

GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT COMMITTEE

DELEGATED REPORT: PROPOSED TRANSPORT SCHEME – HIGH ELMS LANE

SEPTEMBER 2026

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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.

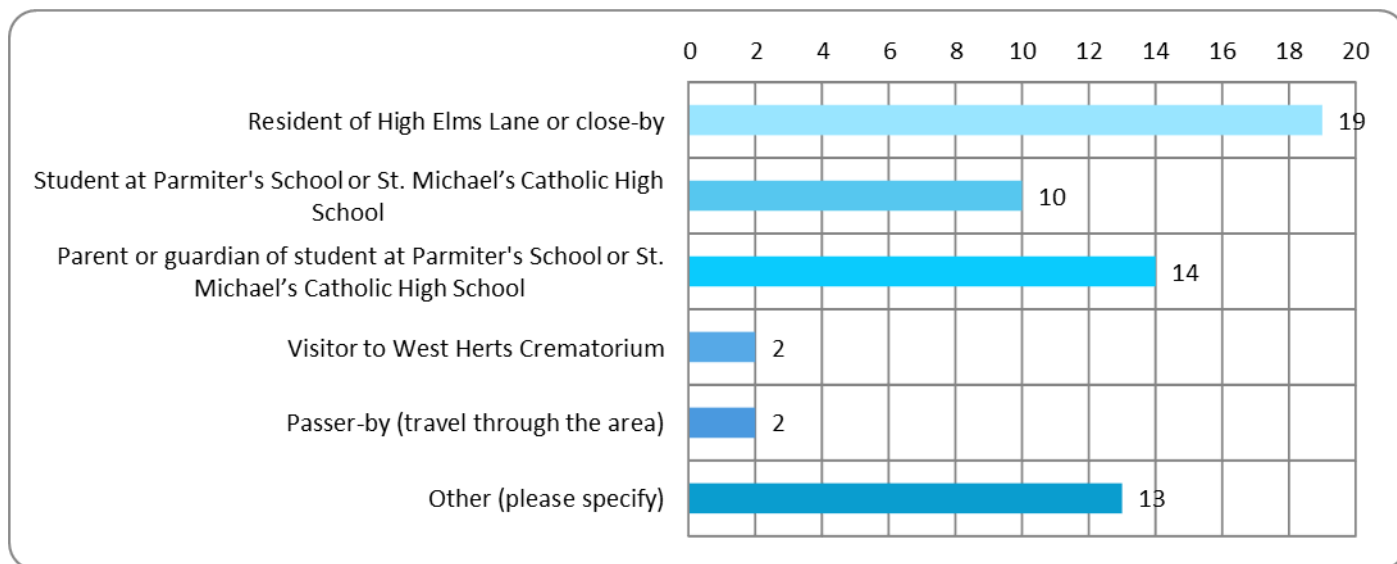
2 Detailed Design Development

- 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:

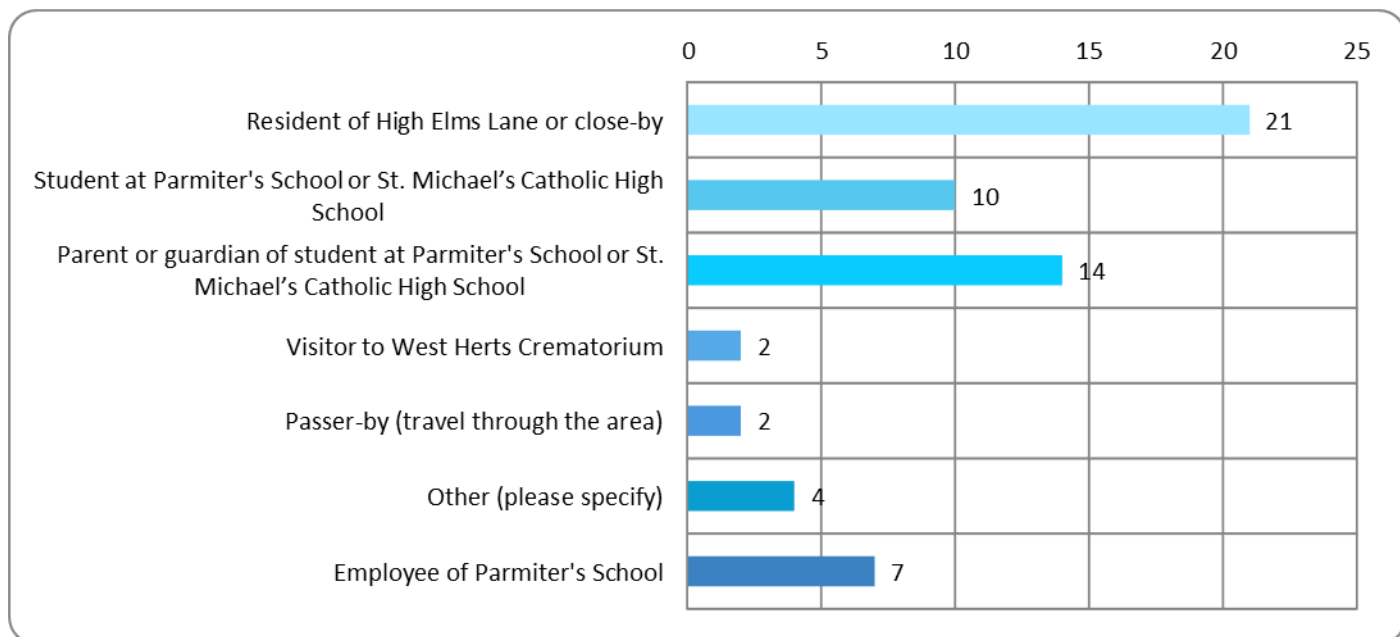
- 2.5 Parmiter's School requested tightening of the junction outside Parmiter's School drop-off to make this safer to cross and discourage motorists ignoring the no-entry signs. The previously investigated raised table was changed to a tightening of the junction mouth to accommodate existing drainage 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.

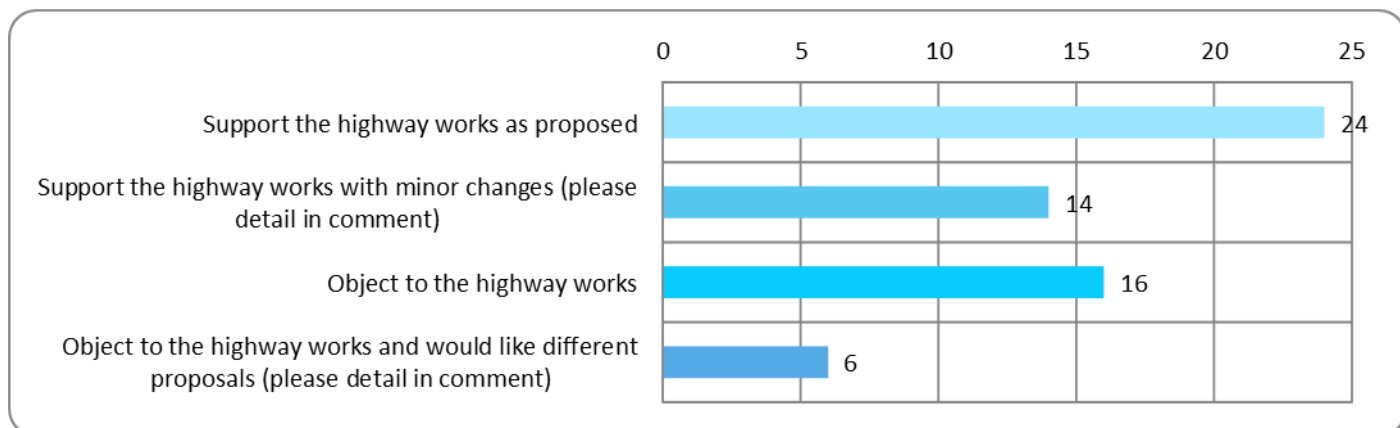


3.4 Despite promotion of the consultation, the response rate is lower than previous High Elms Lane consultations. Previous consultations saw a higher proportion of objections and therefore the lower response rate could be interpreted as the proposal being generally more acceptable than previous proposals. 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.	These changes requested are considered outside of the scope of this project and would need to be investigated and addressed by	No change proposed

○ Creation of a controlled crossing point such as a zebra crossing. ○ Give way to oncoming traffic signs on the carriageway at Fortune's Farm. ○ 20mph speed limit. ○ Widening of the carriageway at end Northwest end.	Hertfordshire County Council as the Highway Authority.	
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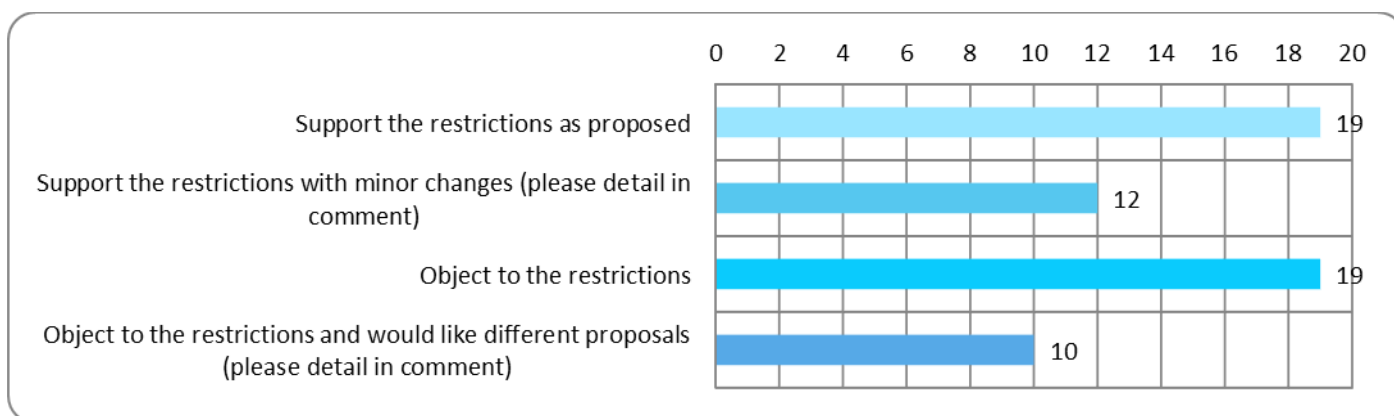
4.3 37% of responses were objections to the scheme. Of those who objected, 10% wanted to see different proposals come forward. The comments from objections to the physical alterations have been included in Appendix A along with the officer response and proposed outcome.

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.	No change proposed

	Additionally, only certain restriction types can be camera enforced.	
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

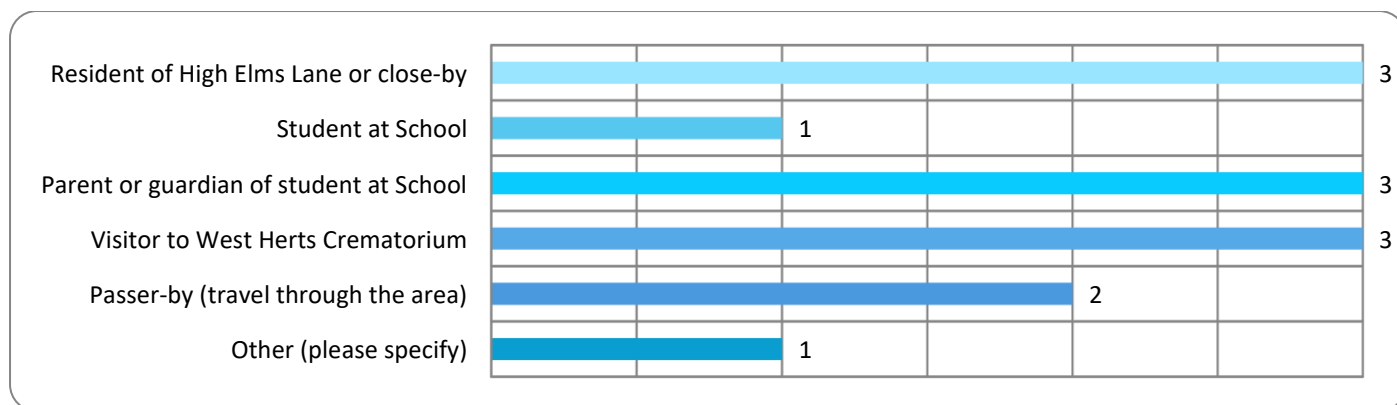
- 6.1 Responses to the consultation were received from representatives of both schools and the crematorium during the detailed design consultation which have been detailed below.

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	No change proposed

	its entirety, and acknowledge some of the more drastic solutions are beyond the scope of the Council 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 Statutory Consultation – ‘Notice of Proposal’ on parking restrictions

- 7.1 The plans were refined based on the comments in the detailed design consultation with the three main changes described as:
- Loading restrictions have been removed due to the number of objections to the scheme overall. An objection to this loading ban would trigger a public inquiry to need to take place which would incur additional cost and delay the scheme.
 - A 24-hour rural clearway has been added to the Northwest end of High Elms Lane to prevent parking on the narrow carriageway. This is in response to requests for parking restrictions here in the last consultation.
 - Two proposed parking areas with limited waiting restrictions have been removed and replaced with No Waiting at Any Time restrictions (Double Yellow Lines). This is due to space constraints and concerns raised in a Road Safety Audit.
- 7.2 Once these changes were made, the council conducted a statutory Traffic Regulation Order consultation which is required to take place before the parking restrictions could be agreed to be implemented. The statutory consultation known as ‘Notice of Proposal’ was published 24 July 2026 with responses due by 14 August 2026.
- 7.3 13 responses were received during the consultation from different groups who self-identified as shown in the table below. The one ‘other’ response stated that they “live in Abbots Langley and use High Elms Lane and are a regular visitor to West Herts Crematorium”.



7.4 The responses were mostly objecting to the proposal with three indicating support, one neutral and nine objections. The key themes from responses and the council's response are detailed below:

Theme	Council response
The parking restrictions are not required.	The restrictions are considered necessary for the reasons stated in the Notice of Proposal including to encourage and enable safe parking habits.
References to the physical works.	This consultation focused on the Traffic Regulation Order rather than the physical measures which have been agreed as detailed earlier in the report.
Lack of Civil Enforcement to support restrictions.	The council has discussed enhanced enforcement at High Elms Lane to support the existing and new restrictions. The scheme has been designed to make the enforcement of parking restrictions easier and prioritise
Lack of school pick up parking areas.	The scheme aims to introduce additional capacity for school pick up and drop off.

7.5 The responses have been individually shown and commented on in Appendix E. Officers consider that despite the majority of respondents objecting to the scheme, the proposal should be progressed as proposed with no changes to secure the desired management of parking areas created on High Elms Lane. Whilst all objections have been reviewed, officers consider that these objections can be set aside.

8 Options/Reasons for Recommendation

8.1 Officers previously reviewed 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 considered that all objections can be set aside and the physical works was agreed to progress.

8.2 Requests for changes to the proposal had been carefully considered and it was agreed that the physical alterations are retained and implemented as proposed with minor amendments. It was agreed that the two end bollards of the four proposed outside 8 High Elms Lane are removed to alleviate access concerns. It was also agreed that officers review the requests from Parmiter's School for better temporary fencing and a soakaway during implementation.

8.3 Officers have considered the different options available for progressing the **parking restrictions**. Respondents were split over the proposal in the detailed design consultation with 51% indicating support and 49% objecting. Many of the objections were referencing displacement parking and the loss of all-day parking. Officers considered that all objections can be set aside.

- 8.4 In the Notice of Proposal consultation, the plan was updated based on previous comments. Respondents were in majority in objection to the proposal, albeit in much fewer numbers. 23% indicating support and 69% objecting with 8% neutral to the proposals. Officers consider that despite the majority of respondents objecting to the scheme, the proposal should be progressed as proposed (shown in Appendix F) with no changes to secure the desired management of parking areas created on High Elms Lane. Whilst all objections have been reviewed, officers consider that these objections can be set aside.
- 8.5 In agreeing this recommendation, the council would publish the Notice of Making to bring in the proposed Traffic Regulation Order.
- 9 Implications for Policy, Financial Legal, Equal Opportunities, Staffing, Environmental, Community Safety. Customer Services Centre, Communications and Website Risk Management and Health & Safety**
- 9.1 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

10 APPENDICES / ATTACHMENTS

Appendix A – Objections to the detailed design consultation - physical alterations and proposed outcomes

Appendix B – Objections to the detailed design consultation - parking restrictions and proposed outcomes

Appendix C – detailed design consultation Proposed Plan

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

Appendix E – Responses to Notice of Proposal

Appendix F – Final Recommended Parking Restriction Plan

Appendix G – Final Agreed Physical Alterations Plan

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: 10/9/2026

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: 10/9/2026

Councillor Paul Rainbow, Lead Member for General Public Services

Appendix A – Objections to the physical alterations and proposed outcomes

Objections to the physical alterations	Council's response	Proposed outcome
People ignore the parking restrictions currently for both schools, so this will probably continue. The only time there is an issue is when they put a big funeral at school pick up time and people for the crematorium use the road parking. Where will 6th form students park? Will this move the problems to Bucknalls Lane? A safe crossing point and wider cycle path are a good proposal.	The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed. The limited wait restrictions will prevent crematorium visitors from using the spaces during pick up times. High Elms Lane is not considered big enough to accommodate all day parking for Sixth Form students as well as the demand for picking up and dropping off. The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner.	No change proposed
This seems completely unnecessary, a huge waste of money and will only lead to more chaos at the schools. Dreadful idea.		No change proposed
Do not widen the path and reduce the width of the verge. The verge keeps the children safe. Do not remove the hedgerow. Replanting a hedgerow will take years to get back to the ecology of the one removed. Hedgerows are important for wildlife, climate change and for the air quality in the school	No verges would be completely removed. The council considers that the grass verges create a buffer between the path and the busy lane to improve safety as well as maintaining the green aesthetic of the road. Most of the verges are already damaged by pedestrians and cyclists overrunning the footways. Additionally, five sections of grass verge outside Parmiter's School will be reinstated as part of the work. The hedgerow work is subject to a Hedgerow Removal Notice which will be submitted for approval or rejection of the removal of the hedgerow in line with The Hedgerows Regulations 1997. Due consideration would be given to bats and bird nesting season, especially given the dense ivy present. If this part is progressed, it is proposed that the tree works and associated path improvements takes place around the October half term when bird nesting season is over.	No change proposed
It's not good for people who need to park up and take longer	High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely.	

Appendix A – Objections to the physical alterations and proposed outcomes

Doesn't address the issues experienced during school drop off and pick up. The co-mingling of foot and cycle traffic on the footpath on high elms lane is problematic due to the speed some cyclists go. Thus making it dangerous for those walking. Can bike traffic not use the road? Concerns that the removal of chicanes on this path will make this worse. It is not safe or enjoyable to be a pedestrian along this pathway. The crossing points by the Shires and Hop Garden Way and further down by founders farm are dangerous and nothing in the proposal is addressing this. These crossings are used by children every day. My daughter is deaf and the only way she can check if cars are approaching is by looking - she has been subject to a few near misses recently. The hedges are never kept tidy (residents of the shires will tidy them on occasion) thus restricting view of road. putting in place restrictions on parking will result in parents using the roads around High Elms Manor to wait for their children. What is being considered to address this. The double yellow lines that are in place today are ignored during school drop off and pick up. Parents park along the road preventing cars from passing. They start arriving a hour before school finish. Children cross between cars. Unless these new restrictions are monitored they will be ignored as they are today. Will some form of camera system to monitor be put in place? Can't Parmiters use the field which already has a separate entrance to pick up their children thus removing the need to park on the road (they use for events). They can enter just past Hop Garden Way and exit into the	It is noted in the cycle design guidance that shared cycle paths should be carefully considered due to the difference in speed. However, High Elms Lane was considered a suitable place to install a shared cycle path due to the confidence of school children to cycle in the road and the current use of the lane. Installing cycle lanes on the carriageway would involve significantly more physical works and cost. The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council. The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner. Unfortunately, the council does not have camera enforcement powers, and these are only applicable to certain types of restrictions such as red routes. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed. Parmiter's School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	
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Appendix A – Objections to the physical alterations and proposed outcomes

existing drop off zone near to the caretakers house. The direction cars are to park needs consideration. At times it is impossible for pedestrians to use the paths so are forced into the road. At times cars are sticking out into the road resulting in challenges passing. Has turning the Chequers Lane and High Elms Lane into one way roads been considered. I acknowledge school buses would be problematic but this would help the congestion often caused by the two way traffic. Chicanes along the road to prioritise traffic from one direction may be a consideration at the points along high elms lane and chequers lane where two vehicles cannot pass. Speed is an issue along high elms, chequers lane and Woodside road and this will only get worse (increase in number of vehicles using the roads) if the new houses are built - reducing the speed limit to 20 won't improve things unless it is enforced. As a resident I will not attempt to drive along high elms lane during school drop-off and pick-up times unless absolutely necessary - a minor inconvenience but shouldn't be necessary. I do not believe that the current proposal will address the issues experienced. However, i agree that something needs to be done.		
What are they going to do when there's another 300 cars coming from the new estate ?		No change proposed
I have lived in The Shires for almost 25 years so I am aware of the traffic situation in High Elms Lane and I think we need a long term traffic solution as both schools which are growing plus the traffic from the crematorium plus the anticipated extra traffic	Parmiter's School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

from the new development on Woodside Road means there has to be a comprehensive traffic assessment from the relevant authorities (County Council or the Highways Agency). My suggestion is that we need a very large one way "turning circle" at Parmiters school where the parents can use the field next to the school. The field is used for parking for Film events and needs to be adapted so that cars can go in one way and come out the other way. The current turning circle should only be used by the school coaches. A total replan is required for traffic flow. This will free up high elms lane as the parent should wait in the field next to the school rather than on High Elms Lane. See above suggestion. I think the current proposal is a sticking plaster and is not looking at the long term solution we need. The current solution cannot be policed and I am not sure removing the railing and placing bollards will achieve anything. It feels like TRDC wants to remove one short term measure (Yellow lines) with another shor term measures instead of really wanting to solve the issue. If there was serious feasibility on the measures I suggest of using the school fields, which inevitably helps the school as well then this could be implemented in the summer during the school holidays.		
It does not seem sensible to remove the existing and effective cycling chicanes - particularly where there are dangerous crossing points, e.g. at the north end of the shared cycle/pedestrian pathway, and particularly at the crossing points opposite The Shires and opposite Hop Garden Way. We have frequently seen small children and animals running towards the road with fast moving traffic - these chicanes are much effective at reducing risk of an accident than a simple bollard.	The removal of cycle chicanes is in line with national design guidance on walking and cycling infrastructure which has been cited. The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

Realistically there is sufficient space for "people on tandems, tricycles, cargo bikes and people with child trailers" as well as wheelchair users to navigate the existing chicanes. Protecting the verges against further damage is only really applicable to the chicane fence at the end of the path next to Parmiter's School (caretaker's house). This could be best achieved by extending the fence or placing an additional bollard, not by removing what is already there. Accessibility needs to be balanced with consideration for safety - particularly at crossing points. Also, the necessary cutting back of vegetation at the crossing point across High Elms Lane at the north end of the proposed scheme is notable in its exclusion from this scheme. Path to Fraser Crescent, 51.705242, -0.396377. The visibility at this crossing is very poor with overgrown vegetation; there have been numerous near misses of pedestrians attempting to cross the Lane with cars in both directions (but particular south to north) often travelling at excess speed.		
Ignore the response to Q2 and 4 - they had to be completed to allow me to submit the form. I neither support or reject the proposal as I do not think this will make a difference. The lane is simple too narrow and unable to support two schools and a crematorium. Parents will ignore any restrictions as they simple think they have the right to pick up their child at the school gate on the bell. Queuing starts from 2.30pm for a 3.20pm finish. The road is blocked and we have always had concerns if an emergency vehicle had to get into the school in the afternoon. Grass at the front will simply be trampled and students will walk over it.	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

Making the cars park along the roadside instead of angled across the grasscrete will reduce the number of parking spaces creating more chaos before and after school. The fact there are no safe controlled crossing anywhere on High Elms Lane is a scandal considering there are two school on the road. Yes it's a County Council issue but it needs to be addressed before there is a serious accident.		
Can the vegetation by the crossing from the footpath though the fields behind Fraser Crs where it meets High Elms Lane be cut back visibility improved there ? If you are driving up from the direction of the schools you can't see people waiting to cross. I've seen some close misses where cars have waited to let a car coming by in the opposite direction but children waiting to cross think the car is waiting to let them cross and stepping out without seeing the car coming from the other way. Many children walk this way to the two schools and i really think something should be done to make visibility better.	The referenced crossing point is being reviewed as part of a different scheme with Hertfordshire County Council.	No change proposed
Whilst the current proposals are an improvement they do not go far enough for a narrow lane used by thousands of children. St Michaels have suggested using part of their land which I think is the only safe solution albeit expensive. I did have a long conversation with council employee Tom at the community event on Wednesday 8 April. My understanding is that this current proposals works within a given budget and this is the best that can be achieved within this scope. Given that there is no money to expand any of my suggestions I would like the council to give the new option three months and then review. If there is still safety issues then the issue is raised to a higher level where there is a budget to sort	The creation of additional roads on private land is outside of the scope of this project. The council will conduct a Road Safety Audit (stage 3) after the scheme has been implemented to assess road safety implications.	No change proposed

Appendix A – Objections to the physical alterations and proposed outcomes

this problem out before their is a horrendous accident.		
I would like to see this done properly given we are about to have 190 home built on the corner of Woodside Road and High Elms. With a clear increase and traffic and HGVs deliveries and all sizes of vehicles in between its clear to me the schools roads need a clear 1 way system without impacting Woodside Road and chequers Lane which this plan will clear have. Its clear to me that the departments thats put this together jave no idea what its like around here during the school rush hour and even when there's a diversion off the m1 and m25 and they all come down elm lane Woodside Road and chequers lane. And now with all the extra vehicle traffic of contractors and massive lorries arriving and getting stuck as has happened this week in high elms lane due to the new 190 homes... your need to looks at re doing the whole road with the right amount of pick points utilising yhe vast grounds in the school that it has. Put some brains behind it and make the whole Road non parking for schools let thr parents pick up in the school grounds using the massive fields they have even for student parking that can especially be used within the parmiters and st micheals grounds.	These comments relate to matters which are outside the scope of this project. Both schools are private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed
St Michaels School has offered land to provide a safe area for the dropping off and picking up for the school children	These comments relate to matters which are outside the scope of this project. Both schools are private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed

Appendix B – Objections to the parking restrictions and proposed outcomes

Objections to the physical alterations	Council's response	Proposed outcome
For the avoidance of doubt, I ask that this representation be treated as a formal objection under Regulation 8 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, and therefore be considered by the authority in accordance with Regulation 13 before any order is made. furthermore, I will also be expecting a response in order to prove that my account has been read beyond reasonable doubt I write to object to the current High Elms Lane proposals in their present form, not because I oppose road safety improvements, but because the scheme appears to place a disproportionate burden on St Michael's pupils and staff while failing to address the real source of the congestion problem in a fair, practical and evidence-based way. At the outset, I want to make clear that I do support measures that genuinely improve safety for pedestrians and cyclists. The drawings show a clear emphasis on shared-use footway improvements, bollards, verge protection, dropped kerbs, tactile paving and additional restrictions intended to manage unsafe parking behaviour. I understand and support that objective. The council has also stated that the purpose of the restrictions is to prevent inappropriate parking in unsafe locations and to complement wider road safety works on High Elms Lane. However, the current proposals do not properly distinguish between the different parking realities of the two schools on High Elms Lane. Parmiter's own published Travel Plan states that it has ample parking on site for staff, students and visitors, and that one of its aims is to minimise the number of vehicles parking on High Elms Lane. That is a materially different position from	Officers note that if the parking restrictions are progressed beyond this stage, a further statutory consultation known as 'Notice of Proposal' will be required prior to the decision to make the order. The disparity between current on-site parking allocation between Parmiter's School and St. Michael's Catholic School was considered during the development of this scheme. The impact of Sixth Form student parking was discussed with St. Michael's Catholic School during the early consultation, and it did not appear of significant concern. Despite the objectors claims this disproportionately impacts St. Michael's Catholic School, several objections have been received from Parmiter's School staff who park on the lane and would like to see this retained. The council considers that St. Michael's Catholic School have sufficient land to accommodate current demands for all-day parking. The objector has suggested the creation of a grass-crete area on the school grounds which would suggest this view is shared subject to make this suitable for parking. The council would suggest that, subject to any planning requirements, the school could consider this and combine with a permit-style system as suggested to recover costs over the longer term. However, St. Michael's Catholic School is private land and therefore the council does not control how they use their land for the provision of parking and are not in position to provide funding for this. High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.	Engagement with St. Michael's Catholic School regarding any plans to accommodate additional on-site parking.

Appendix B – Objections to the parking restrictions and proposed outcomes

St Michael's, where the on-site car park is too small, teacher parking takes priority, and sixth form students do not have equivalent off-street parking provision. In practice, this means that a scheme which further restricts roadside parking may have a manageable impact on Parmiter's, but a severe and unequal impact on St Michael's students.

That imbalance matters. A lawful traffic scheme should not simply remove parking from one user group without properly considering whether suitable and adequate alternative parking is available. Under section 122 of the Road Traffic Regulation Act 1984, the authority must exercise its functions so far as practicable to secure the expeditious, convenient and safe movement of traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. In addition, the Traffic Management Act 2004 places a network management duty on traffic authorities to secure the expeditious movement of traffic on their road networks. In other words, the council's task is not only to improve safety, but to do so in a way that is balanced, proportionate and workable in real life.

My concern is that the proposals risk doing the opposite. The existing restrictions outside the school were only introduced recently, with a 2-hour maximum stay and 2-hour no-return period, yet many pupils still parked there because there was simply nowhere else realistic to go. That is the central issue. Restricting parking where demand remains unavoidable does not remove the demand; it merely displaces it into surrounding roads, creates longer walking routes, encourages risky last-minute stopping, and may worsen lateness and congestion elsewhere. That is not sound traffic management. It is displacement.

The practical effect on St

Appendix B – Objections to the parking restrictions and proposed outcomes

Michael's pupils is significant. Our school day runs from 8:30am to 3:00pm, which does not align neatly with the proposed short-stay drop-off style controls shown on the plan drawings. The proposed limited waiting bays are plainly designed around brief turnover parking, not all-day or school-day parking. They are therefore of little or no use to sixth form students who drive to school and remain there for lessons. As a result, the scheme would remove existing availability without replacing it with a realistic alternative for those who have no viable off-street option.

This issue is made worse by the operational realities on High Elms Lane. The worst congestion is often caused not by properly parked sixth form students, but by large volumes of parental drop-off and pick-up traffic, particularly at around 3:00pm, when some drivers ignore existing restrictions, wait in unsuitable places, obstruct movement and create severe queuing. Parmiter's Travel Plan itself recognises the need to minimise car journeys and parking on High Elms Lane because of congestion and safety concerns. I therefore agree that stronger management of parent parking is needed. But a scheme that mainly removes space for longer-stay users, while relying on the same drivers who already ignore controls to suddenly comply, may not solve the real problem unless enforcement is robust and continuous.

There is also a fairness issue. There have been occasions when events at Parmiter's have taken place and parking has become so constrained that I have had to park 20 to 30 minutes away and arrive late to lessons. That is not a minor inconvenience; it has a direct educational impact. Where one school has substantial internal parking and the other does not, the council should be especially careful not to introduce a scheme that effectively transfers the parking burden onto

Appendix B – Objections to the parking restrictions and proposed outcomes

pupils at the less well-provided school. For those reasons, I object to the proposals as currently drafted and ask the council to reconsider them in favour of a more balanced package. In particular, the following alternatives should be seriously assessed: 1. A dedicated grasscrete student parking area at St Michael's I understand that a proposal has been discussed for the council to fund a grasscrete parking area where the current minibus parking area/grass area is located. That appears to be a far more rational solution than simply removing available roadside parking. It would create formalised off-street capacity, reduce displacement into nearby roads, prevent the ground from becoming muddy, and directly address the reason students are currently not permitted to use that area. If the council is genuinely seeking a long-term safety and traffic solution, helping St Michael's create lawful off-street student parking would be more effective than relying solely on additional restrictions. 2. Student permit parking for St Michael's sixth formers The council should consider a permit-based arrangement for eligible St Michael's sixth form students, potentially limited to certain bays or certain stretches, with strict conditions. That would distinguish between all-day school-related parking and short-stay parent stopping. It would also allow a more controlled and transparent allocation of the limited kerbside resource rather than a blanket approach that penalises everyone alike. 3. Financial contribution toward a small on-site student car park If the authority accepts that the problem is structural rather than behavioural alone, then it should explore whether a contribution can be made, whether directly or in partnership with the school, toward a modest student parking area. If Parmiter's has ample on-		
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Appendix B – Objections to the parking restrictions and proposed outcomes

site parking while St Michael's does not, equal treatment in practice may require different infrastructure solutions, not identical restrictions. 4. A one-way traffic system or timed traffic management arrangement If the primary concern is congestion and conflict at school peak hours, then the council should model whether a one-way arrangement, or another timed circulation measure, would better reduce vehicle conflict and queuing. This may be more effective than relying predominantly on waiting restrictions, especially during the 3:00pm peak when traffic volume and road obstruction are at their worst. Given the network management duty under the Traffic Management Act 2004, the council should at least demonstrate that it has properly considered options directed at traffic flow itself rather than only parking control. 5. Stronger enforcement of parent parking and stopping restrictions Restrictions without visible enforcement often become symbolic only. If the council's concern is genuine safety, particularly outside school entrances, then consistent civil enforcement is likely to be more effective than creating further restrictions that compliant users will follow and non-compliant users may continue to ignore. The issue on High Elms Lane is not simply the wording of restrictions but the reality of driver behaviour at peak times. 6. A phased or reviewed scheme rather than immediate full implementation If the council remains minded to proceed, it should do so only on a phased basis with a formal review after implementation, using evidence on congestion, displacement, journey times, compliance, and impact on both schools. A proposal of this scale should not proceed on the assumption that displaced		
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Appendix B – Objections to the parking restrictions and proposed outcomes

parking will simply disappear. In summary, my objection is not to road safety. It is to a scheme that appears to pursue safety without adequately providing for suitable alternative parking, and therefore risks being unfair, impractical and ineffective in relation to St Michael's. Parmiter's has published that it has ample on-site parking for staff, students and visitors. St Michael's does not. That difference should have been central to the design of any proposal affecting High Elms Lane. A lawful and rational scheme should improve pedestrian and cyclist safety while also making realistic provision for those who currently depend on parking because no genuine alternative exists. Section 122 of the 1984 Act requires the authority to consider both safe movement and suitable parking provision, and the Traffic Management Act 2004 requires it to manage the network so traffic moves efficiently. I therefore ask that the current proposals be reconsidered and amended to include a meaningful parking solution for St Michael's students, whether by funding a grasscrete area, introducing a permit system, supporting an on-site parking facility, or redesigning the traffic management approach altogether.		
Absolutely ridiculous to have no parking other than 10 minute wait time. How do you propose this to work when there is parents evening at the school or meetings at the school with no parking!! Common sense is obviously in scarce supply at the council. Maybe spend time fixing the actual problems with the roads I.e. the giant craters that keep opening up in them. Glad to see my council tax is being put to good use- NOT	Both school's were consulted before this scheme was designed and the report which was shared with them noted that 'The school's will be consulted to determine the impact of these restrictions on activities outside of drop-off and pick-up, such as parents' evenings and after school clubs.' Neither school raised this concern during the consultation, and it is thought that sufficient on-site parking is available for these purposes. Pot holes are the responsibility of the Highway Authority, Hertfordshire County Council. It should be noted that as part of the physical alterations proposed, many ageing highway assets will be replaced.	No change proposed

Appendix B – Objections to the parking restrictions and proposed outcomes

There is no safe place to pick up or drop off – these new proposals will not improve this – 10 minutes is not sufficient. Where do people park when visiting school as currently you cannot use staff car park?	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn. With the staggered finish times of both schools, it is hoped that only one set of parents occupy the lane at a time. Both school's were consulted before this scheme was designed and the report which was shared with them noted that 'The school's will be consulted to determine the impact of these restrictions on activities outside of drop-off and pick-up, such as parents' evenings and after school clubs.' Neither school raised this concern during the consultation, and it is thought that sufficient on-site parking is available for these purposes.	
They are completely unrealistic and are causing more chaos than normal		No change proposed
This seems completely unnecessary, a huge waste of money and will only lead to more chaos at the schools. Dreadful idea.	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner.	No change proposed
It would make the traffic 100 times worse than it already is at pick up and drop off. As parents just stop on the road and put their hazards on.	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner.	No change proposed
There are parents waiting over 1 hour to pick up students as many come a long distance - not clear where they would go to wait if parking is restricted to 10 minutes. The road is chaos as neither school has a suitable turning circle or waiting space. Council will make lots of money from the fines but the proposals will not reduce the problem. As a teacher I can't even dream of leaving the school between 2 and 3.40 as I can't leave the carpark, which is a problem for dental or medical appointment	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn. Please note that the council does not profit from parking enforcement activities as the cost to provide the Civil Parking Enforcement service exceeds the income from penalty charges and other income. The council must adhere to the statutory guidance for local authorities which states that the primary purpose of penalty charges is to encourage compliance with parking restrictions.	No change proposed
I think there shouldn't be a maximum time people can wait for, 10 minutes is not long enough when your child gets held behind by the teacher or when they need	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	No change proposed

Appendix B – Objections to the parking restrictions and proposed outcomes

the loo, you would then get a parking ticket. It is a busy road but it actually works quite well as some cars arrive early to get their children and others arrive slightly later.		
It's not good for people who need to park up and take longer	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	No change proposed
putting in place restrictions on parking will result in parents using the roads around High Elms Manor to wait for their children. What is being considered to address this. The double yellow lines that are in place today are ignored during school drop off and pick up. Parents park along the road preventing cars from passing. They start arriving a hour before school finish. Children cross between cars. Unless these new restrictions are monitored they will be ignored as they are today. Will some form of camera system to monitor be put in place? Can't Parmiters use the field which already has a separate entrance to pick up their children thus removing the need to park on the road (they use for events). They can enter just past Hop Garden Way and exit into the existing drop off zone near to the caretakers house. The direction cars are to park needs consideration. At times it is impossible for pedestrians to use the paths so are forced into the road. At times cars are sticking out into the road resulting in challenges passing. Has turning the Chequers Lane and High Elms Lane into one way roads been considered. I acknowledge school buses would be problematic but this would help the congestion often	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed. Parmiter's School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision. One-way systems are outside of the scope of this project.	No change proposed

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caused by the two way traffic. Chicanes along the road to prioritise traffic from one direction may be a consideration at the points along high elms lane and chequers lane where two vehicles cannot pass. Speed is an issue along high elms, chequers lane and Woodside road and this will only get worse (increase in number of vehicles using the roads) if the new houses are built - reducing the speed limit to 20 won't improve things unless it is enforced. As a resident I will not attempt to drive along high elms lane during school drop-off and pick-up times unless absolutely necessary - a minor inconvenience but shouldn't be necessary. I do not believe that the current proposal will address the issues experienced. However, i agree that something needs to be done.		
Children could die . I'm a local resident people have to drop thier children off as there isn't a bus route anywhere near St Micheals and Parmiters .		No change proposed
I have lived in The Shires for almost 25 years so I am aware of the traffic situation in High Elms Lane and I think we need a long term traffic solution as both schools which are growing plus the traffic from the crematorium plus the anticipated extra traffic from the new development on Woodside Road means there has to be a comprehensive traffic assessment from the relevant authorities (County Council or the Highways Agency). My suggestion is that we need a very large one way "turning circle" at Parmiters school where the parents can use the field next to the school. The field is used for parking for Film events and needs to be adapted so that cars can go in one way and come out the other way. The current turning circle should only be used by the school coaches. A total replan is	Parmiter's School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed

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required for traffic flow. This will free up high elms lane as the parent should wait in the field next to the school rather than on High Elms Lane.		
There needs to be a one way system in place with chequers lane. As high elms lane is used as a car park in school pick up times	One-way systems are outside of the scope of this project.	No change proposed
These restrictions will not work without enforcement. Parents who arrives early and cannot park in the turning circle already line up along the new double-yellow lines in both directions. They would consider themselves waiting to turn, not parked. Changing the parking arrangements to "parallel to the road" is likely to reduce the number of parking opportunities, unless either school makes provision on their land. Once waiting for pickup, parents will not depart after 10 mins unless they have their child; they know they would end up in more traffic and lose their place in the queue. This plan seems to be based around expecting more children to walk or cycle. Have either school provided stats about how far away children live, regularly commute or are picked up? This could inform the planning further. If there are excess cars at the crematorium, this exacerbates the problem further. As a resident of The Shires/Barley Brow, I would like to know what enforcement powers exist to stop parents parking on our estate (which I have observed recently). The problem is likely to get worse with the new development at the top of High Elms Lane, as observed following other recent developments.	The issues regarding waiting to enter the turning circle will be discussed with Parmiter's School. It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	Review the issues regarding waiting to enter the turning circle with Parmiter's School.
I don't believe the changes have considered the knock on affect to the surrounding areas ie bucknalls lane. Illegal parking is already occurring on there and these plans will only encourage parents to persist. This will result	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner.	No change proposed

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in the death of a student. This is very serious. The consultation should include bucknalls lane residents having a greater say in order to avoid this.		
There should be no restrictions to parking for the students whatsoever. Either restrictions should be completely removed or permits issued to students.	High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely.	No change proposed
The cost of enforcing the ten minute waiting rule is untenable. The scheme will cost more than the fine income provides. Plus, providing a parking attendant every day for two hours split, won't happen so on unmanned days chaos will ensue as drivers will take it into their own hands to police the spaces. On the days being manned people will guard their spaces from the road causing more chaos. Asking a driver after ten minutes to move on or get a ticket is like asking a Wimbledon fan queuing ten hours to get to the back of the queue. No one will drive around the block to get to the end of the queue. They'll just stop in the road causing further chaos.	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn.	
I agree the traffic and parking is awful in the lane but I think the problem should be resolved by providing more public transport. My children would happily get a bus to st Michaels from abbot's Langley but there isn't one. If I've read the plans correctly it appears that the off road parking spaces along parmiters will be blocked off with bollards. Without alternative forms of transport children will still be driven to school and without these bays to pull into to let children hop out or pick up , I think parents will just stop in the lane and block it.	Public transport is the responsibility of Hertfordshire County Council. There are parking spaces being blocked off which don't already have parking restrictions in front of them.	No change proposed
Short term parking for parents, for pick up and drop off is essential and more bays on Elms lane are necessary which can be used for this. Otherwise you are creating a significant diversion and traffic issue because people cannt park	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner.	No change proposed

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which puts children at greater risk, including being dropped off or picked up from the carriage way and also diverting traffic to the only available road opposite Elms lane on the otherside of the carriage way, Bucknalls lane. This road is already extremely busy with traffic and parents already use it, it should not be used as substitute for parents to use for school drop offs and pickups. This issue needs to be managed within Elms lane and the schools. The restricted 10 mins parking would work if children in different classes were staring and finishing school at different times. Because they don't, all year 7-11 leave at the same time, the restriction will cause significant traffic in in Elm lane, as people are not able to come slightly earlier fearing parking ticket if they do, hence resulting in significant traffic 5 mins before , also it would divert traffic to other already congested residential roads like Bucknalls one. You need to increase parking bays in Elms lane and increase parking time to at least 15 mins to avoid a huge flurry of traffic 5 mins before school starts or ends.	It is thought that 10-minutes provides time to wait for a student to finish their school day whilst encouraging churn. With the staggered finish times of both schools, it is hoped that only one set of parents occupy the lane at a time.	
There are parking restrictions on Bucknalls Lane which do not work. As soon as a parent sees a parking attendant they drive off and hence no tickets are issued. I had a FOI a few years ago and only one ticket had been issued. In view of this the ten minute waiting limit will not work in High Elms Lane as the same behaviour will happen when a parking attendant appears. We know that their are a limited number of parking attendants employed and when we have in the past asked for more attendance the council have expressed that they cannot spread their wings everywhere. Unless cameras are installed in my view nothing will change.	Unfortunately, the council does not have camera enforcement powers, and these are only applicable to certain types of restrictions such as red routes. The scheme aims to prioritise Civil Enforcement deployment at pick up and drop off times when it is most needed.	No change proposed

Appendix B – Objections to the parking restrictions and proposed outcomes

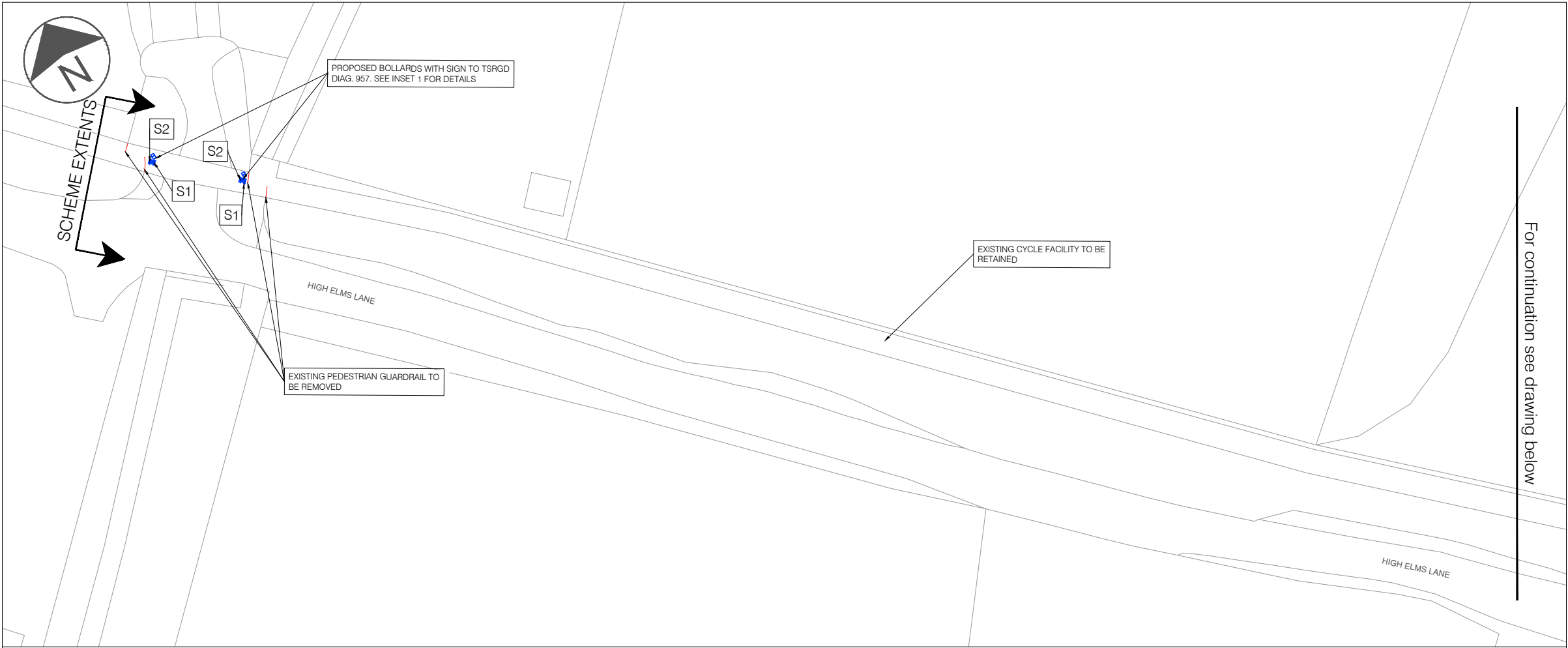
I'm in favour of widening the path and changing the way cars can park, but am not in favour of the 10 minute waiting bays. As someone who parks on High Elms Lane and the section between lamppost this would mean I would no longer be able to park here which would be inconvenient for work. A number of Parmiter's staff park on this section, and changing this would have a huge impact. It wouldn't also save the main issue, which is the queue of cars, and in particular the cars further down the road by the cremetorian where it narrows that cause the main problem, not the ones parked off the road on the verges.	High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely.	
I would like to see this done properly given we are about to have 190 home built on the corner of Woodside Road and High Elms. With a clear increase and traffic and HGVs deliveries and all sizes of vehicles in between its clear to me the schools roads need a clear 1 way system without impacting Woodside Road and chequers Lane which this plan will clear have. Its clear to me that the departments thats put this together jave no idea what its like around here during the school rush hour and even when there's a diversion off the m1 and m25 and they all come down elm lane Woodside Road and chequers lane. And now with all the extra vehicle traffic of contractors and massive lorries arriving and getting stuck as has happened this week in high elms lane due to the new 190 homes... your need to looks at re doing the whole road with the right amount of pick points utilising yhe vast grounds in the school that it has. Put some brains behind it and make the whole Road non parking for schools let thr parents pick up in the school grounds using the massive fields they have even for student parking that can especially be used within the	One-way systems are outside of the scope of this project. The schools are private land and therefore the council does not control how they can use their land for provide pick up and drop off provision.	No change proposed

Appendix B – Objections to the parking restrictions and proposed outcomes

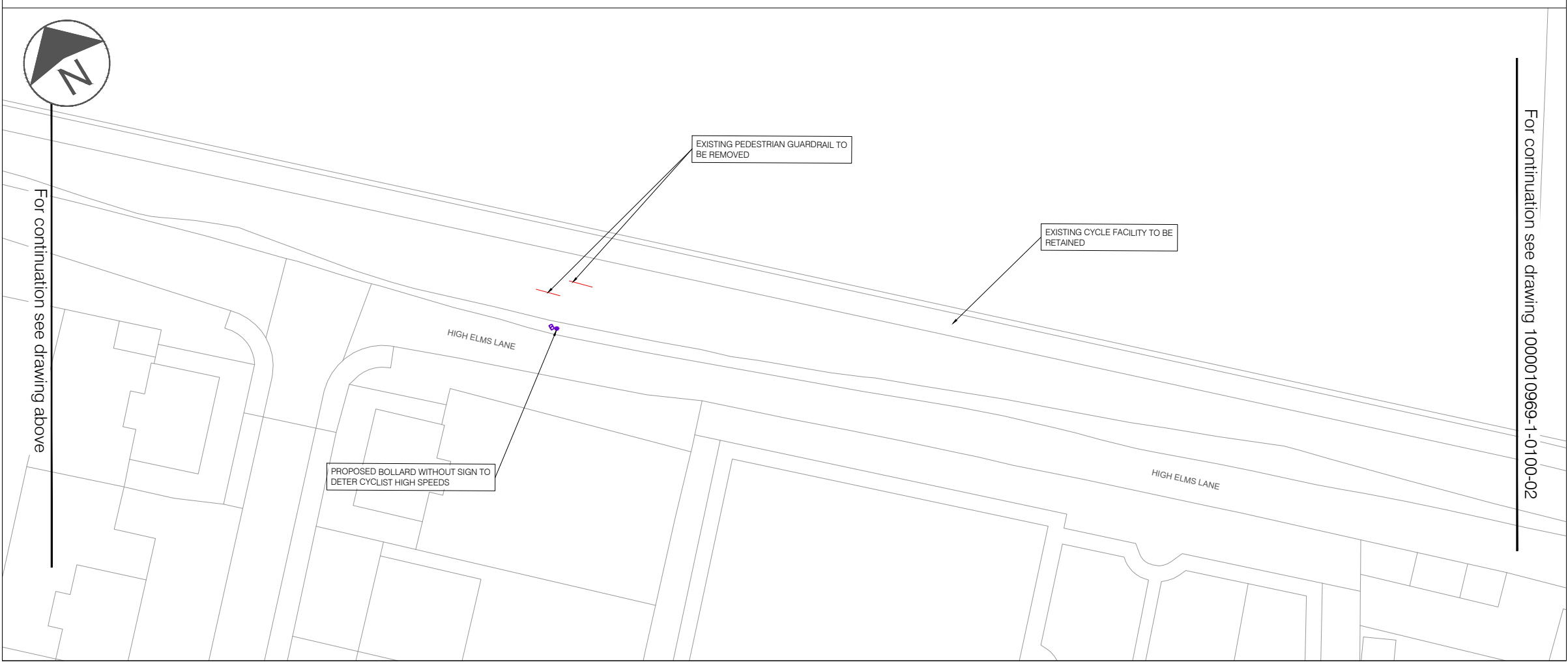
parmiters and st micheals grounds.		
By implementing these changes you will creating problems to resdential roads close to High Elms Lane. (Bucknalls Lane)Bucknalls Lane is already a busy road and this is made worse with Parents dropping off and picking children up at the end of school time. These changes will force more parents to use Bucknallls Lane as their prefered method to drop off their children. The Lane already has yellow lines which are ignord by drivers who stop to drop children off, this has become very dangerous due to the volume of vechicles which use this road forcing drivers to park up on the pavement which then forces children and pedestrians onto the road. At peak times the inside lane of the A405 is brought to a stand still due to cars dropping children off again if you impement these changes this will only become more dangerous. It was my understandig that St Michaels School has offered land that could be modified to provide a drop of and pick up area in a safe environment, but was not taken up due to the cost. i believe that this is a majour mistake as these changes in my view will put children at greaer risk. Have you given any thought as to where the childre themselves who drive to the school will park?	The scheme aims to make picking up and dropping off easier on High Elms Lane by increasing the capacity and encouraging churn. It is intended that the same number of vehicles can use High Elms Lane in a safer manner. St. Michael's Catholic School is private land and therefore the council does not control how they can use their land for provide pick up and drop off provision. Creation of new access of changes on private land is not within the scope of this scheme. The council considers that St. Michael's Catholic School have sufficient land to accommodate current demands for all-day parking. High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely.	No change proposed
The bays outside of the Parmiter's music centre gate are hugely needed for staff parking - especially as a member of staff who has to leave to take my father (he has Dementia) to appointments. The parking spaces mean I can leave quickly and return as quickly as possible. The only other parking available for this would be at the very end of the Parmiter's school car park which means that I would spend a	High Elms Lane is not considered big enough to accommodate longer term parking as well as the demand for picking up and dropping off at peak times. Encouraging churn enables more vehicles to use the lane safely. The bays mentioned are currently behind a school keep clear which is designed to minimise vehicles coming into conflict outside the busy entrance.	No change proposed

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long time having to travel to/from the car park when leaving and returning.		
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For continuation see drawing below



For continuation see drawing above

For continuation see drawing 1000010969-1-0100-02

LEGEND
EXISTING
— EXISTING FEATURE
— EXISTING FEATURE (REMOVAL)
▨ EXISTING VERGE
● LC EXISTING LAMP COLUMN
● BT EXISTING BT POLE
● B EXISTING BOLLARD
— EXISTING PEDESTRIAN GUARDRAIL
▩ EXISTING GULLY

PROPOSED ROAD MARKINGS
— PROPOSED ROAD MARKINGS (WHITE)
— PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
— PROPOSED NO WAITING AND NO LOADING AT ANY TIME RESTRICTIONS

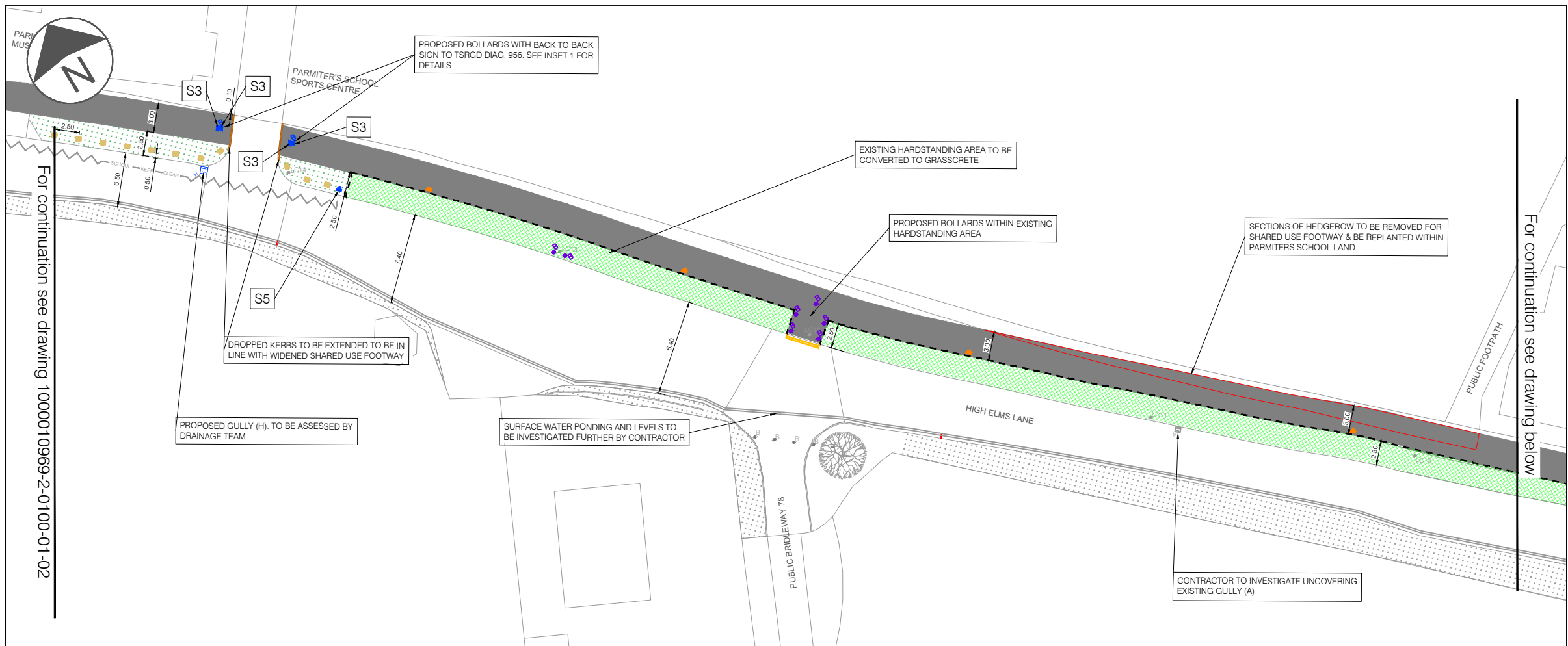
PROPOSED PARKING BAYS
▨ PROPOSED LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD) - GRASSCRETE)
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OTHER PROPOSED CHANGES
— PROPOSED KERB
▨ PROPOSED SHARED USE FOOTWAY
▨ PROPOSED VERGE (RESTORATION OF GRASS)
▨ PROPOSED VERGE PROTECTION STRIP
— PROPOSED HARDSTANDING
▩ PROPOSED GULLY
▨ PROPOSED TACTILE PAVING (BUFF)
● PROPOSED BOULDER (APPROX 600MM (L)/ 500MM (W))
● B PROPOSED BOLLARD WITH SIGN FACE
● B PROPOSED BOLLARD WITHOUT SIGN FACE
— PROPOSED POST & SIGN - LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD))
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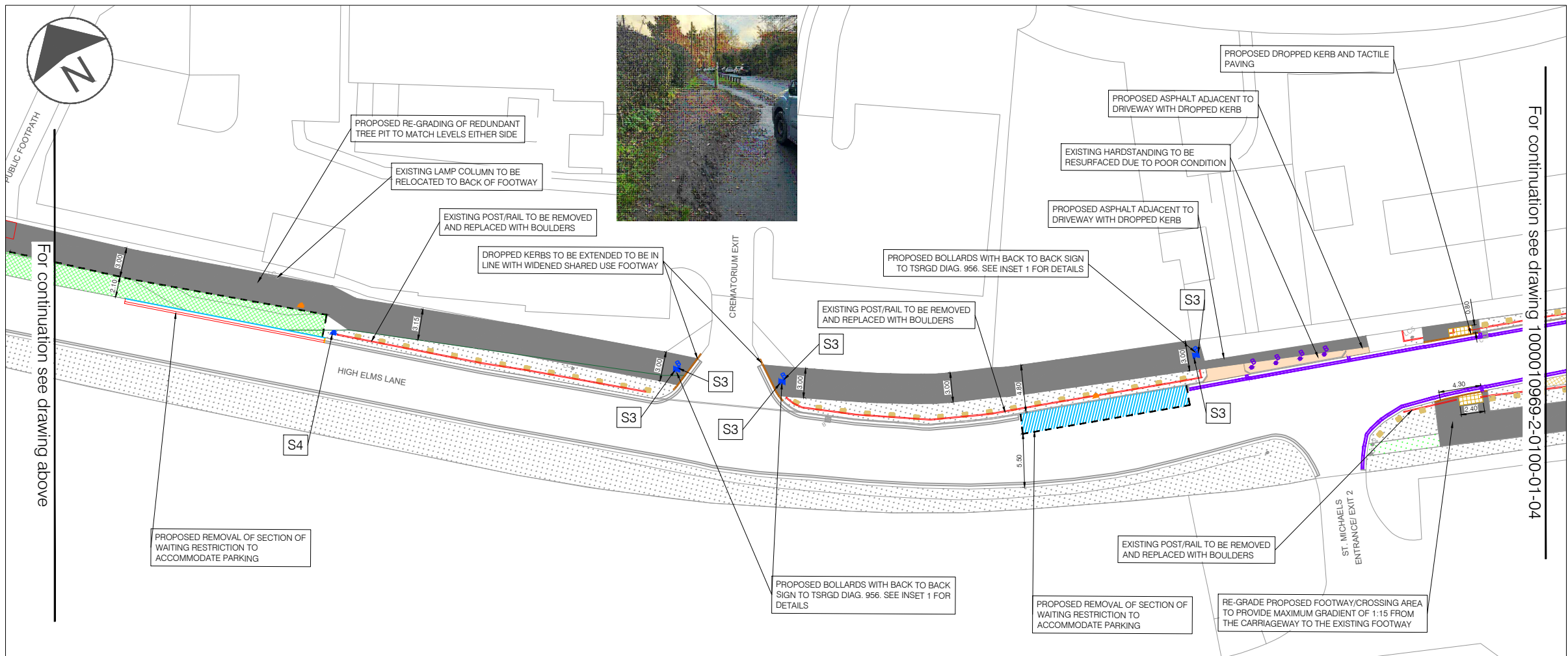
NOTES
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2. All dimensions are in metres unless otherwise specified.
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4. A clearance of 0.75m is to be maintained between proposed posts/ bollards/ boulders and existing lighting columns.
5. All in-line tactile paving crossing points to have a minimum of 3 modules.



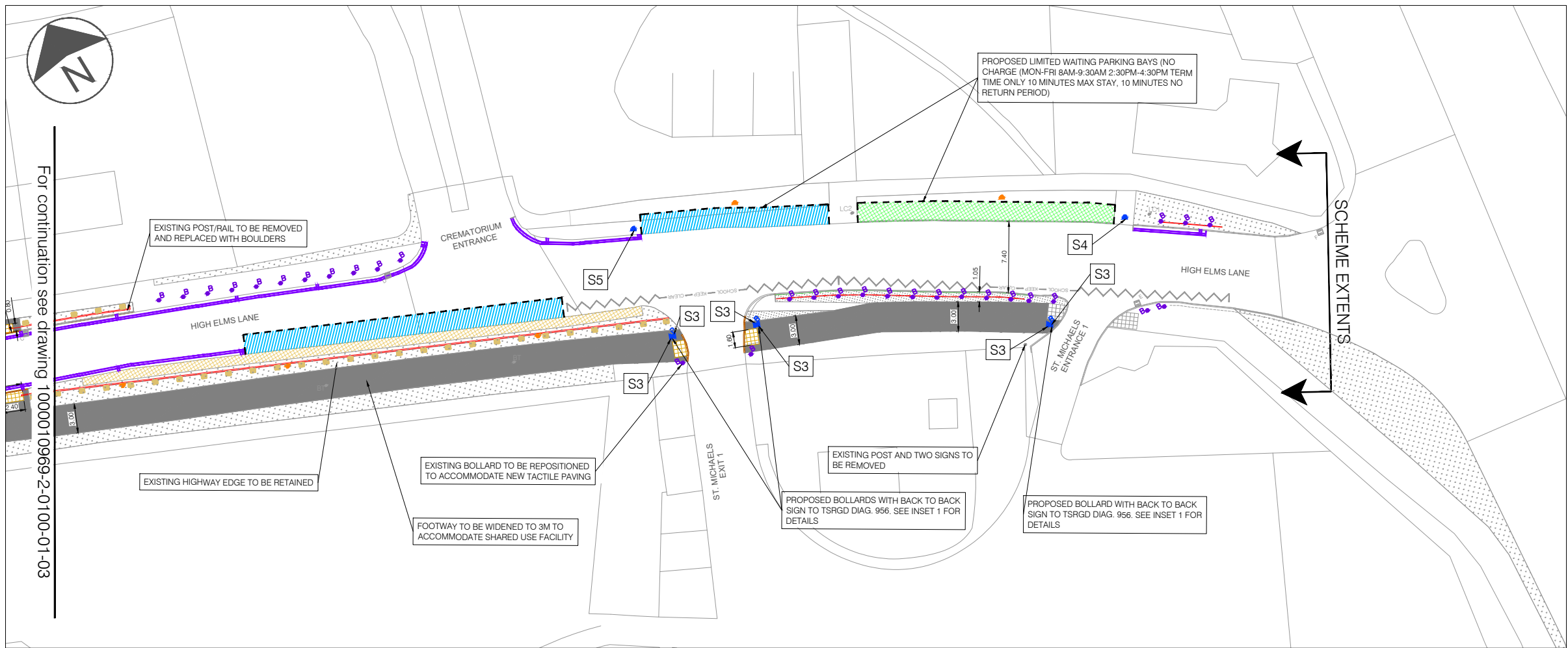
Project	
HIGH ELMS LANE UPDATE THREE RIVERS DISTRICT	
Drawing No.	Rev
1000010969-2-0100-01	0



LEGEND	
EXISTING	
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	EXISTING FEATURE (REMOVAL)
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Project	
HIGH ELMS LANE UPDATE THREE RIVERS DISTRICT	
Drawing No.	Rev
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LEGEND

EXISTING

- EXISTING FEATURE
- EXISTING FEATURE (REMOVAL)
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INSET 1

S1

S2

S3

S4

S5

S6

S7



Project

HIGH ELMS LANE UPDATE
THREE RIVERS DISTRICT



HIGH ELMS LANE PARKING AND TRANSPORT SCHEME 2026

PUBLIC CONSULTATION

Information Pack

Introduction

Three Rivers District Council has developed proposed changes at High Elms Lane in Garston to improve journeys for those who need to visit the schools, crematorium or residential areas located on the road. The proposal is designed to support safer and easier trips for those who walk, wheel, cycle, use a car or take public transport.

New parking restrictions are included as well as physical alterations to the paths, parking bays, verges and minor alterations to the carriageway.

This information pack is designed to give interested parties, who may wish to support, object or feedback during the public consultation, an overview of the proposals.

Please note, some measures which have not been included in this proposal can only be implemented 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.

Consultation responses can be submitted at:

haveyoursay.threerivers.gov.uk/high-elms-lane

Consultation Open 24 March 2026 – 21 April 2026



Previous Parking Scheme

In 2025, Three Rivers District Council introduced new parking restrictions in High Elms Lane after developing proposals for several years. This scheme introduced:

- 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)

The council committed to reviewing the impact of the scheme and have completed several site visits since the scheme came into effect.

Proposed Parking Scheme – Part 1 of 3

The parking restriction proposals include restricting parking areas on the road with **Limited Waiting restrictions with a 10-minute Max Stay, 10-minute no-return period**. These restrictions will be effective Mon-Fri 8am-9:30am and 2:30pm-4:30pm Term Time Only.

This proposal aims to increase the number of bays available for school drop off and pick up and encourage a churn of vehicles at peak times.

The 10-minute Limited Waiting restriction is thought to provide sufficient time for parents to pick up or drop off students whilst encouraging them to only occupy the spaces for the time needed.

These are shown using the below key on the plan:



PROPOSED LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD) - GRASSCRETE



PROPOSED LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD)

Proposed Parking Scheme – Part 2 of 3

The parking restriction proposals also include introducing **new No Waiting At Any Time restrictions** (commonly known as Double Yellow Lines) on some sections of the road including west of Parmiter's School to prevent parking where it is considered unsafe.

These are shown using the below key on the plan:

 PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

We have also proposed **No Loading At Any Time restrictions** to some sections of Double Yellow Lines closest to school entrances where this was considered most needed. This restricts any form of loading where it was not considered safe.

These are shown using the below key on the plan:



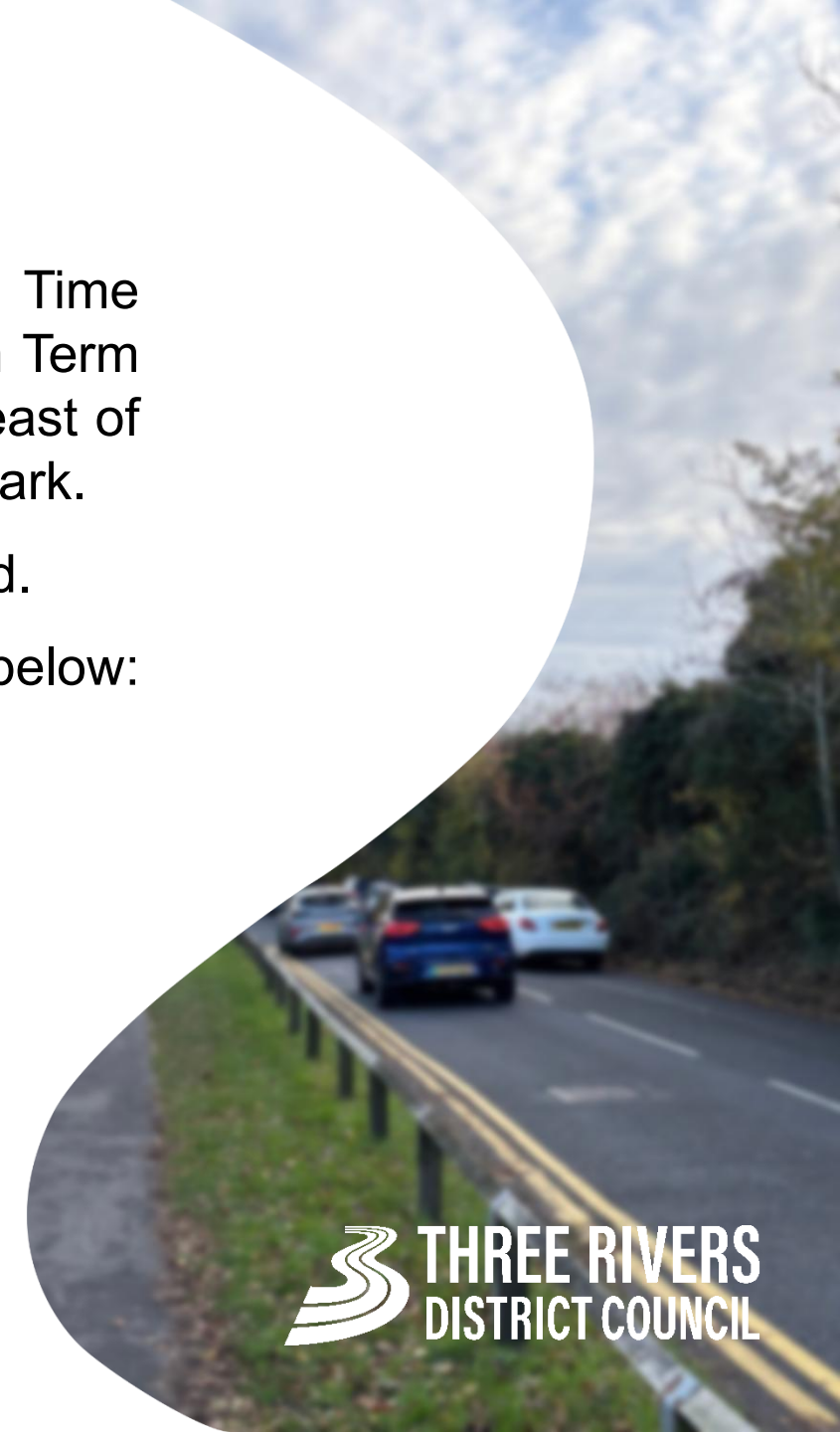
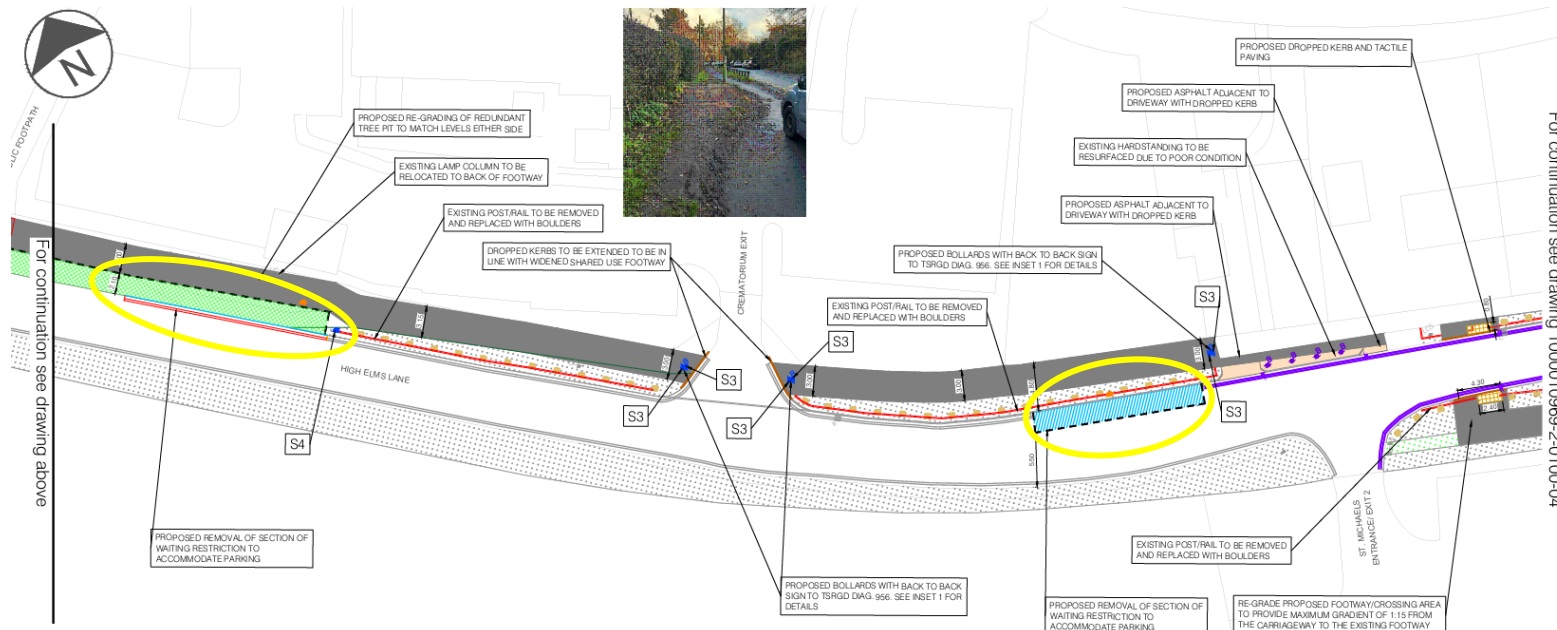
PROPOSED NO WAITING AND NO LOADING AT ANY TIME
RESTRICTIONS

Proposed Parking Scheme – Part 3 of 3

It is proposed to convert two sections of No Waiting At Any Time restrictions to Limited Waiting (Mon-Fri 8am-9:30am 2:30pm-4:30pm Term Time Only, 10 minutes Max Stay). These are north-west and south-east of the crematorium carpark exit in areas where it is considered safe to park.

Sufficient passing areas and visibility splays have been kept restricted.

The proposed removed No Waiting At Any Time are circled in yellow below:

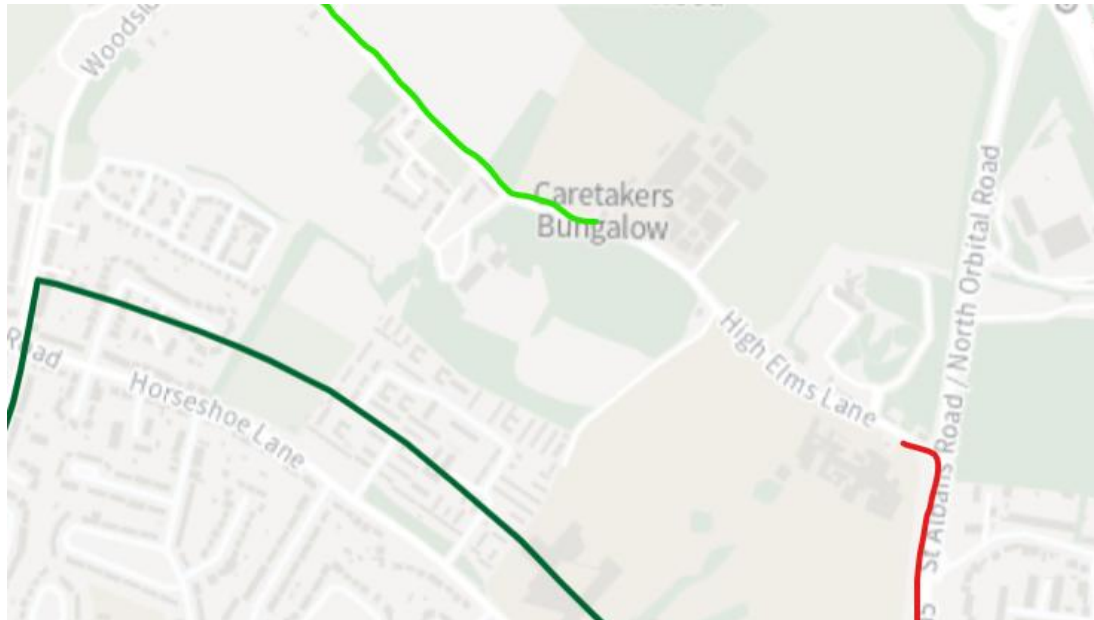


Proposed Path Widening – Part 1 of 2

Currently there is a shared cycle path on the North-west side of the scheme safely segregated from the road, this is marked in light green below.

On the South-east side of the scheme, there is a shared cycle path which feeds into the underpass and down a path safely segregated from the A405, this is marked in red below.

The scheme focuses on building the missing link between these two established provisions for cyclists as well as improving the environment for pedestrians.



Proposed Path Widening – Part 2 of 2

The existing footway is already informally used as a shared cycling and walking provision by school students due to the pleasant segregation from the road and the lack of confidence of school age students to cycle with traffic on the busy lane. The grass verges bordering the path are often eroded by foot traffic and bike wheels.

It is proposed to widen the path to three metres in line with Cycle Infrastructure Design guidance from the Department for Transport.

It will be a fully shared space meaning there will be no lines delineating a side for cyclists and pedestrians. This allows users to walk or cycle side by side and negotiate the space when passing.

Proposed Changes to Parking Bays

Currently most of the parking bays on the pavement level are in a parallel arrangement with a section approximately 65 metres in length which is deep enough for a perpendicular parking arrangement.

It is proposed that the perpendicular parking spaces will be reorientated as parallel with the road. This will allow the reallocation of space for those walking, wheeling and cycling.

Some parking spaces will be delineated to allow parking partly on the carriageway and partly on the pavement level grass-crete. This arrangement is limited to a section between Parmiter's School drop off exit and the Parmiter's School music centre where there is insufficient space to accommodate the widened path and a car space.

Proposed Changes to Greenery – Part 1 of 2

Grass verges are proposed to be narrowed to accommodate a wider path; however, no verges would be completely removed. The grass verges create a buffer between the path and the busy lane to improve safety as well as maintaining the green aesthetic of the road.

Five sections of grass verge outside Parmiter's School will be reinstated as part of the work. These are shown using the below key on the plan:

 PROPOSED VERGE (RESTORATION OF GRASS)

A mix of boulders and posts, depending on the space available, have been proposed to be installed along the grass verges to protect them from vehicular incursion in replacement of the existing wooden knee rail fence.

Boulders would be placed at approximately 2.5m intervals and 0.5m from the kerb edge. Boulders have been proposed due to the lower cost to install and maintain compared with wooden posts.

 PROPOSED 600MM (L)/ 500MM (W) BOULDER

 PROPOSED BOLLARD WITHOUT SIGN FACE



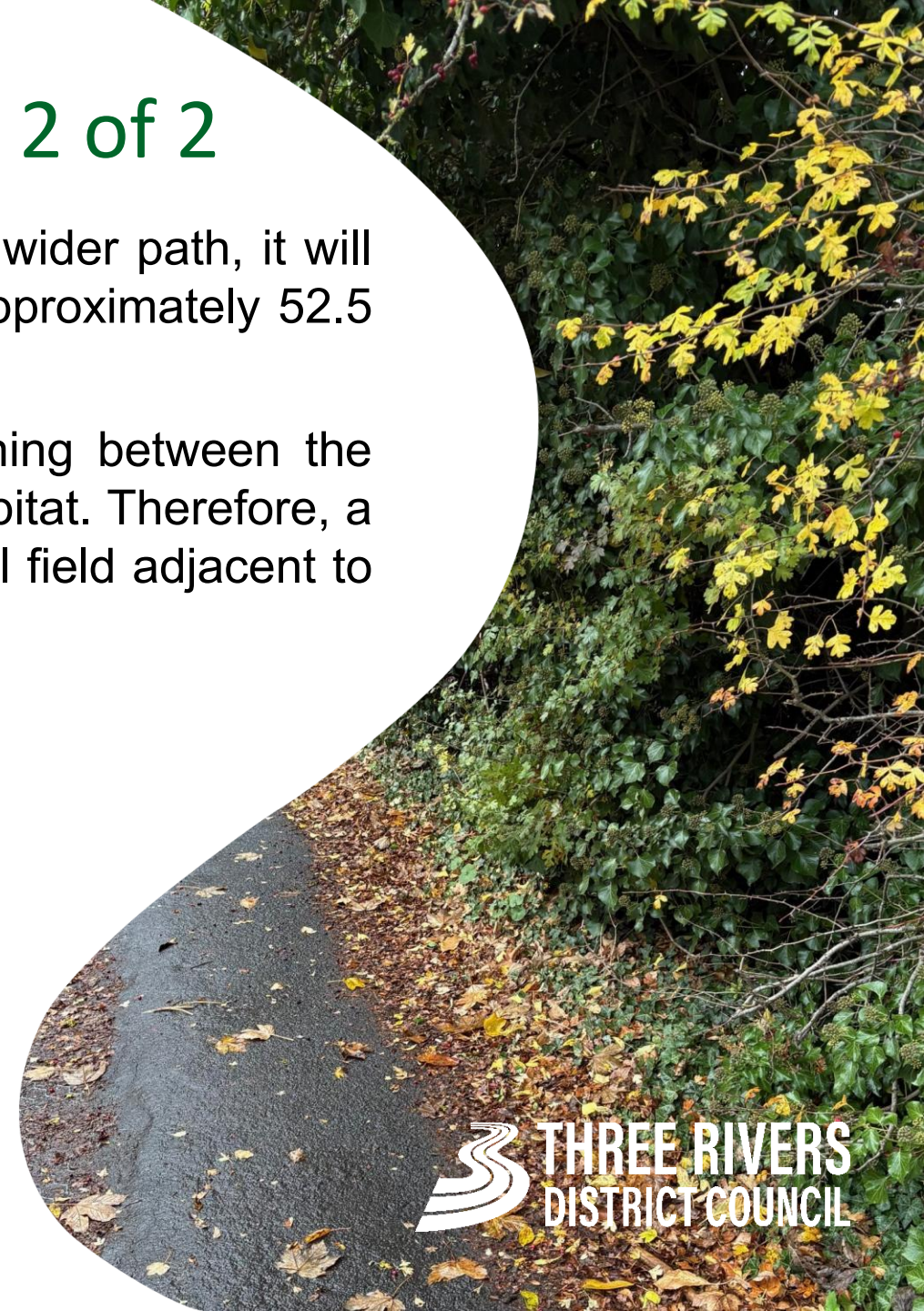
Proposed Changes to Greenery – Part 2 of 2

To retain the existing parking provision and accommodate a wider path, it will be required to clear vegetation along a section measuring approximately 52.5 metres north of footpath 63.

These trees and bushes currently provide important screening between the road and the school playing fields and valuable hedgerow habitat. Therefore, a replacement hedgerow will be replanted on Parmiter's School field adjacent to the current location.

This work is subject to a Hedgerow Removal Notice which will be submitted for approval or rejection of the removal of the hedgerow in line with The Hedgerows Regulations 1997.

Due consideration would be given to bats and bird nesting season, especially given the dense ivy present. If this part is progressed, it is proposed that the tree works and associated path improvements takes place around the October half term when bird nesting season is over.



Proposed Barrier Removals

The project will also involve removing several cycling chicanes and replacing with a central bollard. This is seen as an easy way to improve accessibility for various wheeled users, as well as preventing further damage to the verges.

The Cycle Infrastructure Design guidance states:

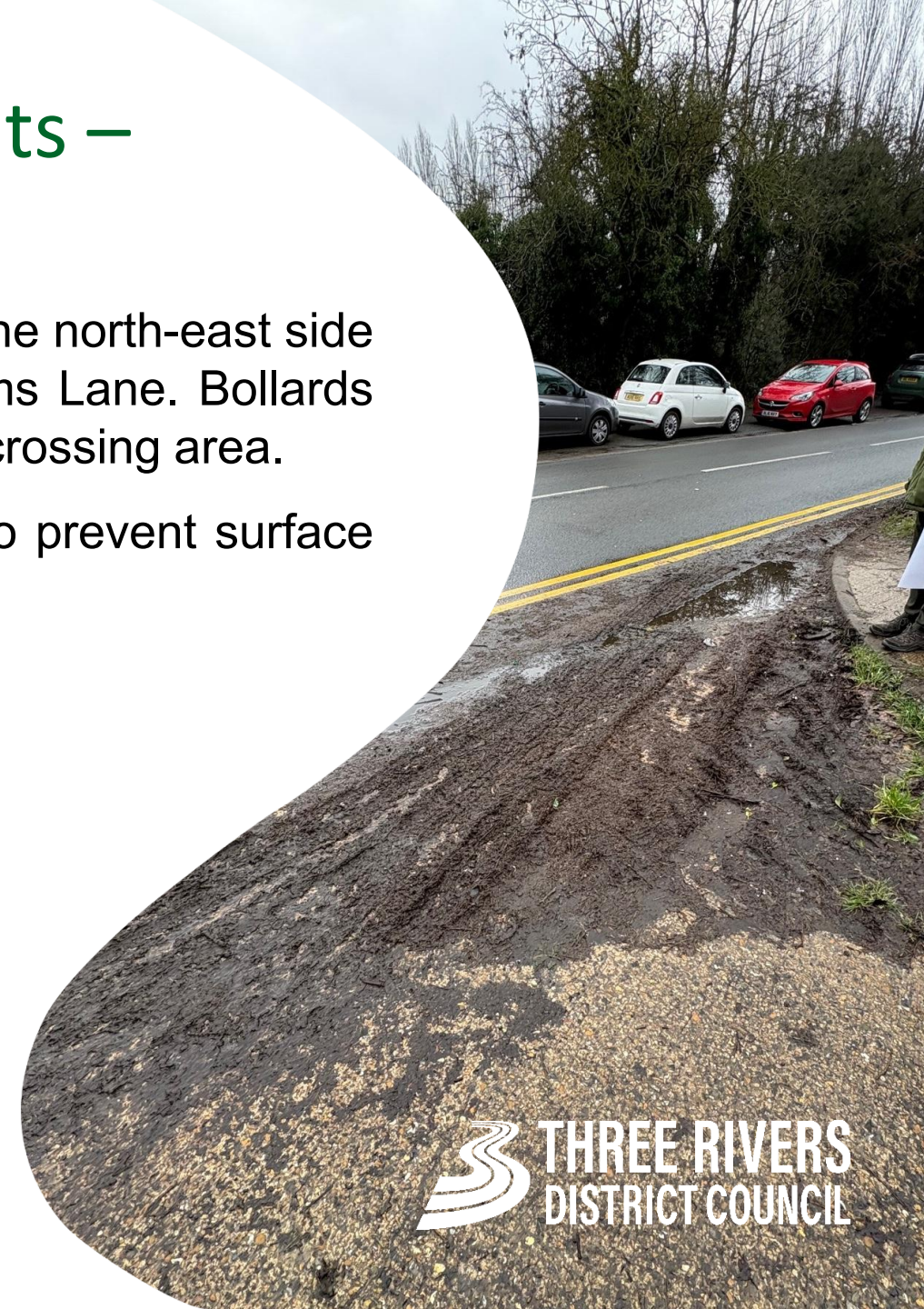
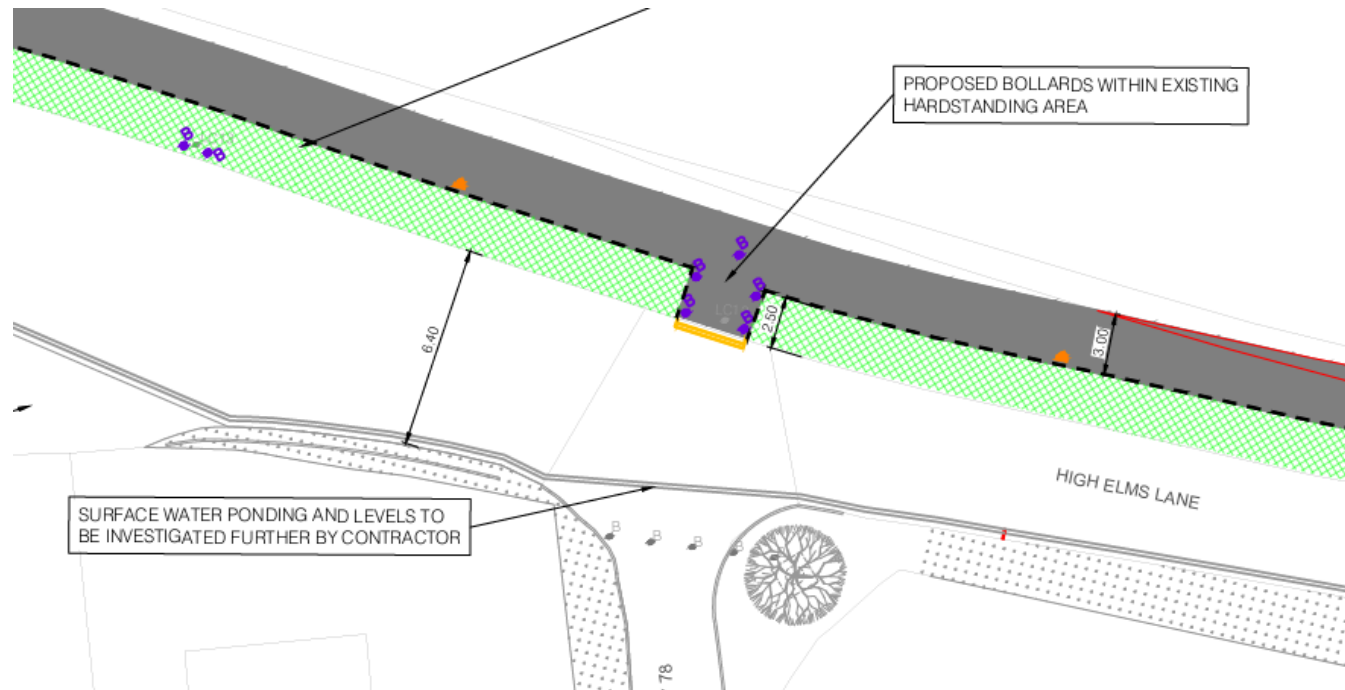
“Chicane barriers cannot be used by people on tandems, tricycles, cargo bikes and people with child trailers. They may also be inaccessible to some types of wheelchair and mobility scooter. An access control that requires cyclists to dismount will exclude hand cyclists and others who cannot easily walk.”



Proposed Crossing Point Improvements – Part 1 of 3

It is proposed to widen and relocate paved crossing area on the north-east side of the crossing point which joins Bridleway 78 with High Elms Lane. Bollards are also suggested to prevent vehicles parking on the paved crossing area.

The south-west side of the crossing point will be improved to prevent surface water ponding.



Proposed Crossing Point Improvements – Part 2 of 3

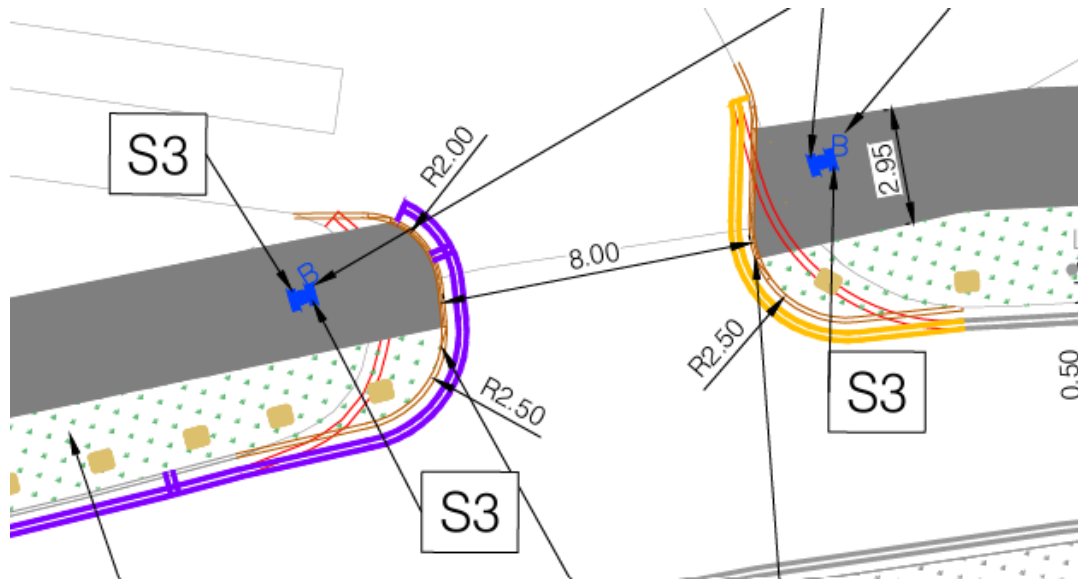
Is it proposed to create a new crossing point outside St. Michaels School where the path on the Southwest side ends. Currently school students cross using the junction area of the St. Michael's main carpark. They diagonally cross the road, increasing the crossing distance and often cross between parked cars at busy times, this is shown as the red arrow below. Three Rivers District Council will create a new uncontrolled crossing point, encouraging crossing directly across the carriage way shown as the green arrow.



Proposed Crossing Point Improvements – Part 3 of 3

Is it proposed to narrow the exit of Parmiter's School drop off area by extending the pavements on both sides as shown below. This junction mouth is directly outside one of the pedestrian entrances for the school and is currently in excess of 10 metres wide.

This has been proposed to shorten the crossing distance for pedestrians and cyclists, encourage motorists to navigate the junction at slow speeds and discourage motorists ignoring the no-entry signs.



Next Steps

Responses to the public consultation will be reviewed by officers and councillors at Three Rivers District Council.

If agreed to proceed the final physical alterations plan will be reviewed by a Road Safety Auditor and subject to any required changes, will be implemented 18 July to 30 August 2026 in line with the schools' summer holiday period.

The parking restrictions will require a further period of consultation and, if agreed after the second consultation, will be implemented in the school's summer holiday period.

The exemption to this is the area of proposed tree works which will take place around October half term (26 October – 30 October 2026) due to bird nesting season and the availability of saplings for the hedge replanting.

Come and Speak to Us

Council officers will be exhibiting the plans and providing the public opportunity to ask questions about the scheme at:

Abbots Langley Healthy Hub, Citizens Advice, High Street, Abbots Langley, WD5 0AS

Wednesday 8 April 2026

1pm – 4pm

DON'T FORGET TO SUBMIT YOUR RESPONSE



haveyoursay.threerivers.gov.uk/high-elms-lane

Consultation Open 24 March 2026 – 21 April 2026

Connection to the area	Support or Object	Grounds on which the response was made	Council response
Visitor to West Herts Crematorium	Object to the proposal	Too many parking restrictions in Three Rivers already!	The restrictions are considered necessary for the reasons stated in the Notice of Proposal. The restrictions are likely to have less impact on visitors to West Herts Crematorium.
Visitor to West Herts Crematorium	Object to the proposal	Far too many parking restrictions everywhere, including here. Expensive, bad for business and very unfair to elderly: disabled people. Blue badges are hard to get and the whole area is discriminatory.	The restrictions are considered necessary for the reasons stated in the Notice of Proposal. The scheme isn't considered to adversely affect the elderly or disabled people. The accompanying physical works are likely to make the road easier to transverse for both groups. The restrictions are likely to have less impact on visitors to West Herts Crematorium.
Visitor to West Herts Crematorium	Support the proposal	The traffic is horrendous at school start and finish with pupils all over the roads and footpaths. Add to this the Crem and it is very dangerous. Parking restrictions are well overdue.	
Live in Abbots Langley and use High Elms. Regular visitor to West Herts Crematorium	Support the proposal	Its a nightmare to drive down due to parked cars and cars dropping children off or waiting to collect and doering. Many drivers drive at you not observing the passing spaces. It will get worse once the new houses at the top of High Elms is completed.	
Resident of High Elms Lane or close-by	Object to the proposal	It's a total waste of money . Firstly where are the children and teachers who currently park on the specially made none sleep parking slots already there ? Also what difference will it make when instead of parking to the side the traffics is just backed up whilst waiting to get into	All day school parking for students and staff should be provided by the schools on-site. Parmiter's School have indicated they have the capacity to accommodate the parking needs.

		the school ? They won't be parked they will be in a traffic jam . You must also realise there's no public transport which goes within 1/2 mile of Parmiters and a little less from St Michael's . Just a waste of money and people's time . I live local and have a child in Parmiters for 1 more year .	
Passer-by (travel through the area)	Support the proposal	Textual explanation on this webpage, and "Proposed Traffic Regulation Order Tiles.pdf" (1.99 MB) (pdf)	
Resident of High Elms Lane or close-by	Object to the proposal	'The changes need to be monitored/enforced to work but the proposal is not addressing this ("the proposal aims to prioritise civil enforcement during pick-up/drop-off times" - this is not a commitment to do it). The current restrictions are ignored today (and will be next week, next month, next year...). The challenges today that I expect to continue are: - Double parking. - Blocking entrances. - Queuing to turn into the Parmiters drop off blocking traffic/the road so no-one can pass. - Cars waiting in the entrance of the crematorium - Yellow lines ignored by those choosing to park/wait to collect children. - Speeding to not get caught at pinch points/single lane (all times of day). - Parents arriving 1 hour before school end to find somewhere to park - this will continue unless 10 minutes is enforced. - Crossing points ignored by drivers - in fact speeding up at these points to avoid the single pass areas/speed to beat oncoming cars. - crossing points are dangerous for pedestrians (all times of the day - but more so outside of school hours) - Parking on footpath by Parmiters - including weekends. Can't see this changing (but am hopeful) - Only way to unblock the road on occasion is to route traffic	The council has discussed enhanced enforcement at High Elms Lane to support the existing and new restrictions. The scheme has been designed to make the enforcement of parking restrictions easier. Officers have observed most of the same poor driving and parking behaviours which have been referenced and agree that this scheme will not eliminate all of these issues. The scheme has been designed to influence and enable safer and more courteous driving behaviours. 20 responses from those who identified themselves as residents were received in the informal consultation which formed a third of the overall responses. Therefore it can be considered that local residents were given a fair opportunity to respond. Three Rivers District Council and Hertfordshire County Council have collaborated on this project. However wider requests such as building a new road network into High Elms Lane or other larger capital schemes were unlikely to come forward due to the level of expense.

		through the crematorium exit (by the barrier) and back on to High Elms further down. - parking parents waiting for children in surrounding roads (may get worse) What is being done to address the “displaced parking” in roads close-by? The no waiting at any time restriction on the Northeast end of High Elms Lane addresses this area but what about the other roads. The responses to the original consultation state outside of current scope of project/deferred to Herts CC. As a resident the points deferred or not included are ones that need to be addressed. Should this investment of funds be made if not addressing in full the challenges - not going to improve the safety of pedestrians or road users or local residents. Three Rivers agreed for additional housing in the area which will put more pressure on this road so surely some of the concerns should be addressed by these new plans. Why can't Three Rivers and Hertfordshire County Council work “together” to put in place a solution that addresses the challenges. Promotion of the proposal - nothing sent directly to residents of High Elms or surrounding roads Plan exhibition on 8th April in the middle of school holidays. Would it have been worthwhile to engage with local residents before submitting the proposals to hear perspectives? (did so with schools and crematorium who aren't really impacted by the current issues like residents of the area - residents use the road, pathways everyday. Many of the residents children attend the schools along High Elms Lane).	The responses to the original consultation state outside of current scope of project/deferred to Herts CC. As a resident the points deferred or not included are ones that need to be addressed. The scheme aims to introduce additional capacity for school pick up and drop off which may reduce displacement from this activity. Many roads in proximity to High Elms Lane already have parking restrictions and additional restrictions could be investigated upon request.
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		Might as well stay as is today. The changes mean it will look nicer but the challenges of today will continue.	
Resident of High Elms Lane or close-by	Object to the proposal	Damage to existing hedgerows is unacceptable. People will still queue in the road and will still arrive early and wait. The work that is now underway has blocked the access point to cross from the lane to the footpath to Boundary Way making it exceptionally hazardous to cross by having to walk in the road for a fair distance. Cars speed down the road and there is a risk of fatalities.	This consultation focused on the Traffic Regulation Order rather than the physical measures. The scheme has been designed to influence and enable safer and more courteous driving behaviours.
Parent or guardian of student at Parmiter's School or St. Michael's Catholic High School	Object to the proposal	My son is autistic, when picking him up I get to the turning circle at 2pm and wait until 3:20pm to ensure I do not disrupt traffic. This is also so I don't park illegally on the yellow lines. If the turning circle is included in these plans this is going to cause havoc and make life very difficult when picking him up. I am also about to have a pacemaker fitted and the extra stress will result in further health issues. Plus you don't police the existing restrictions how are you going to police the new ones? There has only been one parking attendant in a year!	The turning circle is not included in the restrictions. The council has discussed enhanced enforcement at High Elms Lane to support the existing and new restrictions. The scheme has been designed to make the enforcement of parking restrictions easier.
Student at Parmiter's School or St. Michael's Catholic High School	Object to the proposal	Picking up a child	The scheme aims to introduce additional capacity for school pick up and drop off.
Parent or guardian of student at Parmiter's School or St. Michael's Catholic High School	Object to the proposal	Having no where to park while will make it difficult to collect my child	The scheme aims to introduce additional capacity for school pick up and drop off.

Passer-by (travel through the area)	Object to the proposal	Apart from school time, the road is wide enough to accommodate the proposed restrictions. This is totally unnecessary.	
Parent or guardian of student at Parmiter's School or St. Michael's Catholic High School	Neither support nor object	At busy times may need traffic light system for upper part of high elms where only one vehicle can pass, or a sensor to indicate drivers to wait and not follow the car ahead to allow traffic to flow in both directions	

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

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

Zone Type	Name	Hours of Control
Controlled Parking Zone	A	Mon-Sat 8.30am-6.30pm
Controlled Parking Zone	A1	Mon-Sat 8.30am-6.30pm
Controlled Parking Zone	B	Mon-Fri 8.30am-6.30pm
Controlled Parking Zone	C	Mon-Sat 8.30am-6.30pm
Controlled Parking Zone	D	Mon-Fri 8.30am-1.30pm
Controlled Parking Zone	R	At Any Time
Controlled Parking Zone	RG	Mon-Fri 9.00am-5.00pm

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)

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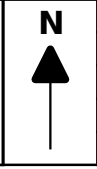
9-Jul-2026



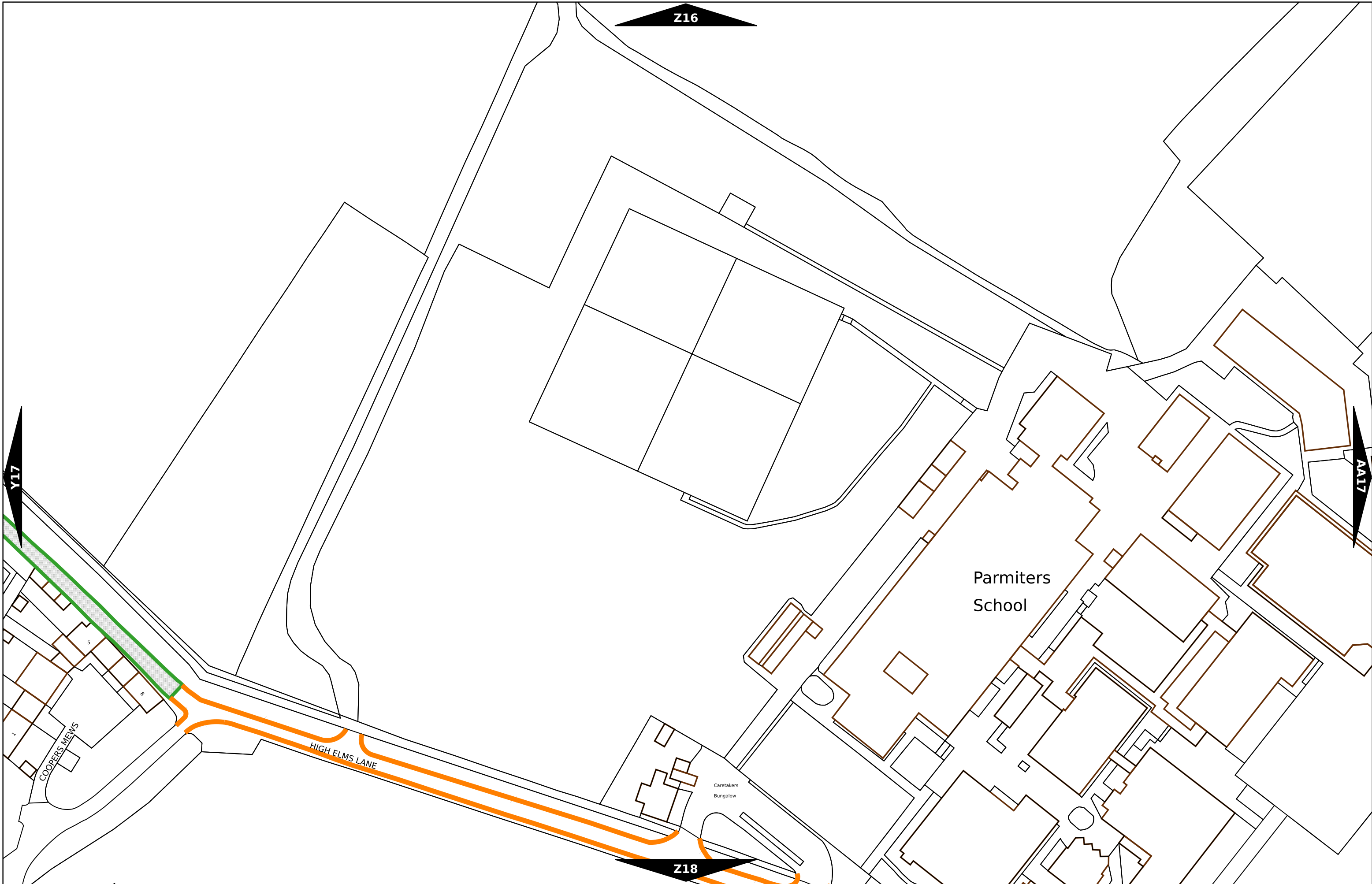


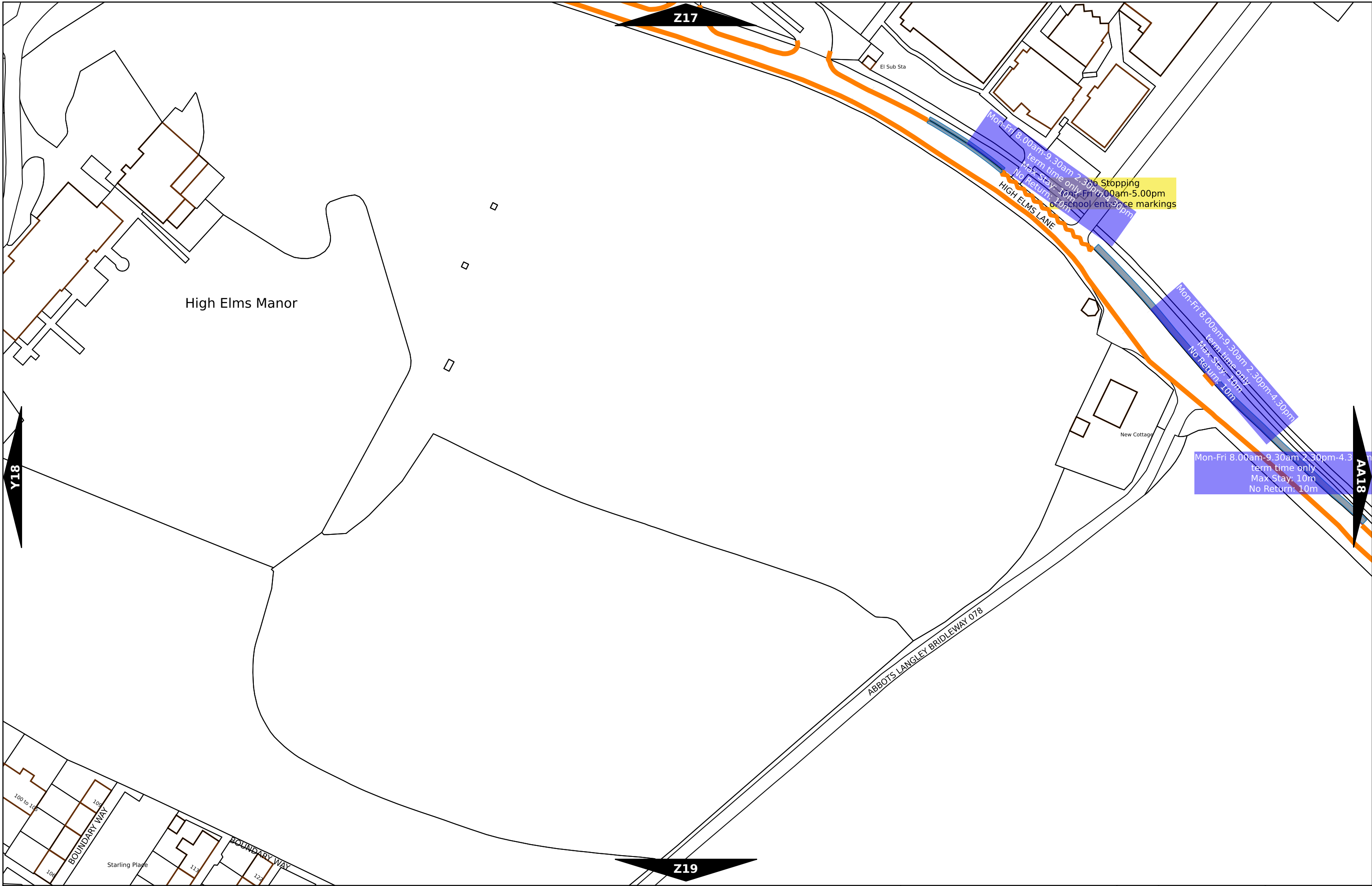
THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS)

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Scale at A3	1:1000
Print Date	09-Jul-2026
Map Tile	Y17
Revision	
Status	PROPOSED



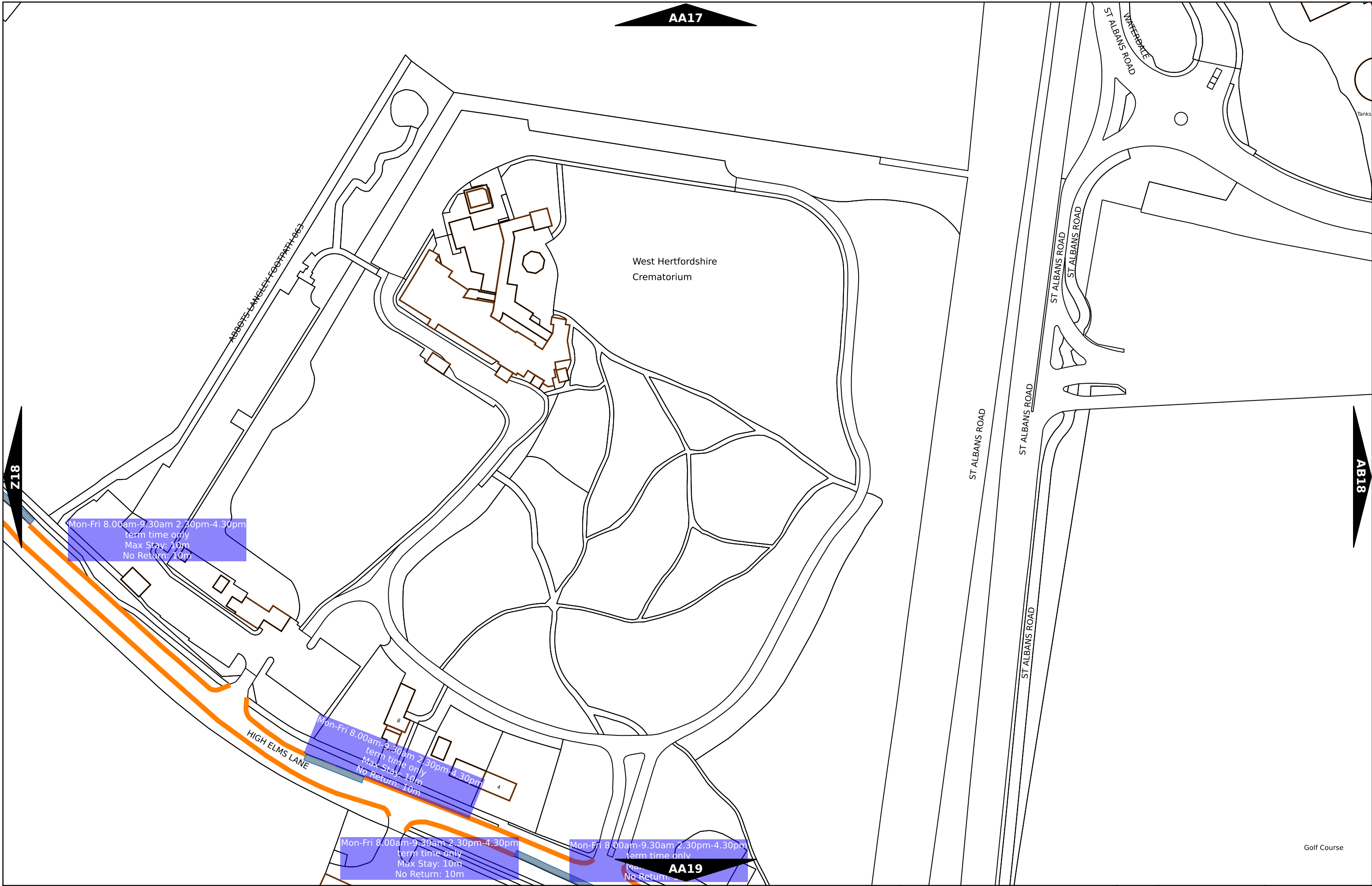


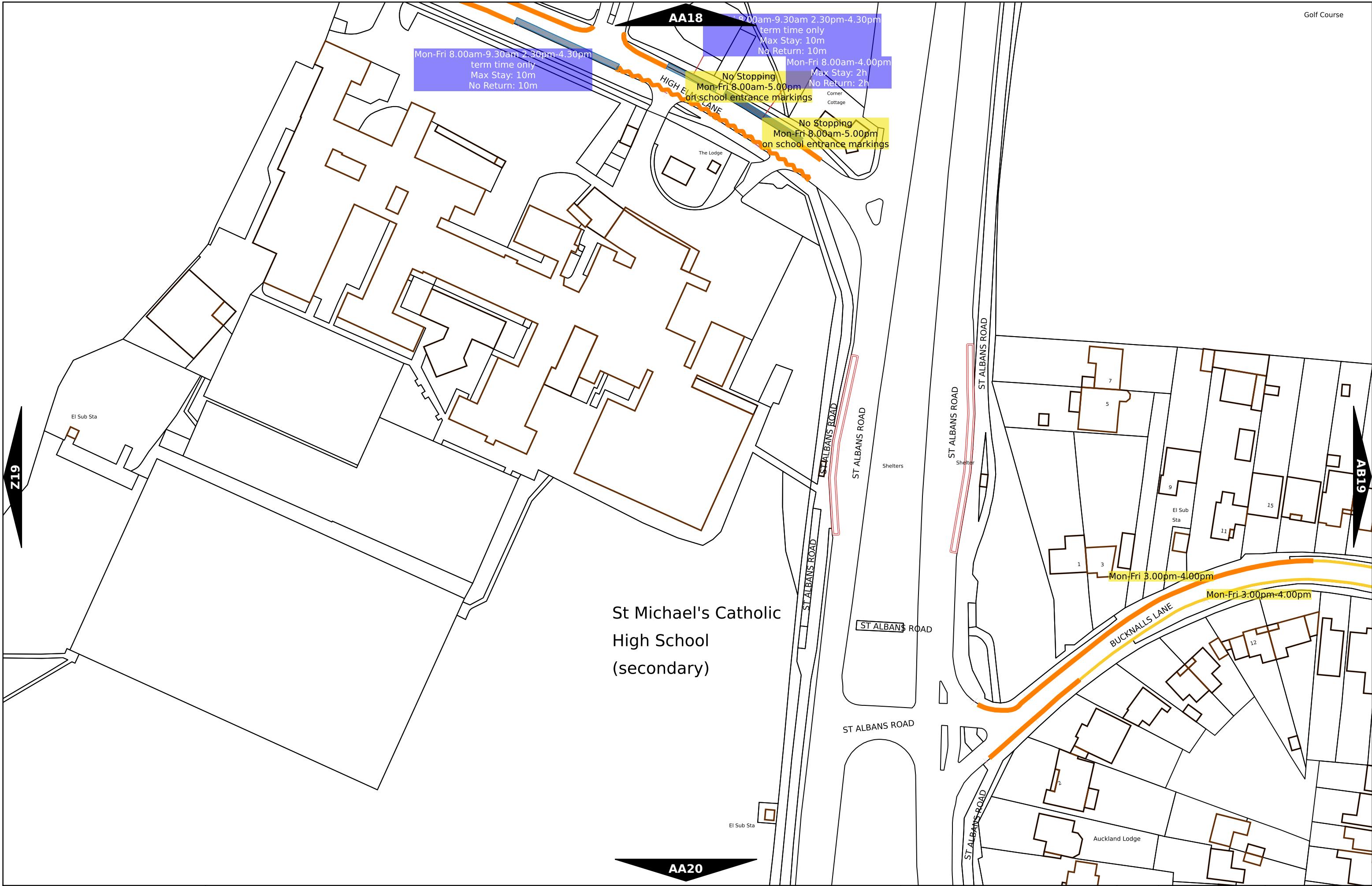
THE THREE RIVERS DISTRICT COUNCIL (ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS)

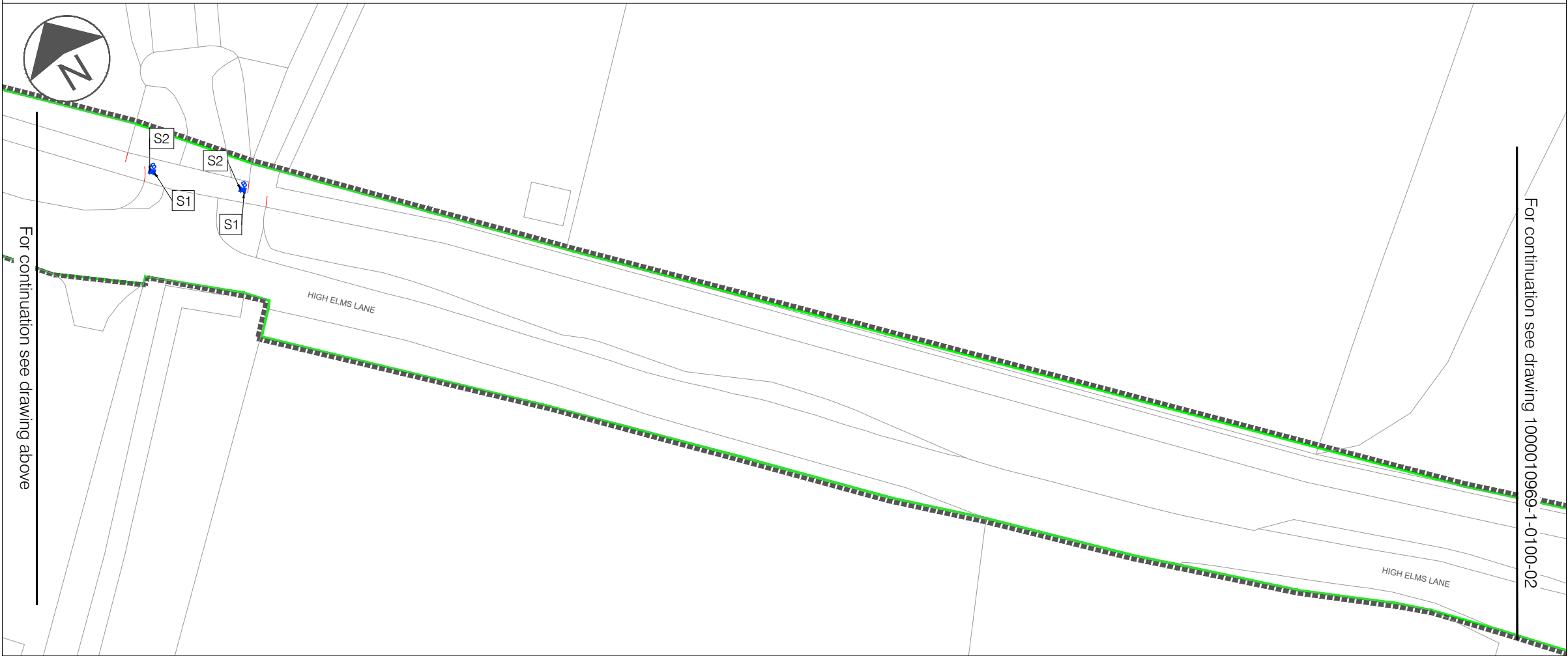
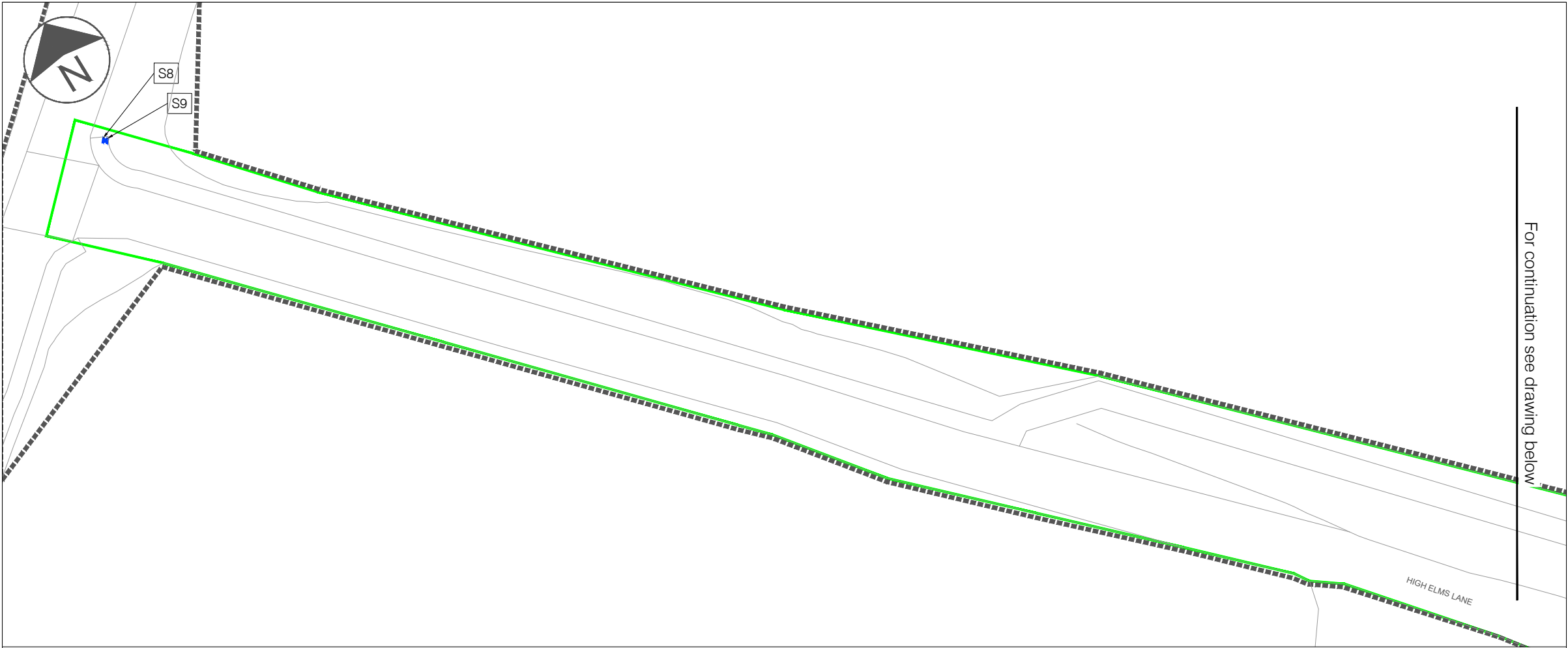
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Scale at A3	1:1000
Print Date	09-Jul-2026
Map Tile	Z18
Revision	
Status	PROPOSED







LEGEND

EXISTING FEATURE

EXISTING FEATURE (REMOVAL)

EXISTING VERGE

●

L

EXISTING LAMP COLUMN

●

BT

EXISTING BT POLE

●

B

EXISTING BOLLARDEXISTING PEDESTRIAN GUARDRAILEXISTING GULLYPROPOSED ROAD MARKINGS (WHITE)PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)PROPOSED LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD) - GRASSCRETE)PROPOSED LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD)PROPOSED KERB (AS PER STANDARD DETAIL HST/1100/002)PROPOSED SHARED USE FOOTWAYPROPOSED VERGE (RESTORATION OF GRASS)PROPOSED HARDSTANDINGPROPOSED GULLYPROPOSED TACTILE PAVING (BUFF) (AS PER STANDARD DETAIL HST/1100/027)PROPOSED BOULDER (APPROX 600MM (L)/ 500MM (W))PROPOSED BOLLARD WITH SIGN FACE (GLENWOOD 170 BOLLARD)PROPOSED BOLLARD WITHOUT SIGN FACEPROPOSED POST & SIGN - LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD) (AS PER DETAIL HST/1200/002)PROPOSED POST AND SIGN (AS PER DETAIL HST/1200/002)HIGHWAY BOUNDARYSCHEME EXTENTS

NOTES

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2. All dimensions are in metres unless otherwise specified.

3. All proposed posts/ bollards/ boulders to be installed with a 0.5m clearance to the carriageway edge.

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5. All in-line tactile paving crossing points to have a minimum of 3 modules.

6. Drawing to be read in conjunction with the standard details appended to this document.

7. All proposed kerb heights to be matched to existing kerb heights.

2	JULY 2026	MINOR REVISION	MO	JC	JC
1	JULY 2026	MINOR REVISION	MO	JC	JC
0	JUNE 2026	ORIGINAL ISSUE	JR	JC	JC
Rev	Date	Description	Drn	Chk	App
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PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client

THREE RIVERS DISTRICT COUNCIL

Project

HIGH ELMS LANE UPDATE
THREE RIVERS DISTRICT

Drawing Title

GENERAL ARRANGEMENT
SHEET 01 OF 05

Drawing Status

FOR APPROVAL

Drawn

JR

Designed

JR

Date

JUNE 2026

Scale

1:500

Size

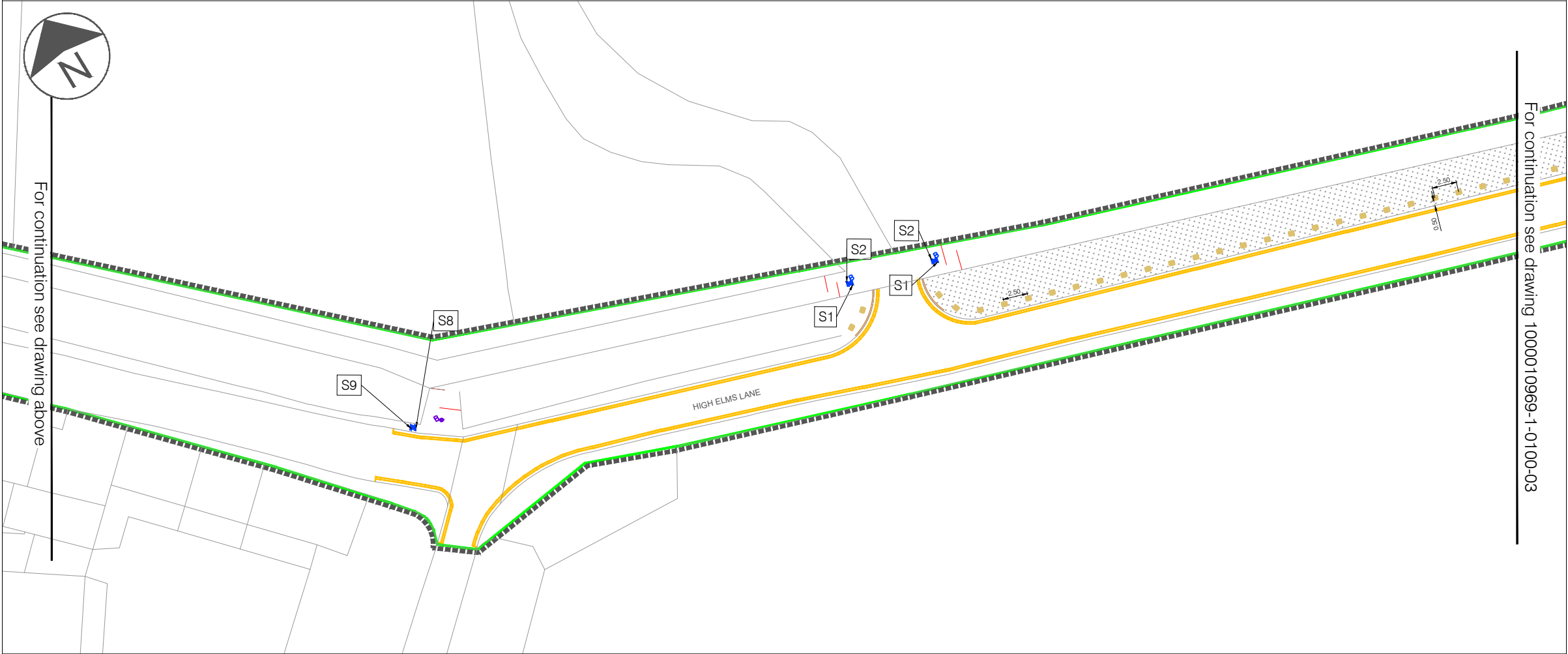
A3

Drawing No.

1000010969-2-0100--01

Rev

2



LEGEND

- EXISTING FEATURE
- EXISTING FEATURE (REMOVAL)
- EXISTING VERGE
- EXISTING LAMP COLUMN
- EXISTING BT POLE
- EXISTING BOLLARD
- EXISTING PEDESTRIAN GUARDRAIL
- EXISTING GULLY
- PROPOSED ROAD MARKINGS (WHITE)
- PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
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- PROPOSED VERGE (RESTORATION OF GRASS)
- PROPOSED HARDSTANDING
- PROPOSED GULLY
- PROPOSED TACTILE PAVING (BUFF) (AS PER STANDARD DETAIL HST/1100/027)
- PROPOSED BOULDER (APPROX 600MM (L)/ 500MM (W))
- PROPOSED BOLLARD WITH SIGN FACE (GLENWOOD 170 BOLLARD)
- PROPOSED BOLLARD WITHOUT SIGN FACE
- PROPOSED POST & SIGN - LIMITED WAITING PARKING BAYS (NO CHARGE (MON-FRI 8AM-9:30AM 2:30PM-4:30PM TERM TIME ONLY 10 MINUTES MAX STAY, 10 MINUTES NO RETURN PERIOD) (AS PER DETAIL HST/1200/002)
- PROPOSED POST AND SIGN (AS PER DETAIL HST/1200/002)
- HIGHWAY BOUNDARY
- SCHEME EXTENTS

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Rev	Date	Description	Drn	Chk	App	
2	JULY 2026	MINOR REVISION		MO	JC	JC
1	JULY 2026	MINOR REVISION		MO	JC	JC
0	JUNE 2026	ORIGINAL ISSUE		JR	JC	JC

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PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client

THREE RIVERS DISTRICT COUNCIL

Project

HIGH ELMS LANE UPDATE
THREE RIVERS DISTRICT

Drawing Title

GENERAL ARRANGEMENT
SHEET 02 OF 05

Drawing Status

FOR APPROVAL

Drawn	Designed	Date	Scale	Size
JR	JR	JUNE 2026	1:500	A3

Drawing No.	Rev
1000010969-2-0100--02	2



LEGEND

- EXISTING FEATURE
- EXISTING FEATURE (REMOVAL)
- EXISTING VERGE
- EXISTING LAMP COLUMN
- EXISTING BT POLE
- EXISTING BOLLARD
- EXISTING PEDESTRIAN GUARDRAIL
- EXISTING GULLY
- PROPOSED ROAD MARKINGS (WHITE)
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- PROPOSED HARDSTANDING
- PROPOSED GULLY
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Rev	Date	Description	Drn	Chk	App	
2	JULY 2026	MINOR REVISION		MO	JC	JC
1	JULY 2026	MINOR REVISION		MO	JC	JC
0	JUNE 2026	ORIGINAL ISSUE		JR	JC	JC

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PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client

THREE RIVERS DISTRICT COUNCIL

Project

HIGH ELMS LANE UPDATE
THREE RIVERS DISTRICT

Drawing Title

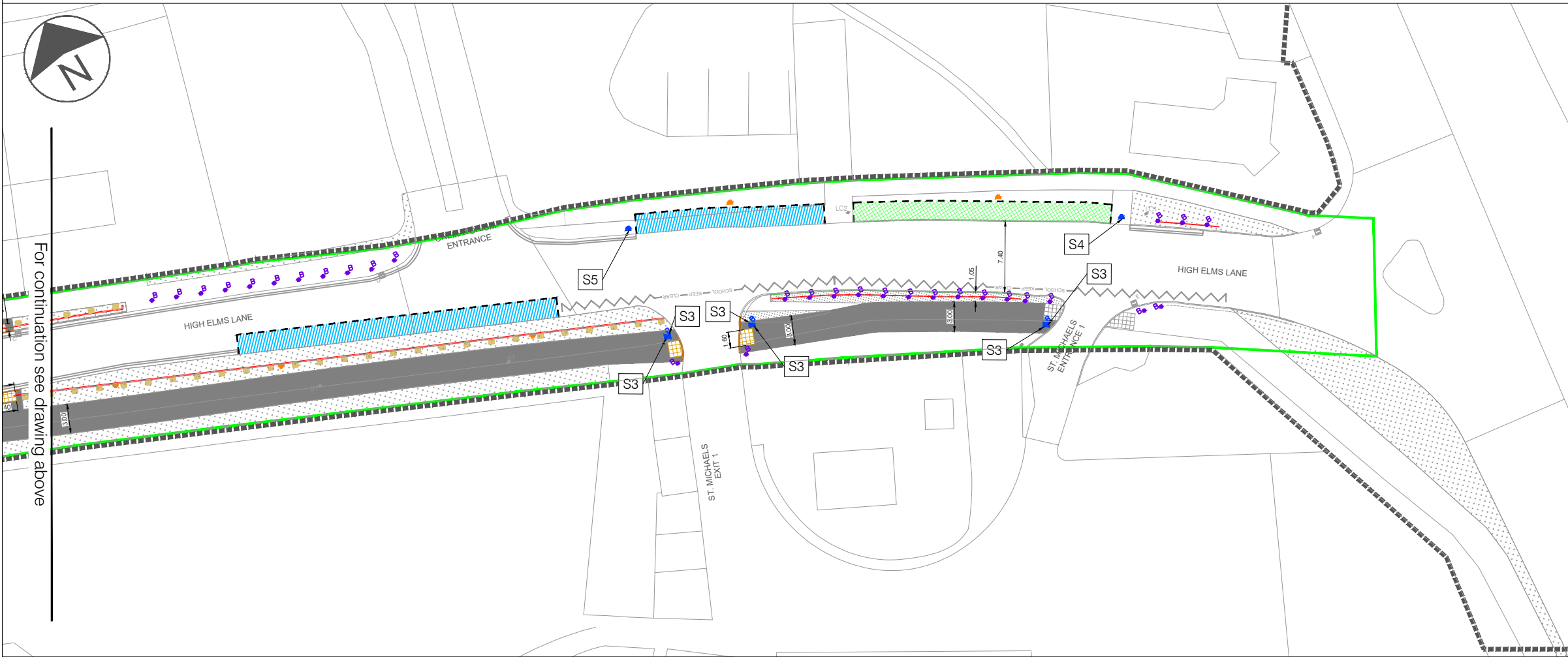
GENERAL ARRANGEMENT
SHEET 03 OF 05

Drawing Status

FOR APPROVAL

Drawn	Designed	Date	Scale	Size
JR	JR	JUNE 2026	1:500	A3

Drawing No.	Rev
1000010969-2-0100--03	2



LEGEND

- EXISTING FEATURE
- EXISTING FEATURE (REMOVAL)
- EXISTING VERGE
- EXISTING LAMP COLUMN
- EXISTING BT POLE
- EXISTING BOLLARD
- EXISTING PEDESTRIAN GUARDRAIL
- EXISTING GULLY
- PROPOSED ROAD MARKINGS (WHITE)
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2	JULY 2026	MINOR REVISION	MO	JC	JC
1	JULY 2026	MINOR REVISION	MO	JC	JC
0	JUNE 2026	ORIGINAL ISSUE	JR	JC	JC
Rev	Date	Description	Drn	Chk	App

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PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client					
Project	HIGH ELMS LANE UPDATE THREE RIVERS DISTRICT				
Drawing Title	GENERAL ARRANGEMENT SHEET 04 OF 05				
Drawing Status	FOR APPROVAL				
Drawn	Designed	Date	Scale	Size	
JR	JR	JUNE 2026	1:500	A3	
Drawing No.				Rev	
1000010969-2-0100--04				2	

INSET 1



S1



S2



S3



S4



S5



S6



S7



For 1/3
mile

S8



End

S9



S10

	ITEM	QUANTITY
	POST	*09
	POST - PARKING	*11
	BOLLARD AS TO STANDARD 11S055-S13-ISSUE-01 - WITH SIGN FACE	*16
	BOLLARD AS TO STANDARD 11S055-S13-ISSUE-01 - WITHOUT SIGN FACE	*59
*DRAWING BASED OFF ORDINANCE SURVEY THEREFORE QUANTITIES ARE APPROXIMATE AND LOCATIONS SHOULD BE VERIFIED ON SITE WITH ENGINEER PRIOR TO ORDERING.		

LEGEND

EXISTING FEATURE

EXISTING FEATURE (REMOVAL)

EXISTING VERGE

● LC

EXISTING LAMP COLUMN

● BT

EXISTING BT POLE

● B

EXISTING BOLLARD

EXISTING PEDESTRIAN GUARDRAIL

EXISTING GULLY

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PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

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— HIGHWAY BOUNDARY

— SCHEME EXTENTS

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1	JULY 2026	MINOR REVISION		MO	JC
0	JUNE 2026	ORIGINAL ISSUE		JR	JC
Rev	Date	Description		Drn	Chk
				App	

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PROJECT
CENTRE

www.marstonholdings.co.uk/projectcentre

Client



Project

HIGH ELMS LANE UPDATE
THREE RIVERS DISTRICT

Drawing Title

GENERAL ARRANGEMENT
SHEET 05 OF 05

Drawing Status

FOR APPROVAL

Drawn

Designed

Date

Scale

Size

JR

JR

JUNE 2026

1:500

A3

Drawing No.

Rev

1000010969-2-0100--05

2