

GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT COMMITTEE

DELEGATED REPORT: PROPOSED TRAFFIC REGULATION ORDER (TRO)

THE THREE RIVERS DISTRICT COUNCIL

(ON-STREET PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (NO.2) ORDER 2025

(VARIOUS ROADS, CHORLEYWOOD) (VARIATION)

ORDER NO.7 2026

MARCH 2026

1 Summary

- 1.1 This report details the proposed changes to parking restrictions in the Chorleywood area of the Three Rivers District. It summarises the process undertaken to date, including the statutory consultation (Notice of Proposal), provides an overview of the feedback received, and outlines recommendations for how to proceed. This report provides an overview of the consultative process, for more information on individual consultations please see the appendix.
- 1.2 Three Rivers District Council, acting under agency from Hertfordshire County Council and in its own right as the statutory Local Parking Authority, gave notice of proposals to introduce new Permit Parking Areas and Waiting Restrictions on various roads in Chorleywood.
- 1.3 The proposed scheme has been developed in response to long-standing parking issues raised by residents, petitions, and local associations, particularly concerning commuter and obstructive parking.

2 Stage 1 – Initial Survey

- 2.1 In July 2021, 2191 properties across Chorleywood were consulted on their views regarding parking problems. 707 responses were received, representing an overall response rate of 32%. This is comparable to previous area-wide schemes. The consultation area was divided into four sub-areas with a modified survey issued to each area, tailored to the circumstances of that location, which were:
- Area 1 – Streets Outside Existing Permit Parking Zones (PPZs)
 - Area 2 – Streets Within Existing PPZs
 - Area 3 – Quickley Lane (consultation on informal design)
 - Area 4 – Chorleywood Bottom (consultation on informal design)
- 2.2 In light of the responses received, it was decided to proceed with investigating new Permit Parking and Waiting Restriction proposals at Grove Way, Grovewood Close, Haddon Road and Shire Lane within Area 1 as well as at Chorleywood Bottom (Area 4).
- 2.3 Following analysis of the consultation feedback from residents, it was decided that further investigation into additional parking restrictions in Area 2 and Area 3 would not be progressed, as they were not supported by a majority of respondents to the consultation. The exception would be minor zone timings and minor design changes within Area 2.

3 Stage 2a – Preliminary Design Consultation

- 3.1 Following the Stage 1 Initial Survey, preliminary design proposals were prepared for streets where sufficient support had been demonstrated. These designs reflected the preferred restriction types identified during Stage 1 and were issued for further consultation.

3.2 A total of 102 responses were received to the Stage 2a consultation. 49 respondents stated they would not support the introduction of parking restrictions on their road. 53 respondents supported the introduction of parking restrictions. Of those 53 supporters, 38 supported the published preliminary design proposals. The consultation results were analysed street-by-street and recommendations made accordingly.

3.3 It was agreed to progress to Detailed Design Consultation on Grovewood Close, Grove Way, Chorleywood Bottom and Haddon Road. It was agreed not to progress on Bullsland Gardens, Bullsland Lane and Greenbury Close. Shire Lane was to be limited to essential safety measures only.

4 Stage 2b – Detailed Design Consultation

4.1 Following Stage 2a, detailed design proposals were prepared for those streets recommended to progress. Residents and businesses affected by the proposals were consulted over a four-week period from 24 May 2024 to 21 June 2024. A letter & plan was posted directly which explained the proposals and the reasoning behind them. Consultees were able to respond via email or post.

4.2 199 addresses were consulted in total. Following the completion of the consultation process, a total of 54 responses were received. Of these responses, 18 were objecting to the proposals and 25 did not object but suggested various changes be made to the proposal plans. 9 respondents supported the proposals in their current form.

4.3 Some residents who responded to the consultation were not in support of the proposals put forward although this was a minority. 46.3% of the responses received were in objection to the proposals. However, there were no roads where a majority of residents objected to the proposals.

4.4 The Council considers it prudent that new permit parking and new waiting restrictions should be implemented. The Council also accepts the request to slightly reduce the length of the permit bay on Chorleywood Bottom and extend the No Waiting at Any Time restrictions from the Hubbard Road junction. This will prevent the narrowest section of the carriageway being blocked by parked vehicles.

4.5 Additionally, the extent of No Waiting at Any Time restrictions on Shire Lane and the Shire Lane service road should be scaled back to cover only the junctions. The No Waiting Monday-Friday 10am-11am (Single Yellow Line) restrictions should be extended to cover the access to Hurstleigh Retirement Homes. To not make these modifications to the proposals on Shire Lane would be in direct conflict with the interests of residents here.

5 Additional Common Gate Road and Clements Road Consultation

5.1 Following the completion of the Residents' Consultation in May-June 2024, further concerns were raised by local stakeholders regarding inappropriate parking on Common Gate Road and Clements Road. It is thought that this has been caused by Transport for London (TfL) increasing parking charges in Chorleywood Station car park, which has encouraged commuters to park their cars for free on Common Gate Road and Clements Road for a prolonged period, as they travel into London.

5.2 As this scheme includes parking proposals on various roads within Chorleywood, Three Rivers District Council proactively decided to propose new parking restrictions on Common Gate Road and Clements Road as part of the wider Chorleywood parking review to address these concerns. This prevents a separate TRO process having to be undertaken in the future, which would be more expensive for the Council and would take considerably more time for a scheme to come forward.

5.3 Residents and businesses directly affected by the proposals on Common Gate Road and Clements Road were consulted over a four-week period from 6 January to 27 January 2025. A letter & plan was posted directly which explained the proposals and the reasoning behind them, and notices were erected on site in the vicinity of the proposals. Consultees were able to respond via email or post.

5.4 75 responses were received. Of these, 54 respondents supported the proposals on Common Gate Road/Clements Road, and 21 objected to the proposals. 12 of the objectors did not want any parking restrictions in the vicinity of the common, and believed the proposals were an overreaction to a minor issue. 6 respondents objected to the restrictions on the basis that No Waiting at Any Time restrictions

would be unsightly and would spoil the appearance of the local area. 2 respondents requested that the proposals are expanded to cover the entirety of Common Gate Road. One respondent didn't expand on their objection to the proposals on Common Gate Road/Clements Road.

- 5.5 As a majority of support (72%) was garnered in favour of the proposals on Common Gate Road/Clements Road, it is recommended that these additional proposals are consulted on during the formal consultation (Notice of Proposal) stage of the Chorleywood parking TRO.

6 Stage 3 – Formal Public Consultation – Notice of Proposal

- 6.1 The formal public consultation (Notice of Proposal) process took place from 13 June 2025 to 4 July 2025. During this process public notices were erected, and the Notice of Proposal was made available on the council's website and published in the local newspaper, the Watford Observer.
- 6.2 205 responses were received. 96 responses were in support the scheme, 103 responses were objections and 6 were neither supporting nor objecting.
- 6.3 Consideration has been given to the receipt of 103 objections arising from the formal Notice of Proposal consultation. It can be concluded that whilst many residents object to the proposals, there is an almost equal split of support and objection amongst respondents. 9 of the objectors wished for the restrictions on Common Gate Road to be extended further, which suggests that whilst these respondents selected to object to the proposals within the Have Your Say portal, they actually have an appetite for parking restrictions on Common Gate Road within the area. This leaves 84 objectors discussing other aspects of the proposal, which represents 41% of respondents. It can therefore be said that the majority of respondents deem the proposals to be acceptable.
- 6.4 The level of support for the proposals varies greatly depending on the road that respondents reside in. There is a strong level of opposition to the proposals on Chorleywood Bottom. However, there is a majority of support for the proposals within Grovewood Close and Haddon Road. There was an exact 50/50 split between support and objections amongst Clements Road residents, although four respondents asked for the restrictions to go further, and several objected on the basis of the urbanisation of the road.

7 Statutory Consultee Consultation

- 7.1 Local authorities are legally obliged to consult the statutory consultees before any Traffic Regulation Order is made. This is set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes the Highways Authority, police and ambulance service. No objections were made during the Statutory Consultee Consultation.

8 Options/Reasons for Recommendation

- 8.1 Officers have considered the different options available for progressing 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").
- 8.2 Officers recommend making and implementing the Traffic Regulation Order with minor amendments.
- 8.3 Making and implementing the Traffic Regulation Order will have the effect of introducing No Waiting at Any Time restrictions on Grovewood Close, Grove Way, Shire Lane (including the service road), Chorleywood Bottom, Common Gate Road and Clements Road, as well as No Waiting Monday-Friday 10am-11am (Single Yellow Line) restrictions on Grove Way and Shire Lane, new Permit Parking Areas on Grovewood Close and Haddon Road, and additional Permit Parking Bays for Zone 'OZ' on Chorleywood Bottom and Quickley Lane.

- 8.4 Consideration has been given to the receipt of 103 objections arising from the formal Notice of Proposal consultation, and these concerns have been responded to within this report and the appendices.
- 8.5 It is recommended to continue to make and implement the Traffic Regulation Order with minor reductions to the plans advertised during the formal consultation (Notice of Proposal) stage. Despite numerous objections being received to different aspects of the wide-ranging proposals, the proposals can be implemented based on the reasons that were set out within the Statement of Reasons during the formal consultation.
- 8.6 The proposals aim to significantly improve road safety and prevent parking where it is considered dangerous, inappropriate or causes an obstruction to the carriageway. The proposals also aim to provide reserved resident's parking on Chorleywood Bottom and Quickley Lane and to clearly mark out where it is considered safe to park. They also aim to prevent commuter parking on Grovewood Close, Grove Way, Haddon Road and parts of Shire Lane by implementing a one-hour time restriction in the middle of the workday.
- 8.7 Although objections were received by respondents concerned that they would be unable to park on Chorleywood Bottom, particularly within the vicinity of Meadstone Cottages, it is prudent that Three Rivers District Council implements the proposed No Waiting at Any Time restrictions in order to avoid road safety issues arising.
- 8.8 There was a strong level of support for the proposals on Grovewood Close and Haddon Road from the residents in these locations, and it was concluded that the proposals on Shire Lane are deemed widely acceptable. Therefore, it is clear that these proposals should be implemented as proposed.
- 8.9 The proposals on Common Gate Road and Clements Road were the most contentious aspect of the wider scheme, the proposals should be implemented with a reduction in the No Waiting at Any Time restrictions in Clements Road to strike a balance between restricting parking where it is considered unsafe, whilst continuing to allow some parking.
- 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.
- 10 Recommendations**
- 10.1 It is recommended that, as outlined in section 8, the TRO is made and implemented, with minor amendments.

Report prepared by:

Tom Rankin, Sustainable Transport Officer

Transport & Parking Projects, Regulatory Services

APPENDICES / ATTACHMENTS

Appendix A – Notice of Proposal Report

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 'Alison Betts', written in a cursive style.

Date: 30/3/26

Alison Betts, Director of Finance

in consultation with the Lead Member for General Public Services

Signed:

A handwritten signature in black ink, appearing to read 'Sarah Nemes', written in a cursive style.

Date: 30/3/26

Councillor Sarah Nemes, Lead Member for General Public Services

TRAFFIC REGULATION ORDER

NOTICE OF PROPOSAL (PUBLIC CONSULTATION) REPORT

WAITING RESTRICTION/CPZ PROPOSALS,

VARIOUS ROADS, CHORLEYWOOD



Client: Three Rivers District Council

Reference: 5653-03

Date: August 2025

REPORT CONTROL

Document: Traffic Regulation Order
Notice of Proposal Consultation Report

Client: Three Rivers District Council

Project: Various Roads, Chorleywood

ADL Reference: 5653-03

Primary Author: Lewis Oxenham

Initialed: LO

Contributor:

Initialed:

Review by: Tom Hayward

Initialed: TH

Issue	Date	Status	Checked for Issue
1	20.08.25	Final	TH

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1.0 INTRODUCTION AND PROCESS SO FAR

1.1 Context

1.1.1 Three Rivers District Council are currently undertaking a review of current parking arrangements on several roads within Chorleywood. The Council previously received requests (including two petitions and reports from the Residents Association) from 28 streets in Chorleywood, asking for a wide-scale review of parking in the village. 2,191 properties in Chorleywood were subsequently consulted on their views on parking problems in July 2021. The streets consulted were split into four smaller areas, which are listed below.

- Area 1 (streets not in existing Permit Parking Zones (PPZs), in and adjacent to streets where requests had been received).
- Area 2 (every street within PPZs).
- Area 3 (Quickley Lane, survey on proposed restrictions, outside PPZ)
- Area 4 (Chorleywood Bottom, survey on proposed restrictions, outside PPZ)

1.1.2 707 responses were received to the 2021 consultation undertaken by Three Rivers District Council (*which will be referred to as the initial consultation throughout this report*). In light of the responses received, it was decided to proceed with investigating new Permit Parking and Waiting Restriction proposals at Grove Way, Grovewood Close, Haddon Road and Shire Lane within Area 1 as well as at Chorleywood Bottom (Area 4). Following analysis of the consultation feedback from local residents, it was decided that further investigation into additional parking restrictions in Area 2 and Area 3 would not be progressed, as they were not supported by a majority of respondents to the consultation.

1.1.3 As part of this further investigation into new Permit & Waiting restrictions in Areas 1 & 4, a site assessment was undertaken by officers in June 2023 and, following this, a design was produced outlining the proposed changes on the sections of road now under investigation.

1.1.4 The Council undertook a further informal consultation in May-June 2024 with residents and businesses who would be affected by the scheme based upon the designed proposals. An additional informal consultation with residents and businesses within Clements Road and Common Gate Road was also undertaken between 6th January and

27th January 2025. A summary of the feedback received during the informal consultation, and the recommendation on how to proceed, can be viewed in the informal consultation decision report attached in Appendix C.

1.1.5 Following sign off of the informal consultation decision report, the proposals that were consulted upon informally were modified where required and then the TRO was drafted based upon the recommendations of the report. The Council then conducted the Statutory Public Consultation process between the 13th June and 4th July 2025.

1.1.6 The purpose of this report is to outline the statutory public consultation process undertaken most recently by the council, the responses received and to make a recommendation on how to proceed.

1.2 Proposals

1.2.1 The proposed alterations to the existing parking arrangements on various roads within Chorleywood taken forward to the Statutory Public Consultation process are shown in Appendix A and outlined below:

- Introducing a Permit Parking Area (Mon-Fri 10am-11am) on Grovewood Close and Haddon Road. Pavement parking will be allowed on Haddon Road so that the usable carriageway width is not compromised for moving vehicles.
- Introducing Permit Parking Bays on Chorleywood Bottom and Quickley Lane, which are to be included within the existing 'OZ' permit zone.
- Introducing 'No Waiting at Any Time' (Double Yellow Line) restrictions on sections of Chorleywood Bottom, Common Gate Road, Clements Road, Grove Way, Grovewood Close, Shire Lane and the Shire Lane service road.
- Introducing 'No Waiting Mon-Fri 10am-11am' (Single Yellow Line) restrictions on sections of Grove Way and Shire Lane.

1.2.2 The introduction of Permit Parking Areas on Grovewood Close and Haddon Road will prevent commuter parking within these roads. The restrictions will also allow for easier parking for residents during the times where the restrictions are active, such as school pick-up/drop-off times. Only vehicles with a permit will be allowed to park on-street.

- 1.2.3 The introduction of Permit Parking Bays on Chorleywood Bottom and Quickley Lane aims to reserve on-street parking for permit holders during the hours of operation. The marked-out bays will also indicate where it is safe for vehicles to park. The implementation of these Permit Parking Bays should make it easier for residents to park in the vicinity of their homes, whilst also improving road safety.
- 1.2.4 The introduction of No Waiting at Any Time (Double Yellow Line) restrictions on Chorleywood Bottom, Common Gate Road, Clements Road, Grove Way, Grovewood Close, Shire Lane and the Shire Lane service road aims to; prevent inappropriate parking and maintain good visibility at or near to junctions, and to ensure the safe, convenient, and expeditious movement of traffic. The proposed restrictions will also help enforce Rule 243 of the Highway Code, which prevents parking opposite or within 10 metres of a junction.
- 1.2.5 The introduction of ‘No Waiting Mon-Fri 10am-11am’ (Single Yellow Line) restrictions on sections of Grove Way will prevent all-day commuter parking, whilst still allowing safe parking for all but five hours weekly, minimising disruption to residents/visitors who wish to safely park on Grove Way.

2.0 NOTICE OF PROPOSAL (PUBLIC CONSULTATION)

2.1 Methodology

- 2.1.1 The Notice of Proposal (Public Consultation) process took place from 13th June 2025 to 4th July 2025 – a period of 21 days. During this process, Site Notices were erected on street furniture on site, the Notice of Proposal documents were made available on the Council website, and they were also published in the Watford Observer.
- 2.1.2 A consultation with the Statutory Consultees was undertaken between 5th September 2025 and 3rd October 2025. Proposal plans (from Appendix A) were emailed directly and consultees were invited to submit any comments via email. No objections were received.
- 2.1.3 A copy of the Notice of Proposal document package is included as Appendix B.

2.2 Consultation Responses

2.2.1 During the Notice of Proposal (Public Consultation) process, 205 responses were received. 96 respondents confirmed their support for the proposals via the Have Your Say portal. 103 objections were received by members of the public. 6 non-committal responses were also received. 11 of the respondents failed to fully provide their details as requested within the Have Your Say portal that hosted the consultation. Two District Councillors for Chorleywood South and Maple Cross objected to the proposals on the basis that parking will still be permitted on certain locations within Common Gate Road. Both councillors also believe that pavement parking outside of Meadstone Cottages should be permitted. Chorleywood Parish Council supported the proposals but requested a Single Yellow Line restriction on the southern side of Common Gate Road. The Chorleywood Residents' Association were in support of the proposals, except for the restrictions preventing pavement parking outside Meadstone Cottages.

2.2.2 Of the 205 responses received, 160 of these were from clearly identifiable unique addresses. A breakdown of responses by addresses provided by the respondents can be seen in the table below.

Address breakdown

Road of respondent	Support	Object	Neither
Chorleywood Bottom	5	21	-
Clements Road	15	15	-
Common Gate Road	-	1	-
Groveswood Close	19	7	-
Haddon Road	11	1	1
Shire Lane	2	5	-
Other	44	53	5
TOTAL	96	103	6

2.2.3 As shown in the table above, the majority of respondents residing on Chorleywood Bottom objected to the proposals, whilst there was an even split of support and objections to the proposals amongst Clements Road residents. The residents of Clements Road supporting the proposals were particularly in favour of restrictions at the junction with Common Gate Road, in order to address existing visibility issues caused by parked cars. There is a clear level of support for the proposals on Groveswood Close and Haddon Road amongst residents that live on these roads. Whilst more representations objecting to the proposals on Shire Lane were received than

representations of support, the low response rate amongst residents here suggests that the proposals are deemed acceptable by the majority of Shire Lane residents. 102 of the respondents did not live on a road that the alternations to the parking restrictions are proposed on.

- 2.2.4 The most common objection grounds arising from the Notice of Proposal consultation related to the extents of No Waiting at Any Time restrictions on Common Gate Road. 19 objectors believed that the proposed restrictions do not go far enough. If the southern side of Common Gate Road remains unrestricted, commuter vehicles will just move from where they park now to the southern side of the road. Residents believe that no parking should be permitted anywhere on Common Gate Road. Both District Councillors mentioned in Paragraph 2.2.1 above that objected to the proposals both explicitly state that “no parking should be tolerated on Common Gate Road”. Residents raise concerns that allowing parking on one side of Common Gate Road, a single lane of traffic will be created, which will worsen congestion and create visibility issues. Many of the respondents didn’t believe that the proposals would be fully effective in combatting the current parking issues caused by commuter parking.
- 2.2.5 11 respondents objected to the proposals primarily on the grounds that the implementation of waiting restrictions outside Meadstone Cottages on Chorleywood Bottom would disproportionately affect the residents living here. Additionally, a letter was also submitted to Three Rivers District Council on behalf of four properties on Chorleywood Bottom. The objectors mentioned that the implementation of No Waiting at Any Time restrictions on Chorleywood Bottom would prevent vehicles parking on the pavement outside of Meadstone Cottages, which is unwarranted. Residents state that vehicles have been parking on the pavement outside of the cottages for more than 30 years without any issues being caused. Residents are also concerned that restricting Chorleywood Bottom outside Meadstone Cottages will lead to increased tensions between residents and will lead to parking disputes as residents look for alternative parking. Additionally, whilst the Chorleywood Residents’ Association supported the proposals overall, they did not support the waiting restrictions that would prevent the Meadstone Cottages residents from retaining their current parking habits on the pavement.

- 2.2.6 9 objectors using the Have Your Say portal objected on the grounds that the waiting restrictions are unsightly and are urbanising a conservation area. Representation was submitted to Three Rivers District Council on behalf of five properties on Clements Road, stating that even the thinner 'conservation style' lines would be invasive. Residents mention that they would prefer for only signage installed to enforce the parking restrictions rather than yellow lines on the carriageway. Residents mention that should road markings be installed on Clements Road, their rural country lane will appear urban. A respondent also requested that yellow lining is not painted on Grovewood Close either if parking restrictions are installed.
- 2.2.7 7 respondents objected to the proposals on the basis that they do not solve what they perceive to be the main cause of parking issues within Chorleywood, which is the major increase in pricing to use Chorleywood Station car park. Residents mention that the cost of parking has increased by £6 in a short period of time, which they believe to be unjustifiable. Some respondents mention that they would prefer to see Three Rivers District Council negotiate with Transport for London (TfL) to lower the pricing within the car park. If the price to park at the station is lowered, the current parking situation particularly on Common Gate Road and Clements Road will be improved.
- 2.2.8 Six objections were received from two different addresses on Chorleywood Bottom, on the basis that residents will no longer be able to ever park directly outside their own homes. The objectors believe that this is unfair and unnecessary. These residents all mentioned in their response that the permit eligibility area is too wide, and only property No. 1-19 Chorleywood Bottom should be eligible, otherwise there will be too many vehicles competing for a very low number of parking spaces. Two further objectors requested a change to the permit eligibility boundary. One of these objectors believed that the permit eligibility boundary was too wide, whilst the other asked for it to be extended to include other nearby properties.
- 2.2.9 The main theme of five objections was that the proposals will cause parking to move elsewhere to other surrounding roads where the existing parking restrictions permit. Respondents believe that the parking problems are not being fully solved, but they are instead being moved to a different location. In the future, more parking restrictions will be required which will further punish residents, with more parking fines being issued.

Eligible vehicles being displaced will now try and use permit bays to park, which will cause more parking animosity and conflict.

2.2.10 Four of the objectors believed that the current parking situation was fine and therefore no changes to the parking restrictions are required. Four more objectors believed that there aren't any parking issues on Grovewood Close, and a further four objectors stated that there are no issues on Common Gate Road currently. Two objectors believed that commuter parking was not large enough an issue to warrant any changes to parking restrictions. One objector believed that there are no problems with the current parking habits on Haddon Road. In total, 15 of the objectors deemed the current parking habits in Chorleywood to be acceptable, and as such objected to the proposals.

2.2.11 Four of the objectors were unhappy that the proposals were not making any changes to the 'NL' permit zone on Lower Road. The respondents believe that the permit eligibility here is far too wide. There is not enough 'NL' parking for the number of vehicles wishing to park in these spaces. These concerns are raised primarily by residents of the New Parade flats, near the junction of Lower Road and Shire Lane.

2.2.12 Five objections were received by respondents that were concerned about the proposals preventing visitors from easily parking when they are accessing properties or businesses. Two of the objectors mention that the proposals will negatively impact businesses in Chorleywood as there will be less footfall if customers are forced to park further away. Similarly, two respondents objected to the proposals on the basis that less parking (particularly free parking) will be available if the proposals are to be implemented.

2.2.13 There were several grounds of objection raised only by one respondent during the consultation period. These are listed below.

- The proposals are not practical.
- The proposals force commuters to pay the high fee for Chorleywood Station car park.
- Non-Chorleywood residents are disadvantaged by the proposals.
- The proposals will prevent pick-up from roads near the station.

- The proposals will negatively impact those with mobility issues that don't qualify for a disabled badge.
- Residents parking on Common Gate Road would be preferable.
- No Waiting at Any Time restrictions on Grovewood Close are not required since there are no parking issues at the weekend.
- A passing place on Grove Way is required.
- Parking restrictions will ruin the look of the village.
- Single Yellow Line restrictions on Common Gate Road would be sufficient.
- Increased enforcement of the existing restrictions would suffice.
- Single Yellow Lines on Grovewood Close instead of permit parking.
- Restrictions are too heavy handed.
- Residents parking would be preferred on Shire Lane.

2.2.14 Three respondents objected to the proposals but did not provide any reasoning for their objection.

2.2.15 Whilst not objecting to the proposals, 9 respondents that selected the "support" option within the Have Your Say portal requested that the parking restrictions are extended further on Common Gate Road. Additional No Waiting at Any Time restrictions or a Single Yellow Line to prevent commuter parking on the southern side of the carriageway are both requested.

2.3 Officer's response

2.3.1 In response to the 19 objectors and 9 supporters that believed the No Waiting at Any Time restrictions do not go far enough on Common Gate Road, residents commenting on this aspect of the proposal were generally split almost 50/50 on whether they selected to support or object to the proposals on the Have Your Say portal. Whilst there was only one respondent with a Common Gate Road address, there were a total of 51 responses that mentioned the term "Common Gate Road" in their response. Of these, 24 supported the proposals, 25 objected and 2 were non-committal. 14 of the supporters that mentioned Common Gate Road in their consultation response were happy with the proposals in their current form. It is important for Three Rivers District Council to maintain a balance between where parking is permitted and where it is not permitted when implementing parking restrictions, so as not to be deemed to be "over-

restrictive”. The current proposals align with this balance. Following the implementation of any proposals, Three Rivers District Council will continue to monitor their impact and will assess whether they are effectively working as intended.

- 2.3.2 Regarding the objections to the proposed restrictions outside Meadstone Cottages, the No Waiting at Any Time restrictions outside these properties are proposed primarily to prevent vehicles parking on the kerb line, which would force passing traffic onto the right-hand side of the road into oncoming traffic. This would be particularly dangerous as there is a sharp blind bend in the road immediately east of Meadstone Cottages. If on-street parking is permitted in this location, it is very likely that vehicles rounding the bend down the hill on Chorleywood Bottom would be met with a car heading immediately towards them on the wrong side of the road, which drastically increases the chance of an unavoidable head-on collision. A similar issue could arise should pavement parking be retained. If a vehicle is leaving the pavement outside Meadstone Cottages, heading in a north-westerly direction, a car rounding the bend could be greeted by another vehicle suddenly appearing on the right-hand side attempting to cross the carriageway. Furthermore, there is a risk that vehicles moving on the pavement come into conflict with any pedestrians walking. For these reasons, it is considered that the No Waiting at Any Time restrictions outside of Meadstone Cottages are implemented as proposed.
- 2.3.3 Although 10 respondents (and one response on behalf of several properties) primarily objected to the restrictions on the basis that they are urbanising a conservation area, Section 1 of the Road Traffic Regulation Act 1984 gives Three Rivers District Council the authority to implement parking restrictions under a Traffic Regulation Order for the purpose of avoiding danger to persons using the road or for preventing the likelihood of danger arising. The restrictions on Common Gate Road and Clements Road are primarily proposed to prevent dangerous parking on junctions or within narrow sections of the carriageway where vehicle parking would cause an obstruction. Rule 242 of the Highway Code prohibits parking where it causes an unnecessary obstruction of the road, and Rule 243 prohibits parking opposite or within 10 metres of a junction. Should the proposals be implemented, Three Rivers District Council will ensure that 50mm thick lining, rather than the standard 75mm thick lining, is used out of respect for the surrounding area being environmentally sensitive. Three Rivers District Council

acknowledges that there was a lack of support for the No Waiting at Any Time restrictions on the eastern side of Clements Road.

- 2.3.4 In response to the 7 objectors stating that the proposals don't solve the main issue, which is the price of parking within Chorleywood Station car park, Three Rivers District Council do not have any control over the pricing within the TfL-owned car park. Therefore, Three Rivers District Council is unable to force any change to pricing which would likely see parking migrate away from some of the public roads in Chorleywood, including Common Gate Road, Clements Road and Chorleywood Bottom where No Waiting at Any Time restrictions are proposed.
- 2.3.5 In response to the 6 objections regarding parking restrictions preventing residents from parking on the road in front of their homes, the No Waiting at Any Time restrictions on Chorleywood Bottom are proposed to prevent parking on the inside of the bend opposite Lawrence Orchard, as this would cause severe visibility issues, and also force passing vehicles into the wrong side of the road. The restrictions proposed on Chorleywood Bottom, just north of its junction with Hubbards Road, are proposed to prevent vehicles parking within the narrowest section of the carriageway. The existing Single Yellow Lines are not appropriate as they currently allow parking in this location. If any vehicle is parked here even slightly away from the kerb edge, the carriageway will quickly become blocked if any medium sized car is attempting to pass in the opposite direction. It is therefore prudent that the No Waiting at Any Time restrictions are installed here. Section 1 (c) of the Road Traffic Regulation Act 1984 states that authorities may make an order in order to "facilitate the passage on the road" for vehicles.
- 2.3.6 5 objectors were particularly concerned about the effect of displacement parking. Whilst Three Rivers District Council accepts that it is likely that some displacement parking will occur as a result of modifying the existing parking restrictions, the Council will continue to monitor the impact of the proposals should they be affected. If a large number of displaced vehicles begin parking at locations that are unsafe or where they cause obstructions to the flow of traffic, or if any other unintended consequences of the proposals are identified, Three Rivers District Council will be able to act accordingly. The migration of parking has been taken into account when formulating the No Waiting at Any Time proposals.

- 2.3.7 In response to the four objectors believing that the current situation is fine, an initial consultation was completed in July 2021, where 2,191 properties in Chorleywood were consulted on their views regarding parking issues. The consultation was split into four different areas. 54% of respondents in Area 1 (including Grovewood Close, Grove Way, Haddon Road and Shire Lane) said that there are parking problems in their road. In Area 4, (Chorleywood Bottom) 69% of respondents reported parking problems. Three Rivers District Council has used this information as the grounds to propose alterations to the parking restrictions, on the basis that a majority of respondents to the 2021 consultation considered there to be parking problems on their road.
- 2.3.8 Although 4 objectors believed that the Zone 'NL' parking bays do not currently provide enough vehicle parking for residents, further alteration to the 'NL' permit zone are outside the remit of this TRO scheme. Lower Road, where the 'NL' permit zone is located, was included in Area 2 for the initial consultation in July 2021. 66% of respondents here said that there were no parking problems on their road. As a result, any alterations within Area 2 were not progressed further.
- 2.3.9 4 objections were received stating that there are no parking issues on Grovewood Close. In response to this, the 2021 initial consultation results suggest that this is not a sentiment shared by the majority of residents living on this road. 66% of consultation respondents said that there were parking problems within Grovewood Close. As a result, Three Rivers District Council decided to include the proposals for Grovewood Close within the Traffic Regulation Order process which is currently in progression. This Notice of Proposal consultation completed in June-July 2025 suggests that there are still parking problems on Grovewood Close. Of the 26 respondents to this consultation with a Grovewood Close address, 19 of them supported the proposals.
- 2.3.10 In response to 4 objectors believing that the current parking habits on Common Gate Road are not problematic, the outcome of the initial resident's consultation for the Common Gate Road proposals suggests that this sentiment is not shared by others. Of 75 responses received to the January 2025 informal consultation, 54 supported the proposals, which represents 72% of the respondents. It can therefore be said that there is an appetite for new parking restrictions amongst residents in the Common Gate Road area, which suggests that there are issues with the current parking habits. In response to two objectors that didn't believe that commuter parking across all of Chorleywood

was an issue, TRDC has acted upon the results of the 2021 consultation when formulating these proposals. During this consultation, 69% of Chorleywood Bottom residents said that there were parking issues in their road, as well as 73% of Haddon Road residents, 66% of Grovewood Close residents and 59% of Shire Lane residents. Three Rivers District Council therefore has sufficient evidence that residents on the roads where alterations are proposed perceive the current parking issues to be problematic.

2.3.11 Three respondents objected on the basis that the proposals would hamper the ability of visitors to park in order to access properties without off-street parking, and two objectors were worried that customers of local businesses would not be able to park either, which would be detrimental to these businesses. In response to this, the Council has only proposed No Waiting at Any Time restrictions in locations where parking is considered unsafe, or where it causes an obstruction. Properties that are eligible for a parking permit will be able to purchase a visitor permit, which will allow visitors to use the on-street permit parking spaces for a certain period of time, depending on how many visitor permit hours/sessions have been purchased. There are currently numerous parking options available within Chorleywood, including on-street parking on Single Yellow Lines outside of restriction times, as well as off-street parking options such as Ferry Car Park.

2.3.12 In response to two objectors believing that the proposals will reduce the amount of free parking available, one objector believing that non-Chorleywood residents will be penalised, and one objector concerned that the proposals will affect those with mobility issues, the proposed alterations still provide extensive parking options for non-permit holders throughout the majority of the day. For example, the proposed Single Yellow Line restrictions on Grove Way and Shire Lane are only active for one hour every weekday between 11am and midday. Outside of these times, anyone will be able to park for free on the Single Yellow Lines. The same can also be said for the Permit Parking restrictions on Grovewood Close, Haddon Road and Chorleywood Bottom, which will allow non-permit holders to park in these locations for 23 hours of the day on weekdays, with no restrictions on weekends. Although the No Waiting at Any Time restrictions would remove a small amount of parking in Chorleywood, these restrictions are necessary in order to help enforce Rule 242 and Rule of the Highway Code

(referred to above in Paragraph 2.3.3), and to prevent parking where it is considered dangerous, inappropriate or where it may cause an obstruction or visibility issues.

2.3.13 In response to the objector believing that the proposals will force commuters to pay the high parking fee, commuters will be permitted to park on unrestricted sections of carriageway in Chorleywood which are deemed safer to park on than the areas where restrictions are proposed. The proposals are limited in their nature and allow for parking to continue where it is considered safe.

2.3.14 One respondent objected on the basis that the restrictions would prevent vehicles from picking up passengers leaving Chorleywood Station. However, this should not be an issue that arises from the implementation of these proposals as Rule 238 of the Highway Code allows for the picking up and setting down of passengers on Double Yellow Line restrictions where passengers are waiting.

2.3.15 In response to an objector requesting residents parking on Common Gate Road, the No Waiting at Any Time restrictions have been proposed where it is deemed unsafe or inappropriate for any vehicles to park, including vehicles of residents. A Single Yellow Line restriction would be insufficient within many locations on Common Gate Road as it may encourage parking in locations where vehicles cause particularly bad visibility issues. Residents will be able to park on the south side of Common Gate Road and Clements Road as these areas are not subject to any proposed parking restrictions. Of 30 respondents to the consultation with a Clements Road address, 15 selected that they supported the proposed restrictions on the Have Your Say portal. Therefore, it can be said that at least 50% of the respondents living on Clements Road deem No Waiting at Any Time restrictions to be sufficient. As mentioned in Paragraph 2.2.4 above, 19 of the objectors mentioning Common Gate Road in their response asked for the No Waiting at Any Time restrictions to be extended. It is therefore clear from the consultation results that there is an appetite for No Waiting at Any Time restrictions on Common Gate Road/Clements Road, rather than resident's parking restrictions.

2.3.16 One respondent objected to the No Waiting at Any Time restrictions on Grovewood Close. In response to this, the restrictions on Grovewood Close are extremely minimal (only at the junction of Grovewood Close and Grove Way), and are proposed to aid enforcement of Rule 243 of the Highway Code, which prevents parking within 10

metres of a junction. One objector also asked for a passing place to be incorporated on Grove Way. The layout of the proposed Single Yellow Line restrictions on Grove Way allows for this. Whilst the majority of the eastern side of Grove Way is unrestricted, a short section of Single Yellow Line ensures that there is a gap for vehicles to pass between 10am-11am on weekdays. The timing of the parking restrictions on Grove Way should prevent commuters parking between these times, and the presence of these restrictions should dissuade commuters from parking here, particularly if they are parked all day. Furthermore, the unrestricted section on the eastern side of Grove Way is on the outside of the slight bend meaning that drivers should be able to clearly see along the entire length of Grove Way, meaning that there is less chance that vehicles come into conflict and one or both vehicles have to reverse.

2.3.17 In response to the objector wanting Single Yellow Lines on Grovewood Close rather than permit parking restrictions, the decision to propose permit parking restrictions on Grovewood Close has been led by the responses received during the 2021 consultation. Of 18 respondents that stated that they would support the implementation of parking restrictions on their road, 10 stated that they would prefer permit parking than essential restrictions only (Double Yellow or Single Yellow Lines). For this reason, Three Rivers District Council chose to propose permit parking restrictions.

2.3.18 One objector didn't perceive there to be any parking problems within Haddon Road. However, of 8 respondents to the 2021 consultation with Haddon Road addresses, 7 believed that there were issues with the current situation in this location. Additionally, of 6 respondents that supported the implementation of parking restrictions on Haddon Road, all of them supported permit parking restrictions.

2.3.19 A response to one objector believing that the proposed restrictions are too heavy handed can largely be found in Paragraph 2.3.1 above. The Council needs to strike a balance between where parking is permitted and where it is not permitted when implementing parking restrictions, so as not to be deemed to be "over-restrictive". The current proposals align with this balance as they restrict parking where it is deemed unsafe or inappropriate, whilst continuing to allow parking in safe locations.

2.3.20 Residents parking was requested on Shire Lane by one resident. Three Rivers District Council chose not to propose this in light of the responses received during the July

2021 consultation. Of 10 respondents that supported some form of parking restrictions at this location, only four supported resident's permit parking, compared to five respondents supported essential restrictions only. As a result, only essential restrictions were proposed in line with the desires of as many residents as possible.

2.3.21 Two respondents requested that the permit eligibility boundary on Chorleywood Bottom was modified. One respondent wanted it to be made smaller, and one wanted it expanded to include more of the surrounding properties. The permit eligibility area has been formulated to include all the properties fronting Chorleywood Bottom, where the proposed Permit Holders Only Bay (OZ) Mon-Fri 11am-12noon is located. No properties fronting any roads other than Chorleywood Bottom are to be made eligible for parking permits as part of this Traffic Regulation Order scheme. Properties in other surrounding roads with existing permit parking facilities should already be eligible for parking permits elsewhere in Chorleywood.

2.3.22 One objector commented that proper enforcement of the existing restrictions would be sufficient. In response to this, without formal parking restrictions in place on sections of the carriageway where parking is unsafe or inappropriate, there is no indication to vehicle drivers that parking within these locations is not permitted. Additionally, without the presence of clear parking restrictions, enforcement officers are not able to issue Penalty Charge Notices to vehicles parked unsafely or inappropriately.

2.3.23 Three objectors did not provide a clear reason as to why they did not support the proposals. As a result, these objections cannot be responded to within this report.

2.4 Conclusion

2.4.1 Consideration has been given to the receipt of 103 objections arising from the formal Notice of Proposal consultation. It can be concluded that whilst many residents object to the proposals, there is an almost equal split of support and objection amongst respondents. As mentioned in Paragraph 2.3.1, 19 of the objectors wished for the restrictions on Common Gate Road to be extended further, which suggests that whilst these respondents selected to object to the proposals within the Have Your Say portal, they actually have an appetite for parking restrictions on Common Gate Road within the area. This leaves 84 objectors discussing other aspects of the proposal, which

represents 41% of respondents. It can therefore be said that the majority of respondents deem the proposals to be acceptable.

- 2.4.2 The level of support for the proposals varies greatly depending on the road that respondents reside in. There is a strong level of opposition to the proposals on Chorleywood Bottom. However, there is a majority of support for the proposals within Grovewood Close and Haddon Road, and whilst five objections were received amongst Shire Lane residents, the low response rate suggests that the majority of residents deem the proposals to be acceptable. There was an exact 50/50 split between support and objections amongst Clements Road residents, although four respondents asked for the restrictions to go further, and several objected on the basis of the urbanisation of the road. There was strong support for the restrictions at the junction of Clements Road and Common Gate Road, but not for the parking restrictions on the eastern side of Clements Road.

3.0 SUMMARY AND RECOMMENDATION

- 3.1 Three Rivers District Council have undertaken an extensive Notice of Proposal (Public Consultation) process with regards to the proposed changes to existing parking restrictions on Chorleywood Bottom, Clements Road, Common Gate Road, Grove Way, Grovewood Close, Haddon Road and Shire Lane, Chorleywood.
- 3.2 Site Notices and Plans were erected on street furniture within the area affected. The Notice of Proposal documents were made available on the Council website, via the Have Your Say portal, and were also published in the Watford Observer.
- 3.3 103 objections have been received from the general public. It can therefore be concluded that there are a considerable number of residents who deem some or all aspects of the proposals to be unacceptable.
- 3.4 Consideration has been given to the receipt of 103 objections arising from the formal Notice of Proposal consultation, and these concerns have been responded to within this report. It is recommended to continue to make and implement the Traffic Regulation Order as proposed during the formal consultation (Notice of Proposal) stage, with the exception of the No Waiting at Any Time restrictions that were

advertised on the eastern side of Clements Road. Despite numerous objections being received to different aspects of the wide- ranging proposals, the proposals can be implemented based on the reasons that were set out within the Statement of Reasons during the formal consultation. The proposals aim to significantly improve road safety and prevent parking where it is considered dangerous, inappropriate or causes an obstruction to the carriageway. The proposals also aim to provide reserved resident's parking on Chorleywood Bottom and Quickley Lane and to clearly mark out where it is considered safe to park. They also aim to prevent commuter parking on Grovewood Close, Grove Way, Haddon Road and parts of Shire Lane by implementing a one-hour time restriction in the middle of the workday.

- 3.5 Although objections were received by respondents concerned that they would be unable to park on Chorleywood Bottom, particularly within the vicinity of Meadstone Cottages, it is prudent that Three Rivers District Council implements the proposed No Waiting at Any Time restrictions in order to avoid major road safety issues arising. As summarised in the Paragraph 2.4.2 above, there was a strong level of support for the proposals on Grovewood Close and Haddon Road from the residents in these locations, and it was concluded that the proposals on Shire Lane are deemed widely acceptable. Therefore, it is clear that these proposals should be implemented as proposed.
- 3.6 Whilst the proposals on Common Gate Road and Clements Road were the most contentious aspect of the wider scheme, the proposals should be implemented as advertised (with the exception of the No Waiting at Any Time restrictions on the eastern side of Clements Road, which were not supported). The proposals strike a balance between restricting parking where it is considered unsafe, whilst continuing to allow some parking on the southern side of Common Gate Road and Clements Road, which will allow residents and their visitors to park safely on the carriageway. Although many respondents asked for more parking restrictions here, many objections were also received believing that the advertised proposals were too restrictive.
- 3.7 Three Rivers District Council will continue to monitor the impact of the parking restrictions post-implementation, which will allow the restrictions to become familiar to the local community, as well as non-residents of Chorleywood and visitors. If required,

Three Rivers District Council will target additional enforcement in Chorleywood should unintended parking habits develop as a result of the proposals being implemented.