

GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT COMMITTEE

DELEGATED REPORT: PROPOSED TRAFFIC REGULATION ORDER (TRO)

25-1 THE FERRY CAR PARK, CHORLEYWOOD, THREE RIVERS DISTRICT

OCTOBER 2025

1 Summary

- 1.1 This report details the proposed changes to The Ferry Car Park, Chorleywood. It will also outline the process to date, the statutory consultation (Notice of Proposal), summarise the feedback received during this consultation and outlines recommendations for how to proceed.
- 1.2 Three Rivers District Council, acting under agency from Hertfordshire County Council and in its own right as statutory Local Parking Authority, gave notice of proposals to change parking restrictions in The Ferry car park, Chorleywood.
- 1.3 It is proposed to make changes to the off-street parking places and charging hours under section 32 and 35 of the Road Traffic Regulation Act 1984.
- 1.4 The current scheme is designed to be an amendment to the existing Traffic Regulation Order (TRO) known as THE THREE RIVERS DISTRICT COUNCIL (OFF-STREET PARKING PLACES) (NO. 1) ORDER 2024.
- 1.5 The general effect of the order would be to introduce new short stay, long stay and business permit restrictions and the implementation of 'pay by plate' controls in The Ferry Carpark, Chorleywood. Currently the carpark is regulated by 4-hour maximum stay limits and permit holder parking. The car park currently has 25 standard bays, 7 Electric Vehicle bays and 1 disabled persons bay on the lower level. On the upper level there are 35 bays.
- 1.6 Currently maximum stay limits require multiple visits from a Civil Enforcement Officer to enforce.
- 1.7 The council has an existing business permit scheme with eight 12-month business permit holders and eleven 6-month business permit holders. A business permit currently costs £257 for 12 months or £129 for 6 months. All businesses in Lower Road, Shire Lane and Main Parade can buy permits and there is no limit per business currently.
- 1.8 This proposed scheme was developed by the Regulatory Services team with contracted support from Hertsmere Borough Council who have provided the engineering function.
- 1.9 This project was requested by Councillors following the displacement parking around Chorleywood thought to be caused by changes to the TfL managed station car park.
- 1.10 The Ferry car park also hosts three charging points funded by the On-Street Residential Charging Scheme (ORCS). To be compliant with the requirements of this funding allocation, the car park must meet essential criteria. The criteria relating to parking restrictions are:
 - 1.10.1 Each charge point must have its own dedicated EV bay enforced by a Traffic Regulation Order.
 - 1.10.2 Residents must be able to access the car parks for free overnight, between 6pm and 8am.
 - 1.10.3 Where a 'maximum stay' time is set for EV bays during daytime hours in a car park, this must be at least four hours to ensure residents have access to a substantial charge.
 - 1.10.4 The local authority must commit to keeping usage under review and consider restricting access to only local residents if residents are struggling to access the charge points.

2 Informal Councillor Consultation

- 2.1 Informal consultation took place on 10 January 2025 with Chorleywood Parish Council to discuss changes to parking restrictions in The Ferry car park. In attendance was Councillor Debbie Rosario,

Councillor Jon Bishop and Tom Rankin – Transport Officer, Three Rivers District Council. The Parish Council showed support for a proposal including:

- 2.1.1 Using the top level for long stay visitors at the current long stay fee of £4 in line with other car parks as well as offering business permits to all businesses down to Shire Lane. Promoting the business permits is important to reduce the pressure on high street parking and enable affordable parking options to businesses.
- 2.1.2 Using the bottom level for the EV charging points and short stay bays providing 1hr free and charging for up to a 4 hr stay.
- 2.2 Informal consultation then took place with District Councillors from Chorleywood North and Sarratt and Chorleywood South and Maple Cross wards on 7 February 2025. In attendance was Councillor Hearn, Councillor Price, Councillor Cooper, Councillor Khirya, Kimberley Rowley – Head of Regulatory Services and Tom Rankin – Transport Officer. The discussion is summarised below:
 - 2.2.1 Ward Councillors in attendance agreed with the proposals developed with the Parish Council in principle to proceed to public consultation.
 - 2.2.2 Officers noted that utilisation surveys on the car park haven't been conducted and could cost a lot and delay the project. Data from Civil Enforcement Officer visits could be gathered but would not be a complete picture. Councillors felt that the current utilisation fluctuated between 33% to 60% occupancy.
 - 2.2.3 Councillors raised concern that shared long stay bays would be taken up by commuters preventing use by permit holders. It was proposed to keep as shared bays and monitor the uptake of business permits with the utilisation of long stay bays. Councillors expressed concerns about the price of business permits being too expensive.
 - 2.2.4 Councillors expressed a desire to have a 2-hour free period to align with the high street parking. Officers noted that this may delay implementation due to the variance with other parking area charges.
- 2.3 The 'Notice of Proposal' documents were drafted based on the proposals developed with Councillors. These were shared via email to the Parish Council and Ward Councillors. Councillor Cooper, Councillor Hearn, Councillor Rosario (on behalf of Chorleywood Parish Council), Councillor Price and Councillor Reed confirmed their support for the proposals.

3 Proposals

- 3.1 The introduction of changes and charges to The Ferry Car Park is designed to provide a more flexible use of the off-street parking places for residents, businesses and visitors whilst maintaining the turnover of spaces throughout the day.
- 3.2 The proposal includes the implementation of parking controls using a 'pay by plate' registration system. This is common across car parks in Rickmansworth and other parking areas within Three Rivers district. The benefit of this system is that Civil Enforcement Officers do not need to visit the car park multiple times to enforce overstay limits. It also provides the council with data on how the car parks are being used to better evaluate the use of our parking areas in the future.
- 3.3 The new short stay bay restrictions proposed will cover approximately 24 bays on the lower level and will allow up to 4 hours of parking. This is aimed at serving visitors to local amenities on Lower Road, Shire Lane and Main Parade, Chorleywood. One-hour free parking is provided after which parking charges will apply.
- 3.4 The new long stay bay restrictions proposed will cover approximately 11 bays in the lower level (including 7 EV bays and 1 disabled bay) and 35 bays on the upper level and will allow for up to 24 hours of parking. This is aimed at serving local workers on Lower Road, Shire Lane and Main Parade, Chorleywood as well as those using Chorleywood train station. Whilst in some car parks, 'long stay' bays can only be occupied with a £4 all-day rate, it is proposed that in The Ferry, shorter periods are also accepted including the free period. This to provide greater flexibility for visitors to

local amenities to use a long stay bay for a quick visit. The bays can also be used for business permit holders under the existing business permit scheme.

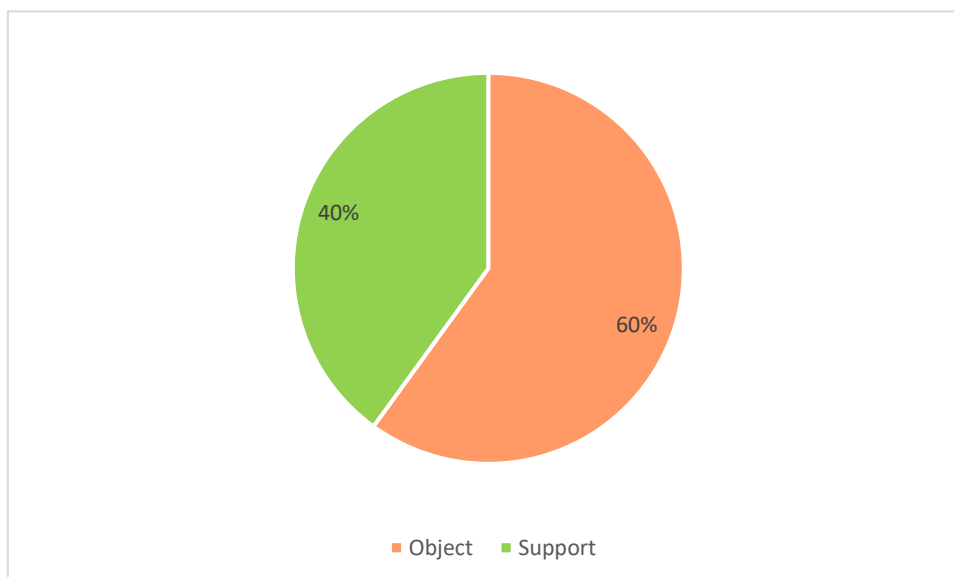
- 3.5 This scheme has not considered or proposed any changes to the current business permit arrangement other than their parking bays will be shared use with long stay 'pay by plate' visitors.
- 3.6 The proposal includes parking charges after a one-hour complimentary parking period. Short term parking management helps encourage parking churn and the charges also help the council fund the management of parking in the district and encourages alternative forms of transport including walking, cycling and public transport.
- 3.7 The parking charges proposed align with other 'pay by plate' parking areas in Three Rivers district. The charging regime is considered fair and proportionate with the council aiming to deliver competitive pricing locally for parking.
- 3.8 Electric Vehicle Charging Infrastructure (EVCI) has recently been installed in The Ferry Car Park. Bay adjacent to the EVCI are reserved for vehicles utilising the charging points only in line with the requirements of the ORCS grant. This is enforceable under the current Traffic Regulation Order which includes the following condition:
- 3.8.1 "no vehicle shall be left in an electric vehicle charging point parking bay unless it is an electric vehicle and connected and charging via a charging lead to an electric vehicle charging point placed in or in the vicinity of that electric vehicle charging point parking bay"
- 3.9 The details of the proposed changes and charges for The Ferry Car Park are summarised below:

Short stay parking bays	Monday to Saturday 8.30am to 6.30pm	4 hours maximum stay, no return within 1 hour	(i) up to and including 1 hour – free of charge (ii) over 1 hour and up to and including 2 hours - £1.00 (iii) over 2 hours and up to and including 3 hours - £2.50 (iv) over 3 hours and up to and including 4 hours - £4.00
Long stay parking bays	Monday to Saturday 8.30am to 6.30pm	24 hours maximum stay	(i) up to and including 1 hour – free of charge (ii) over 1 hour and up to and including 2 hours - £1.00 (iii) over 2 hours and up to and including 3 hours - £2.50 (iv) over 3 hours and up to and including 4 hours - £4.00 (v) up to and including 24 hours - £4.00
Business permit holders parking bays	Monday to Saturday 8.30am to 6.30pm	No maximum stay with a valid business permit	Business permits

4 Formal Public Consultation - Notice of Proposal

- 4.1 The public consultation (Notice of Proposal) process took place from 4 April 2025 to 25 April 2025. During this process, notices were erected within the car park, the Notice of Proposal made available on the council's website and published in the local newspaper, the Watford Observer.

- 4.2 Following the completion of the public consultation process, 18 objections were received and 12 responses in support, all from the public.



4.3 Objection key themes:

Theme	Response
Number of short-term spaces insufficient	Officers can review 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 within the 12-month review recommended in this report.
2 hours should be free for parking	<p>The charging regime was originally devised to be consistent with other parking areas operated by the council. As part of the recommendation, the free period has been extended to 2-hours.</p> <p>Parking charges are reviewed yearly as part of the fees and charges review separately to parking projects.</p>
Charging regime not good for local business	<p>The charging regime was originally devised to be consistent with other parking areas operated by the council. As part of the recommendation, the free period has been extended to 2-hours.</p> <p>A 2-hour parking session will now be available in any bay.</p> <p>Parking charges are reviewed yearly as part of the fees and charges review separately to parking projects.</p>
Not in favour of paying to park	<p>The charging regime was originally devised to be consistent with other parking areas operated by the council. As part of the recommendation, the free period has been extended to 2-hours.</p> <p>A 2-hour parking session will now be available in any bay.</p> <p>Parking charges are reviewed yearly as part of the fees and charges review separately to parking projects.</p>

This will stop people coming to Chorleywood	The parking scheme has been devised to increase utilisation of the carpark by providing additional flexibility including opportunities to park all day. Officers can review 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.
Charges should be higher for long-term users	Parking charges are reviewed yearly as part of the fees and charges review separately to parking projects.
This will bring about parking displacement	The parking scheme has been devised to increase utilisation of the carpark by providing additional flexibility. Officers can review cited displacement issues in the scheduled review if these come forward.
Better enforcement of the main road	Implementing 'pay by plate' controls will make the enforcement of The Ferry carpark quicker and easier. This could free enforcement capacity for other parking areas including Lower Road, Chorleywood.

4.4 Support key themes:

Theme	Response
2 hours should be free for parking	The charging regime was originally devised to be consistent with other parking areas operated by the council. As part of the recommendation, the free period has been extended to 2-hours.
Concerned longer stay bays will be taken up by commuters	Officers can review data from the 'pay by plate' system to see the utilisation of paid sessions in long stay bays to ensure that this is balanced with the need for business permit parking.
Stop dangerous parking opposite station car park	This is being progressed separately as part of the Chorleywood area parking scheme.
Allow resident permit holders in Lower Road Park here	Providing resident permit parking in an off-street carpark would reduce the capacity for visitors to Chorleywood.
Provides needed option for longer daily parking in Chorleywood	Noted.

5 Options/Reasons for Recommendation

- 5.1 Officers have considered the different options available for progressing The Ferry carpark scheme. Within the TRO process, it is possible:
- A. to set the objections aside and make the TRO and implement it without amendment;
 - B. to make the TRO and implement it, with minor reductions;
 - C. to draw up new proposals and having obtained the consent of Hertfordshire County Council and the Police undertake further public consultation before any TRO is made;
 - D. to withdraw the proposals ("do nothing").
- 5.2 If the TRO is implemented, officers recommend scheduling a 12-month review of 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. Officers have the flexibility to alter the mix of bays within the car park without requiring a change to the Traffic Regulation Order.
- 5.3 Officers recommend making and implementing the Traffic Regulation Order with minor reductions. Withdrawing the proposal will likely result in continued poor utilisation of a council asset which needs to be managed better to provide a flexible parking provision.

- 5.4 After consideration of the consultation with Councillors and the public detailed in this report, officers have detailed a reduced option for progressing the implementation of the TRO for Councillors to consider. To implement the TRO with minor reductions, is supported by officers to promote the utilisation of off-road parking for visitors to local amenities. It is understood from the consultation with Councillors and the public that The Ferry carpark is underutilised for short stay parking sessions. The local amenities are also served by on-street bays on New Parade, Main Parade, Lower Road, South Road and Berks Hill which are often full and offer free parking with a 2-hour max stay. The Ferry car park is less conveniently located on the Southern far end of the shopping parade and up a steep hill. Implementing a charging scheme which does not offer 2 hours free parking will likely result in additional pressure on busy on-street parking bays and locally unrestricted areas and further underutilisation of the off-street parking provision.
- 5.5 Officers would recommend adjusting the fees for short stay bays to provide 2-hours free parking with the amended parking charge regime shown below:
- (i) up to and including 2 hours – free of charge
 - (ii) over 2 hours and up to and including 3 hours - £2.50
 - (iii) over 3 hours and up to and including 4 hours - £4.00
 - (iv) up to and including 24 hours - £4.00 (in long stay bays)
- 5.6 Officers also recommend ceasing restrictions at 4:30pm instead of 6:30pm, this allows the use by residents and EV owners after 4:30pm and ensures compliance with the ORCS requirements outlined in section 1.10.
- 5.7 Officers acknowledge this recommendation is a deviation from a consistent tariff regime across the district. However, this approach may not provide the desired results in every area after accounting for variation in utilisation and parking pressures. Consideration must be given to benefits and disbenefits of a consistent tariff regime which may inadvertently cause additional parking problems with minimal financial benefit to the council.
- 5.8 The council currently operates several carparks which do not have charging regimes and would need equal consideration for a consistent tariff. These include:
- Abbots Langley 'Causeway House' car park
 - Croxley Green 'Community Way' car park (under review)
 - Rickmansworth Aquadrome
 - Leavesden Country Park
 - Barton Way Recreation Ground car park
 - Bury Lane car park
 - Henbury Way car park
 - Scotsbridge North car park
 - Scotsbridge South car park
 - King George V car park

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

- 6.1 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 on the 14 January 2025.

7 Recommendations

- 7.1 It is recommended that, as outlined in section 5, the TRO is made and implemented, with minor reductions including stopping restrictions at 4:30pm and providing 2 hours free parking.
- (i) up to and including 2 hours – free of charge
 - (ii) over 2 hours and up to and including 3 hours - £2.50
 - (iii) over 3 hours and up to and including 4 hours - £4.00
 - (iv) up to and including 24 hours - £4.00 (in long stay bays)
- 7.2 It is recommended that officers review the carpark after 12 months as outlined in section 5.2.

Report prepared by:

Tom Rankin, Sustainable Transport Officer

Transport & Parking Projects, Regulatory Services

Background Papers

Notice of Proposal documentation


APPENDICES / ATTACHMENTS

None

Decision delegated to Director of Finance

I hereby agree the recommendations as set out above:

Signed:



Date: 7/10/2025

Alison Scott, Director of Finance

in consultation with the Lead Member for General Public Services

Signed:



Date: 7/10/2025

Councillor Sarah Nemes, Lead Member for General Public Services