

**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 (GOSFORTH LANE,
HENBURY WAY, OTLEY WAY AND TURNBERRY COURT, SOUTH OXHEY) (VARIATION) ORDER No.
8 2026**

JANUARY 2026

1 Summary

- 1.1 This report details the proposed changes to parking restrictions in the area of Gosforth Lane, South Oxhey. 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.
- 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 Orders:
- 1.4 The proposal is for a new 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 (GOSFORTH LANE, HENBURY WAY, OTLEY WAY AND TURNBERRY COURT, SOUTH OXHEY) (VARIATION) ORDER No. 8 2026.**
- 1.5 The general effect of the Order would be to introduce residents parking places, limited waiting parking places and waiting restrictions in: Gosforth Lane, Otley Way, Ainsdale Road, Fairfield Avenue, Oxhey Drive and Turnberry Court.
- 1.6 It is intended that these measures will:
 - 1.6.1 Increase the available provision of residents parking places
 - 1.6.2 Reduce instances of inappropriate or inconsiderate parking
 - 1.6.3 Improve access to adjacent properties
 - 1.6.4 Reduce congestion
 - 1.6.5 Improve road safety
- 1.7 This proposed scheme was developed by the Regulatory Services team with contracted support from Hertsmere Borough Council who have provided the engineering function.
- 1.8 This scheme was added to the Parking Management Programme at the General Public Services committee meeting on 19 January 2021.

2 Statutory consultee consultation

- 2.1 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.

3 Stage 3 – Formal Public Consultation – Notice of Proposal

3.1 The formal public consultation (Notice of Proposal) process took place from 5 September 2025 to 26 September 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.

3.2 98 responses to the statutory consultation were received, 47% of those respondents support the scheme with 48% objecting. Overall, there was no clear consensus.

3.2.1 Support: 46 (46.9%)

3.2.2 Oppose: 47 (47.9%)

3.2.3 Neutral: 5 (5.1%)

Road	Support	Neutral	Oppose	Support %
Ainsdale Road	3	0	0	100%
Fairfield Avenue	0	1	1	0%
Gosforth Lane	5	0	6	45%
Otley Way	4	0	2	67%
Oxhey Drive	2	1	3	33%
Turnberry Court	1	0	2	33%
Other roads	31	3	33	46%

3.3 Gosforth Lane 45% support overall, 11 responses, 62% support from within the zone, 8 responses

3.3.1 The main objections relate to the cost and amount of permits that will be available to residents. Additionally, there are comments relating to the exclusion of numbers 44 and 46 Gosforth Lane to the permit scheme and that 1-hour limited waiting on street, which is intended for leisure centre users, seems too short.

3.3.2 The council generally only implements permit parking schemes where there is majority support from residents residing in the proposed area. Eight responses were received from residents within the proposed permit area. Five of these responses were in support of the proposal whilst three objected to the proposal. This is a weak majority of support of 62%.

3.3.3 The cost of permits cannot be altered for this scheme as this would go against the council's wider policy.

3.3.4 Whilst it is accepted that some households may have multiple cars, it is not recommended to change the number of permits available to each household which is currently two. The area of Gosforth Lane is under significant parking pressure and permitting three vehicles from each household to park on the road may contribute to this pressure. Whilst cost and other factors may prevent this, it is observed that most property have the capacity to create off-street parking.

3.3.5 The eligibility for permits of residents in 44 and 46 Gosforth Lane will be included in the final order if progressed, whilst both properties have driveways, other houses further down Gosforth Lane also have driveways and have been included in the scheme area. This change can be made without the need to readvertise the order.

3.3.6 The 1-hour limited wait period was proposed to retain much needed parking capacity on the road for the leisure centre and encouraging regular churn in these spaces. It is thought that these spaces can be used by visitors with shorter trips to the leisure centre such as a 30-minute swimming lesson or shorter gym or swim session. A longer period of 2-hours may provide more flexibility, if this change was to be made, the order would need to be readvertised.

3.4 Ainsdale Road - 100% support, 3 responses

- 3.4.1 Comments received showed support for the proposed scheme, respondents stated that parking issues in the area is due to inconsiderate parking by users of the leisure centre and a local car garage.
- 3.4.2 The proposed scheme will reduce the impact of the inconsiderate parking within the proposed area and will ensure there is sufficient width for pedestrians with pushchairs in the locations where pavement parking has been proposed.

3.5 Fairfield Avenue – 0% support, 2 responses

- 3.5.1 Only Objections were received from Fairfield Avenue. The objections were not to the proposals but to the fact the restrictions do not go far enough. It was also mentioned that permits should be free.
- 3.5.2 Displacement parking in roads adjacent to the proposed restrictions will be monitored and considered where necessary. A separate petition on permit parking has been received for Fairfield Avenue, and this will be prioritised in accordance with the Parking Management Programme Priority Setting Procedure.
- 3.5.3 The cost of permits cannot be altered for this scheme as this would go against the council's wider policy.

3.6 Otley Way – 67% support, 6 responses

- 3.6.1 The majority of responses from Otley Way were in support of the scheme. Reasons for objections include that there are too many No Waiting at Any Time restrictions (Double Yellow Lines) and that most residents arrive home after the restriction times.
- 3.6.2 The Extent of the No Waiting at Any Time restrictions is required to ensure traffic can pass through Otley Way and ensure that pavements are kept free for pedestrians. The proposed restriction times are extended in line with other permit areas in the district with the intention of prioritising parking for residents.

3.7 Oxhey Drive – 33% support, 6 responses

- 3.7.1 Comments received here mention that the proposals are targeting residents when the local car garage cause the issues. It was suggested in these responses that the council should penalise this garage directly rather than the residents. It is also suggested to remove the restrictions in Henbury Way Car Park for residents to park in.
- 3.7.2 The council intend to implement restrictions to prioritise parking for the residents of the surrounding roads therefore reducing the parking problems suspected to be caused by the local car garage.
- 3.7.3 The removal of parking restrictions in Henbury way car park would reduce capacity for the wider public to utilise this for short stays which the carpark currently provides.

3.8 Turnberry Court – 33% support, 3 responses

- 3.8.1 Objection comments were received stating that the restrictions will significantly reduce parking for the flats in this road. However, comments were also received in support of the proposals because it would improve the safety of parking and safety for pedestrians.
- 3.8.2 Due to the location of a family centre on this road, the No Waiting at Any Time restrictions are intended to ensure the safety of pedestrians and road users when using the junctions in this road. Therefore, there should be no consideration to remove these restrictions.

3.9 Other respondents. – 46% support, 67 responses

- 3.9.1 In total 67 comments were received from 33 roads outside the proposed restriction area (including addresses on Gosforth Lane outside of the proposed restriction zone). There is a close split between comments that support and oppose the scheme.
- 3.9.2 Roads in the vicinity of the proposals are concerned about the parking problems moving to their road.

4 Options/Reasons for Recommendation

- 4.1 Officers have considered the different options available for progressing scheme. Within the Traffic Regulation Order (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”).
- 4.2 Officers recommend making and implementing the Traffic Regulation Order with minor reductions. Withdrawing the proposal will likely result in parking in the area of Gosforth Lane continuing to cause issues for pedestrians trying to use the pavements and motorists travelling through the area, as well as issues for residents wishing to park on the road.
- 4.3 Officers recommend that properties 44 and 46 Gosforth Lane be included in the orders list of properties eligible for resident permits. It has been advised that this change can be made without the need to readvertise the order.
- 4.4 The results of the Notice of Proposal consultation show there is no clear consensus of support for this scheme overall however from within the proposed permit area, there was a slight majority of 62% in support.
- 4.5 Objectors had concerns about permit costs, the limit of permits per household and the potential displacement effects the proposals will have in the surrounding roads. All of which are not seen as objections that hold weight to prevent the scheme from progressing.

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

- 5.1 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.

6 Recommendations

- 6.1 It is recommended that, as outlined in section 4, the objections received are set aside and the TRO is made and implemented with minor reductions.

Report prepared by:

Tom Rankin, Sustainable Transport Officer

Transport & Parking Projects, Regulatory Services

Decision delegated to Director of Finance

I hereby agree the recommendations as set out above:

Signed:

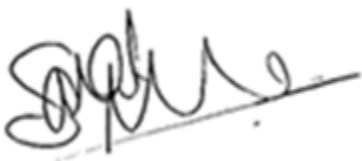
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Date: 29/01/2026

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 Nemes', written in a cursive style.

Date: 29/01/2026

Councillor Sarah Nemes, Lead Member for General Public Services