

Parking Management Programme 2025-2027 Annual Update

13/01/2026

GENERAL PUBLIC SERVICES AND COMMUNITY COMMITTEE
13 January 2026

Parking Management Programme 2025-2027 – Annual Update
(DoF)

1 Summary

- 1.1 The District Council as the statutory Local Parking Authority (and as agent to the local Highway Authority, Hertfordshire County Council) manages the provision of on- and off-street parking in the Three Rivers District through the Parking Management Programme.
- 1.2 Three Rivers District Council has a specific role in creating parking schemes which help manage parking demand. Hertfordshire County Council is responsible for maintaining and managing public roads as the local Highway Authority and is responsible for parking schemes to address road danger and traffic flow.
- 1.3 This report reviews the progress of the current Parking Management Programme and proposes additions to the programme for the financial years 2026/27.

2 Recommendation

- 2.1 That:

- i) Members note the report and approve the proposed additions, as detailed in section 6 of this report, to the Parking Management Programme.
- ii) Officers continue to develop the Parking Management Programme as outlined in this report into financial year 2026/27 with a further full report being bought in early 2027 to determine the 2027-2029 Parking Management Programme.
- iii) Once the programme has been set it shall be adhered to as the current Parking Management Programme, with any significant additions being limited to exceptions to the prioritisation procedure requested by the Lead Member, to be delegated to the Director of Finance.
- iv) The programme will be progressed in line with all relevant current practice, policy and standards.
- v) Decisions on schemes, including the consideration of objections to Traffic Regulation Orders developed through this programme of works and to any items remaining from earlier programmes of works, be delegated to the Director of Finance in consultation with the Lead Member.

3 Background

3.1 Three Rivers District Council manages parking on for a local population of around 93,800¹, to improve parking for local people and businesses and for visitors. In support of its policy objectives, it provides:

- Over 700 bays in off-street car parks
- 17 permit parking zones (to make it easy for people to find parking near their address)
- Over 400 secure cycle parking places accessible to the public
- Provision of Electric vehicle charging points in off-street car parks

3.2 District Council currently works towards the following four policy objectives delivered by parking management schemes:

- Prioritise convenient parking for those who need it most, where they need it
- Promote safer, easier, non-obstructive parking provision while improving the local environment and meeting legal requirements
- Promote the needs of all road users, including more vulnerable road users (such as people walking and cycling)
- Promote the viability and vitality of local retail and business areas, with better access to local business for customers, visitors and employees

3.3 The programme is set as a two-year rolling programme with an annual update report. Once the programme has been set it is adhered to as the current Parking Management Programme, with any significant additions being limited to exceptions to the prioritisation procedure requested by the Lead Member, to be delegated to the Director of Finance.

3.4 This is an interim report proposing additions to the ongoing programme set to be reviewed in 2027. The current programme includes several schemes of which the progress has been detailed in this report.

3.5 Wider schemes considering review of current charging and permits, for example, are part of a separate programme and are brought as separate reports to the General Public Services and Community Engagement committee.

3.6 Through the delegation of the parking enforcement function to Hertsmere BC, access to a Traffic Engineer is provided for 2 days a week, with flexibility dependent on current demand. The Traffic Engineer is based at Hertsmere BC offices but attends meetings and site visits in Three Rivers when required, to work with the Transport & Parking team at TRDC in designing and implementing parking schemes.

3.7 External traffic engineering consultations are utilised within the Parking Management Programme as required based on capacity and the complexity of the schemes.

4 Completed Work Programme

4.1 Several schemes have concluded since the last committee report in January 2025, these have been summarised below:

¹ ONS 2021 Census Data

- 4.1.1 Harefield Road – this parking scheme was implemented with new restrictions now in effect.
- 4.1.2 High Elms Lane – this parking scheme was implemented with new restrictions now in effect. Further work to improve physical measures on the road are included within the current programme.
- 4.1.3 Primrose Hill area – this parking scheme was implemented with new restrictions now in effect.
- 4.1.4 Ferry Car Park – this parking scheme was implemented with new restrictions now in effect.
- 4.1.5 On-street Traffic Regulation Order – this work was completed, and the order came into effect, this does not change parking restrictions.
- 4.1.6 Off-Street Consolidation Traffic Regulation Order Update - this work was completed, and the updated order came into effect, this does not change parking restrictions.

5 Current Parking Management Programme (2025-2027) and wider Work Programme

- 5.1 The current Parking Management Programme includes various projects including eight projects aimed at introducing new or amended Traffic Regulation Orders. This does not include projects which have been recently completed or other schemes completed since the last report. The parking schemes currently in progress include:
 - 5.1.1 Chorleywood parking scheme – the statutory Notice of Proposal consultation has been conducted, and the recommendation report is being finalised.
 - 5.1.2 Gosforth Lane parking scheme – the statutory Notice of Proposal consultation has been conducted. Further work is being carried out prior to making a final decision on the implementation of this scheme.
 - 5.1.3 Langleybury Lane parking scheme (on-hold) – this scheme is on-hold due to development in the area.
 - 5.1.4 Parsonage Close parking scheme (on-hold) – this scheme is on-hold due to development in the area.
 - 5.1.5 School Mead parking scheme – the statutory Notice of Proposal consultation has been conducted, and the recommendation report is being finalised.
 - 5.1.6 Various Schemes (including Silk Mill Road petition) – Traffic Engineers have undertaken initial review. An informal consultation on Silk Mill Road is to be conducted first and the results to be reviewed.
 - 5.1.7 Review of restrictions on Garden Road and Breakspear Road, Abbots Langley - officers have reviewed and the recommendation report is being finalised.
 - 5.1.8 Review of the Controlled Parking Zones and council car parks in Rickmansworth – Traffic Engineers are reviewing the area and existing parking requests.
 - 5.1.9 Review of restrictions in Community Way car park, Croxley Green – this scheme was put on hold until the Ferry car park scheme concluded. Officers have begun

discussions on developing this scheme with local Councillors and the Parish Council.

- 5.1.10 Review of Rickmansworth West (Moneyhill Parade) parking scheme – the initial consultation was completed in December which will be reviewed before agreeing the next steps.
- 5.1.11 Review and amend the On-Street Traffic Regulation Order. This will include the digitisation of all schemes from 2019-25. Recent schemes have been mapped, and this work is now being validated.
- 5.2 There are several parallel schemes being completed alongside the Parking Management Programme including:
 - 5.2.1 Investigate and draft a Three Rivers District Council Parking Management Policy. This is being drafted for presenting to committee in 2026.
 - 5.2.2 Investigate, procure and implement an app-based parking payment solution in both on-street and off-street locations – this will be rolled out to a trial carpark initially before rolling out to other car parks and on-street parking locations.
 - 5.2.3 Investigate and reprocure mapping software for the Consolidation Traffic Regulation Orders – discussions are taking place with Hertfordshire County Council about procuring a county wide map-based system.

6 Proposed Additions to the Programme

- 6.1 The recommendations of this programme update report include the proposed addition of 4 new schemes as detailed below. The programme will continue to develop the schemes already in progress as detailed in section 5.
 - 6.1.1 Reviewing the recently completed parking scheme on High Elms Lane, Garston. This was a scheme in development for a long period of time and physical highway improvements are planned for 2026. A further review of the parking will ensure that the parking controls are having the right effect.
 - 6.1.2 Monitor the usage data for Ferry Car Park including business permit uptake and data from the ‘pay by plate’ system to see the utilisation of short and long stay bays for any future changes to the car park.
 - 6.1.3 Investigate and implement where supported changes to parking restrictions in Popes Road, Abbots Langley. This is particularly in relation to extending Double Yellow Lines on the Western side near the junction with Greenways. This has been added to replace a road which has been assessed and not progressed under the current various schemes project.
 - 6.1.4 Investigate and implement where supported changes to parking restrictions in Hazelbury Avenue, Abbots Langley. This is particularly in relation to Double Yellow Lines on junctions, sometimes known as ‘junction protection’. This has been added to replace a road which has been assessed and not progressed under the current various schemes project.

7 Options and Reasons for Recommendations

- 7.1 The updated programme will enable the effective control and progression of the Parking Management Programme, through which the District Council delivers new parking control schemes acting as agent to Hertfordshire County Council, the local Highway Authority. The wider work programme covers a

wide range of projects and goes beyond the work directly related to the introduction of new parking schemes.

- 7.2 The Parking Management Programme is set from requests that are received from the public and other agencies. Every request is assessed against a set of criteria agreed by a previous committee (on the 18 November 2014), which sets the procedure for prioritising new parking schemes. The criteria are applied where relevant. Due to the current criteria high-priority schemes tend to address petition requests, which demonstrate greater public interest in an investigation into parking controls for a specific street. The next Parking Management Programme report will consider the Programme for 2027-2029.
- 7.3 Officers acknowledge the major regeneration scheme in South Oxhey is complete. A parking assessment of the area is being conducted in 2026 which will inform future parking schemes here.
- 7.4 The recommendations of this programme update report include the proposed addition of 4 new schemes as detailed in section 6.

8 Policy/Budget Reference and Implications

- 8.1 The recommendations in this report relate to the Council's agreed policy. The District Council operates as Local Parking Authority in a context of local and national policy and sets its policies with regard to those published by Hertfordshire County Council (primarily the Local Transport Plan 4 and its child document, Highways Place and Movement Planning and Design Guide 2024). It also considers relevant policies including the Local Plan and the Corporate Plan.

9 Financial Implications

- 9.1 The Parking Management Programme is managed within the Controlled Parking and Decriminalised Parking Enforcement budgets and the programme will be managed within the agreed allocation.

10 Public Health, Customer Services Centre, Communications & Website, and Health & Safety Implications

- 10.1 None specific.

11 Legal Implications

- 11.1 All schemes will be progressed in line with the District Council's powers under its relevant Agency Agreement with Hertfordshire County Council. In some cases, where any physical changes to the layout of highway are proposed, it may be necessary for the District Council to enter into a Section 278 Agreement with the County Council, to enable works on the highway to proceed.
- 11.2 Three Rivers District Council is the Local Parking Authority for the District, designated by the Traffic Management Act 2004 (and associated legislation). It is responsible for enforcing and introducing controlled parking zones and other measures, acting under agency from the Local Highway Authority, Hertfordshire County Council. It is directly answerable to the Government for the way it manages parking finances.

12 Equal Opportunities Implications

12.1 Relevance Test

Has a relevance test been completed for Equality Impact?	No – there is no change to service provision
Did the relevance test conclude a full impact assessment was required?	No – matter will be reviewed through on-going consultation.

13 Staffing Implications

13.1 The Parking Management Programme sets out the core annual work of the Transport & Parking team, supported by the retained Hertsmere Borough Council Traffic Engineer and external consultants, overseen by the Head of Regulatory Services.

14 Environmental Implications

14.1 Permit parking schemes help to improve local environments by controlling and managing the impact of on-street parking, by improving access and safety for people walking and cycling and by promoting responsible driving.

14.2 The impact of schemes on the local built environment and street scheme will be considered as part of individual schemes, but the design and use of any proposed parking control measures are controlled by legislation and Government guidance as well as by local policy set out in the Hertfordshire County Council policy documents forming part of the Local Transport Plan 4 and specifically in the local design guide, Highways Place and Movement Planning and Design Guide (2024).

15 Community Safety Implications

15.1 All schemes are designed to take account of safety implications. Where appropriate the police are consulted and safety audits are, where necessary, carried out as part of the scheme design.

16 Customer Services Centre Implications

16.1 Parking consultation is particularly likely to attract high levels of contact. Where required, the Customer Services Manager will be briefed as appropriate.

17 Communications and Website Implications

17.1 Information about individual schemes, and the Council's general approach to parking schemes, is published online at <https://www.threerivers.gov.uk/services/parking>

18 Risk and Health & Safety Implications

18.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

18.2 The subject of this report is covered by the Regulatory Services plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this plan.

Nature of Risk	Consequence	Suggested Control Measures	Response (tolerate, treat, terminate, transfer)	Risk Rating (combination of likelihood and impact)
The programme may not be completed in full, due to the consultative and iterative nature of the legal process for introducing parking restrictions, and limited resources.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3
Failure to agree programme would leave the Council unable to provide an adequate level of service in addressing parking management issues within the district.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3

18.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely Likelihood ↓ Remote	Low 4	High 8	Very High 12	Very High 16
	Low 3	Medium 6	High 9	Very High 12
Low 2	Low 4	Medium 6	High 8	
Low 1	Low 2	Low 3	Low 4	
Impact			Unacceptable	
Low			Unacceptable	

Impact Score	Likelihood Score
4 (Catastrophic)	4 (Very Likely ($\geq 80\%$))
3 (Critical)	3 (Likely (21-79%))
2 (Significant)	2 (Unlikely (6-20%))
1 (Marginal)	1 (Remote ($\leq 5\%$))

18.4 In the officers' opinion none of the risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

Data Quality

Data checked by:

Tom Rankin

Data rating:

1	Poor	
2	Sufficient	X
3	High	

Background Papers

APPENDICES / ATTACHMENTS

Appendix A – Parking Management Scoring System

