions was raised as a concern. Officers consider that a greater availability of pick up and drop off spaces will discourage the parking on Double Yellow Lines. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.

5 Public Consultation – Parking Restrictions

5.1 The section provides analyse of the responses received in relation to the parking restrictions proposed on High Elms Lane. An overview of the responses is provided below:



5.2 51% of responses were in support the scheme. Of those who were in support, 20% wanted to see changes to the proposals. The changes requested included:

Changes requested from those who supported the physical alternations	Council's response	Proposed outcome
Parking restrictions on the Northwest end of the road to the junction with Woodside Road	A rural clearway may be a more appropriate type of restriction for this section of the road due to its character.	Add a rural clearway restriction to the Northwest end of High Elms Lane
Camera enforcement	Three Rivers District Council do not have the legal authority to camera enforce parking restrictions. Additionally, only certain restriction types can be camera enforced.	No change proposed

Better enforcement	The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.	No change proposed
--------------------	--	--------------------

- 5.3 49% of responses objected to the scheme. Of those who objected to the scheme, 17% wanted to see different proposals come forward. The comments from objections to the parking restrictions have been included in Appendix B along with the officer response and proposed outcome.

6 Stakeholder Responses

- 6.1 Responses to the consultation were received from representatives of both schools and the crematorium which have been detailed below.

Stakeholder	Consultation Response	Council's Response and Proposed Outcome
Parmiter's School	We are broadly supportive of the parking scheme but strongly urge that it is enforced on a regular basis. With reference to section 6 of the report: 'Proposed changes to verges and greenery', we are concerned that by removing the existing vegetation and installing a 3ft chain fence, it will create an easy access point from the pathway into the school. It will also create a clear line of sight onto our school playing fields. We would welcome a new hedgerow being planted to form a barrier, but acknowledge that this will take a few years to establish enough to prevent access and obscure the line of sight. In lieu of this, we would need a temporary fence erected that prevents access whilst the hedge establishes. This fence would need to be at least 6ft high. We would welcome the inclusion of a soakaway in the proposed scheme, installed near to the entrance of the Sports Centre car park. We have lots of problems already with water runoff from High Elms Lane that runs from the road and along the Sports Centre driveway. This brings silt and debris that ends up in our drains which need regularly cleaning. There is a gas meter close by however, so care would need to be taken not to disturb the connecting pipes. Whilst it is mentioned in 'High Elms Lane - Stakeholder Issue' section 8.2, we would strongly urge that a formal pedestrian crossing is installed where the shared path meets the road. We have lots of students crossing in that area and there has been a serious accident there recently, which occurred due to poor visibility. Whilst we appreciate that this is already in consideration as part of the S278 agreement with Taylor Wimpey, we feel it would be beneficial to include these works within the scope of your project as this concerns pedestrian and cyclist safety.	As part of the proposed tree works, Parmiter's School will be further consulted with on the temporary fencing solution whilst the hedge establishes. A soakaway will be investigated by the sports centre entrance. The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council. Officers regularly request updates on this.
St Michael's Catholic School	Having spoken to you regarding the plans for High Elms Lane, and given the constraints you are working under, school believe the proposed management of the road is the most appropriate form of action. We are pleased that you are now dealing with the Lane in its entirety, and acknowledge some of the more drastic solutions are beyond the scope of the Council	No change proposed

	to implement. What is currently proposed is a far better option than the plan implemented in October 2025.	
West Herts Crematorium	I am the Manager of West Herts Crematorium as well as a resident of the lane. We do support most of the proposed restrictions. I have some concerns regarding the proposed additional parking to the right of the crematorium exit. Can you confirm that our mourners will have a clear view of the lane when leaving our site as there could be cars park there. Also myself and another member of staff have drives and it appears you will be putting in bollards outside the properties which could potentially make backing out onto the road difficult. We mostly have to drive onto our drives head on and then back out as cars come down the lane at speed making reversing on impossible. <i>(In reference to the new crossing point at St. Michael's)</i> I agree that a safer route needs to be taken across the lane and I do not object to the new position of the crossing as long as it is used appropriately and that there is not huge amounts of children congregating by the crossing everyday.	The on-road parking bays near the crematorium exit have been placed to retain a visibility splay of approximately 17m. It is recommended that the two end bollards of the four proposed outside 8 High Elms Lane are removed to alleviate access concerns.

7 Options/Reasons for Recommendation

- 7.1 Officers have considered the different options available for progressing the **physical alterations**. The majority of respondents were in favour of the scheme with 63% indicating support. Many of the objections were referencing wider aspirations for the area and scepticism that the scheme would achieve the desired impact. Officers consider that all objections can be set aside.
- 7.2 Requests for changes to the proposal have been carefully considered. It is recommended that the physical alterations are retained and implemented as proposed with minor amendments. It is recommended that the two end bollards of the four proposed outside 8 High Elms Lane are removed to alleviate access concerns. It is also recommended that officers review the requests from Parmiter's School for better temporary fencing and a soakaway during implementation.
- 7.3 Officers note that this proposal is subject to Road Safety Audit, Hedgerow Removal Notice and final agreement from Hertfordshire County Council so may undergo further change.
- 7.4 Officers have considered the different options available for progressing the parking restrictions. Respondents were split over the proposal with 51% indicating support and 49% objecting. Many of the objections were referencing displacement parking and the loss of all-day parking. Officers consider that all objections can be set aside.
- 7.5 It is recommended that officers further engage with St. Michael's Catholic School regarding any plans to accommodate additional on-site parking. It is recommended that officers further engage with Parmiter's School regarding the issue of vehicles waiting to enter the turning circle.
- 7.6 It is recommended that the parking restrictions are altered to remove the proposed loading restrictions due to the number of objectors to the scheme. An objection to this loading ban would trigger a public enquiry to need to take place which would incur additional cost and delay the scheme. It is also recommended that the Northwest end of High Elms Lane is made a 24hr rural clearway to prevent parking on the narrow carriageway. With these amendments made, it is recommended to swiftly progress to a formal 'Notice of Proposal' consultation as well consulting all statutory consultees.

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.

Report prepared by:

Tom Rankin, Sustainable Transport Officer

Transport & Parking Projects, Regulatory Services

APPENDICES / ATTACHMENTS

Appendix A – Objections to the physical alterations and proposed outcomes

Appendix B – Objections to the parking restrictions and proposed outcomes

Appendix C – Proposed Plan

Appendix D – Information Pack (*used to supplement the proposed plan during consultation*)

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 'ABetts', written in a cursive style.

Date: 14 July 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 'Paul Rainbow', written in a cursive style with a long horizontal stroke extending to the right.

Date: 14 July 2026

Councillor Paul Rainbow, Lead Member for General Public Services