

Committee Report

Parking Management Programme

08/09/2026

GENERAL PUBLIC SERVICES AND COMMUNITY COMMITTEE
8 September 2026

Parking Management Programme 2025-2027 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.
- 1.4 The programme has been proposed in line with available staff resources within the council's Transport and Parking Team to ensure that schemes added to the programme are adequately progressed. These additional schemes have been considered following a round of successful recruitment to the Transport and Parking Team which will build the required capacity.
- 1.5 **The Parking Management Programme including existing and proposed additions can be viewed in full at Appendix 1.**

2 Recommendation

- 2.1 That:
 - i) Members note the report and approve the proposed additions, as detailed in section 7 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 brought 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 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
 - Permit parking (to make it easy for people to find parking near their address)
 - Over 400 cycle parking places accessible to the public
 - Provision of Electric vehicle charging points in off-street car parks
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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 2026, these have been summarised below:
- 4.1.1 Chorleywood Area – this parking scheme was implemented with new restrictions now in effect.
- 4.1.2 On-Street Consolidation Traffic Regulation Order Update (Stage 2) - this work was completed, and the updated order came into effect, this does not change parking restrictions.
- 4.1.3 Gosforth Lane – this parking scheme was implemented with new restrictions now in effect.
- 4.1.4 School Mead – this parking scheme was implemented with new restrictions now in effect.

¹ ONS 2021 Census Data

- 4.1.5 Review of restrictions on Garden Road and Breakspeare Road, Abbots Langley – the petition and related restrictions were reviewed, and a report was presented to the petitioner with no further changes being taken forward in the area.

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. The parking schemes currently in progress include:
 - 5.1.1 Langleybury Lane parking scheme (on-hold) – this scheme is on-hold due to development in the area.
 - 5.1.2 Parsonage Close parking scheme (on-hold) – this scheme is on-hold due to development in the area.
 - 5.1.3 Various Schemes – An informal consultation was held with support shown. Formal consultation now being drafted.
 - 5.1.4 Silk Mill Road - An informal consultation was held indicating support for permit restrictions with a planned detailed design consultation being drafted.
 - 5.1.5 Review of the on-street restrictions and council car parks in Rickmansworth – feedback from Councillors is being reviewed.
 - 5.1.6 Review of restrictions in Community Way car park, Croxley Green – surveys were carried out and this information is being reviewed.
 - 5.1.7 Review of Rickmansworth West (Moneyhill Parade) parking scheme – the initial consultation was completed. An updated plan has been drafted and is being reviewed before a further public consultation.
 - 5.1.8 Review of High Elms Lane, Garston. An informal consultation and formal consultation have been carried out with implementation in September.
- 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 presented to committee in September 2026.
 - 5.2.2 Investigate, procure and implement an app-based parking payment solution in both on-street and off-street locations – this has been 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 Additions to the Programme Since the last report

- 6.1 The recommendation within these programme setting reports allows the relevant Lead Member to add schemes to the programme in incidences where they consider that they should be started before the best programme setting report. The current Lead Member, Councillor Paul Rainbow, has added two schemes to the Parking Management Programme which are detailed below:

- 6.1.1 Bedmond Area Review – this is expected to be a review of all parking issues in the small settlement of Bedmond. The council has received requests for restrictions in Bedmond and a petition.
- 6.1.2 Kindersley Way – this is expected to be a review of all parking issues on Kindersley Way and adjacent roads in Abbots Langley. The council has received requests for restrictions and two petitions.

7 Proposed Additions to the Programme

- 7.1 The recommendations of this programme update report include the proposed addition of two new schemes as detailed below. The programme will continue to develop the schemes already in progress as detailed in sections 5 and 6.
- 7.1.1 A new 'various' schemes looking to introduce Double Yellow Line and other parking restrictions in small sections across the district. The current areas in consideration are:

Road	Ward	Explanation of initial proposal
The Woods	Moor Park and Eastbury	A section of Double Yellow Lines to keep a private access clear.
North Hill	Chorleywood North and Sarratt	Upgrading the existing Single Yellow Line to Double Yellow Lines on the Southwest side of the North Hill access road to prevent the restrictions becoming unenforceable by overgrown foliage.
Ashleys	Penn and Mill End	Double Yellow Lines to prevent access issues including refuse vehicles.
Dairy Way, Bedmond Road	Abbots Langley and Bedmond	Double Yellow Lines on Dairy Way and on parts of Bedmond Road to deter Abbots Langley School parking.
Mallard Road	Leavesden	Double Yellow Lines in the proximity to the mini roundabout to deter parking considered unsafe.
Cunningham Way	Leavesden	Double Yellow Lines around the junction with Aerodrome Way to deter parking considered unsafe.
Watford Road	Dickinsons	Removal of a parking bay on the footway following the installation of a dropped kerb access to the two adjacent properties (270 and 272).
Old Mill Road	Gade Valley	Double Yellow Lines in the proximity of the chicane to provide safe passing places. This is in response to a petition.
St Andrews Way	South Oxhey	Converting the four bays which are currently loading only to limited waiting bays for visitors to the area.

- 7.1.2 A review of Chorleywood Bottom, Chorleywood parking arrangements following the implementation of new parking controls in 2026. This will be progressed approximately 6 months after the scheme was implemented to allow time for the new restrictions to become imbedded.

8 Options and Reasons for Recommendations

- 8.1 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.
- 8.2 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.
- 8.3 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 and we expect this to be recommended for the programme in January 2027.
- 8.4 The recommendations of this programme update report include the proposed addition of two new schemes as detailed in section 7.

9 Policy/Budget Reference and Implications

- 9.1 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.

10 Financial Implications

- 10.1 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.

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

- 11.1 None specific.

12 Legal Implications

- 12.1 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.
- 12.2 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.

13 Equal Opportunities Implications

13.1 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.

14 Staffing Implications

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

15 Environmental Implications

- 15.1 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.
- 15.2 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).

16 Community Safety Implications

- 16.1 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.

17 Customer Services Centre Implications

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

18 Communications and Website Implications

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

19 Risk and Health & Safety Implications

- 19.1 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.

- 19.2 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

- 19.3 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 	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 Score

4 (Catastrophic)
3 (Critical)
2 (Significant)
1 (Marginal)

Likelihood Score

4 (Very Likely (≥80%))
3 (Likely (21-79%))
2 (Unlikely (6-20%))
1 (Remote (≤5%))

- 19.4 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	

Appendices

1. Appendix 1 – Proposed Programme
2. Appendix 2 – Scoring System

