



**SURREY COUNTY COUNCIL LOCAL
COMMITTEE**

ENGLEFIELD GREEN PARKING REVIEW

30TH SEPTEMBER 2005

Key Issues

A petition of over 500 signatories received in March 2005 called for the extension of the 30 minute limited waiting restrictions in St Jude's Road and Victoria Street to 1 or 2 hours.

There have been a number of other suggested changes to the parking and waiting restrictions elsewhere in Englefield Green.

Summary

A detailed survey of parking patterns has been conducted in Englefield Green.

In St Jude's Road and Victoria Street, there is little spare capacity for extending the 30 minute limited waiting period to 1 or 2 hours. Furthermore the existing restriction satisfies the balance of the existing demand.

In Blays Lane the suggested extension of the existing Double Yellow Line (DYL – a “*No Waiting At Any Time*” restriction) on the West side of the road is not considered necessary to ensure a clear route for through traffic.

In Bond Street extension of the existing DYL on the North side of the road would improve forward visibility and ensure a clear route for through traffic.

At the junction of Torin Court and Bond Street new DYLs would enhance visibility and ensure clear passage for vehicles entering and leaving Torin Court.

At the junction of Harvest Road and St Cuthbert's Close new DYLs would enhance visibility and ensure clear passage for vehicles entering and leaving St Cuthbert's Close.

At the sharp bend near the junction of Willow Walk and St Jude's Road the existing DYLs could be extended to improve visibility around the bend and ensure a clear passage for vehicles entering and leaving Willow Walk.

The reduction in parking capacity resulting from the proposed new DYLs in Blays Lane, Bond Street, Torin Court, Harvest Road and Willow Walk can be accommodated, with limited displacement of parked vehicles.

Officer Recommendations

The Committee is asked to agree:

- a) **that the intention of the County Council to make an Order under Sections 1, 2 & 4 and Part III & IV of Schedule 9 of the Road Traffic Regulation Act 1984, as detailed below, be advertised and that, if no objections are maintained, the Order be made:**
 - i) **extend the No Waiting at Any Time restriction on the North side of Bond Street Westwards to Torin Court;**
 - ii) **install new No Waiting at Any Time restrictions extending 15m from the junction of Torin Court and Bond Street into both Torin Court and Bond Street;**
 - iii) **install new No Waiting at Any Time restrictions extending 15m from the junction of Harvest Road and St Cuthbert's Close into both Harvest Road and St Cuthbert's Close;**
 - iv) **extend the No Waiting at Any Time restrictions in Willow Walk by 20m to the East;**
- b) **that any objections to the Traffic Regulation Order will be considered by the Area Transportation Director, who will decide what changes should be implemented in consultation with the Chairman and Local Member in whose division the amendment is proposed.**

1.1 LTP and policy background

1.1 The following quotations are taken from the Parking Topic Strategy of the Local Transportation Plan (LTP), 2001/02 to 2005/06:

“Surrey has some of the most congested roads in the country. At peak hours it is difficult to travel, pollution is high, and the environment in many town centres is unacceptable due to traffic.”

“It is impossible to provide enough road space in Surrey for all the cars that want to use our roads, particularly in town centres; ways have to be found to discourage the use of the car where possible. Nationally [...there are...] a number of initiatives to control the demand for travel. These initiatives are a mixture of carrots and sticks. One element, the carrot, is to provide alternatives to the use of the car. Another, the stick, is to discourage its use. One way to do so is to regulate parking provision.”

1.2 The LTP Parking Topic Strategy is intended to reduce dependence on the car as a means of transport, while recognising that parking restraint may have an adverse effect on the economy of a town centre. Therefore greater levels of restraint will be applied to town centres that are more economically robust. On-street parking provision will be designed to give priority to short stay parking and to help achieve modal share targets. It is recognised that adequate provision should be retained for use by disabled drivers, cyclists, and power two-wheelers.

1.3 The following is Surrey County Council's policy in relation to on-street parking control:

“It is the policy of Surrey County Council to promote & enforce parking control(s) which meet the objectives and targets within the Local Transport Plan (LTP), the Parking Strategy for Surrey and Local Parking Management Plans (LPMP). Accordingly on-street parking controls should meet one or more of the following objectives:

- (a) remove the danger to other road users caused by obstructive parking;*
- (b) ensure adequate road space is available for the free movement of all road users, relative to the status of road within the approved road hierarchy;*
- (c) regulate and control the parking of vehicles, as far as is possible, to such places and times as are mutually convenient to all approved road users and the needs of the community;*
- (d) ensure a fair distribution of suitable on-street parking space, within competing demands, resources available and priorities as set out in the Local Parking Management Plan (LPMP);*
- (e) reduce the need to travel by private car and encourage the use of alternative means of transport;*
- (f) minimise the adverse effects of motorised transport on the environment and health;*
- (g) improve accessibility, particularly for non-car owners and people with mobility or sensory impairment;*

- (h) *promote the development of a transport system which enhances the environment and supports sustainable economy;*
- (i) *improve the safety and security of transport;*
- (j) *maximise parking in off-street car parks;*
- (k) *facilitate the servicing of industrial and commercial premises;*
- (l) *reduce personal injury accidents;*
- (m) *provide a level of enforcement commensurate with the scale of contravention and the finances available.*

The above list is in no priority order and priorities within any scheme will depend upon the LPMP.

Generally parking controls will not be approved to deal with an anticipated problem unless there is clear evidence that a problem will arise. This could be where a new development is proposed.

All parking controls should be reviewed on a regular basis (every three or five years) to ensure they are still necessary and the appropriate measures are in place. At the time DPE is introduced it is a requirement that a comprehensive review of its parking provision / restrictions (including the signing) is undertaken prior to submitting an application.”

- 1.4 The Local Parking Management Plan (LPMP) is designed to ensure equitable provision of parking across Runnymede as a whole, and sets the priorities for the various measures listed above.
- 1.5 It should be noted that the design of any parking management scheme is a compromise between the often conflicting needs of different road users, in an environment where road space is severely limited. The right to park on the Highway should not be assumed; rather it is permitted by the Highway Authority.

2.0 A brief history

- 2.1 Decriminalised Parking Enforcement (DPE) was launched in Runnymede in November 2004. There were no significant changes made to the parking and waiting restrictions in Englefield Green at the time of DPE.
- 2.2 At the time of the launch of DPE, the two Runnymede Borough Council (RBC) off-street car parks in St Jude’s Road and Victoria had 17 hour limits. However it was difficult for the attendants to know if vehicles had exceeded this limit when they visited. The result was that the car parks were full of vehicles that parked for long periods; there were no spaces available for shop and business customers and visitors that wanted to park for shorter periods. The main purpose of the car parks is to provide parking for these customers and visitors.
- 2.3 The RBC off-street car parks were converted to “Pay and Display” car parks in May 2005. These car parks are now surveyed regularly by RBC.
- 2.4 A survey of registration plates of vehicles parked on the streets was undertaken on Tuesday 7th and Thursday 9th June 2005, every quarter of an hour, commencing at 7:30am and finishing at 6:30pm. A summary of the results is presented in **Annex 1**, and the study area is presented in **Annex 2**. It should be noted that Summer Term at the Royal Holloway College, University of London ended on Friday 10th June 2005.

3.0 The petition and further requested changes

- 3.1 A petition was received from residents and retailers in Englefield Green, and presented to Surrey County Council's Local Committee for Runnymede on 11th March 2005. The petition requested that the maximum stay for the on street limited waiting places be increased from 30 minutes to a minimum of 1 hour, preferably 2 hours. The main reason cited for the proposed change was that the existing 30 minute restriction does not provide enough time for people who drive to the amenities to visit more than one shop, or to attend local events.
- 3.2 A copy of the front sheet of the petition is attached as **Annex 3**. The petition carried 547 signatories, including 49 signatories of campaign letters. It should be noted that the petition was received before the off-street car parks were converted to Pay and Display.
- 3.3 A number of other suggestions for changes to the parking and waiting restrictions within the survey study area have been received following the launch of DPE:
- Blays Lane: extend the existing Double Yellow Line (DYL) to ensure a clear route for through traffic
 - Bond Street: extend the existing DYL to enhance forward visibility and to ensure a clear route for through traffic
 - Torin Court: install new DYLs to enhance visibility at the junction with Bond Street, and to ensure a clear route through this junction into and out of Torin Court
 - Harvest Road: install new DYLs to enhance visibility at the junction with St Cuthbert's Close, and to ensure a clear route through this junction into and out of St Cuthbert's Close
 - Willow Walk: extend the existing DYLs to ensure clear route for through traffic and greater manoeuvring space near the junction with St Jude's Road
- 3.4 The recommendations in response to these additional requests for changes will be considered in this report in the light of the findings of the parking survey.

4.0 St Jude's Road and Victoria Street

- 4.1 The parking survey results have been analysed to answer two key questions for St Jude's Road and Victoria Street:
- What is the utilisation of the existing parking capacity? The answer to this question will provide an assessment of what, if any, spare capacity exists in St Jude's Road and Victoria Street.
 - What is the nature of the demand for parking provision? The answer to this question will help to determine whether the existing parking provision is well matched to the demand.
- 4.2 **Table 1** summarises the utilisation of the parking capacity in these roads. The mean utilisation represents the average number of vehicles parked at any one time; the maximum utilisation represents the maximum number of vehicles parked at any one time. Table 1 also highlights the pattern of parking in St Jude's Road, Victoria Street, and in all other locations within the study area.

<i>Location</i>	<i>Restriction</i>	<i>Capacity</i> ¹	<i>Mean utilisation</i>	<i>Maximum utilisation</i>	<i>Pattern of parking within restriction</i>
St Jude's Road	30 minute limited waiting	13 spaces	88% (12 vehs)	135% ² (18 vehs)	81% up to 30minutes 85% up to 45minutes 90% up to 60minutes
Victoria Street	30 minute limited waiting	26 spaces	64% (17 vehs)	98% (25 vehs)	81% up to 30minutes 89% up to 45minutes 92% up to 60minutes
All other locations	derestricted	661 spaces	40% (263 vehs)	43% (288 vehs)	48% up to 30 minutes 54% up to 45 minutes 59% up to 60minutes

Table 1: Survey results for St Jude's Road, Victoria Street, and elsewhere

- 4.3 **Table 1** shows that on average almost all of the available capacity is used in St Jude's Road; at some times during the day, the available parking capacity is overwhelmed.
- 4.4 For Victoria Street Table 1 shows that on average most of the available capacity is used; at some times during the day, all the available parking capacity is used.
- 4.5 The survey results show that on average, most of the available parking capacity is used within the 30 minute limited waiting bays. At times during the day, the available parking capacity is overwhelmed in these locations. Therefore on average there is little spare capacity on St Jude's Road and Victoria Street, at times there is no spare capacity. If the 30 minute limited waiting period was extended to 1 hour or 2 hours, this would reduce the available parking capacity by reducing the turnover of parked vehicles.
- 4.6 The pattern of parking is shown in the right hand column of Table 1. For St Jude's Road and Victoria Street, the pattern of parking indicates that most drivers are abiding by the 30 minute limited waiting period. For the other locations within the study area, there is no waiting limit. Therefore the pattern of parking in these locations is a good indicator of the demand for parking in Englefield Green.
- 4.7 The results suggest that almost 50% of vehicles parked elsewhere within the study area are parked for 30 minutes or less, and almost 60% of all vehicles are parked for 1 hour or less. On average only 10% of vehicles parked within the study area, but not on St Jude's Road or Victoria Street, are parking for between 30 minutes and 1 hour. Therefore the demand for parking of duration 30 minutes or less is approximately 5 times greater than the demand for parking of duration 30 minutes to 60 minutes.

¹ The parking capacity is the notional number of parking spaces available, and has been estimated assuming that each parked vehicle occupies 4.2m of road space.

² This figure is greater than 100% because some shorter vehicles occupy less than 4.2m of road space.

- 4.8 On average approximately 20% of vehicles parked within the study area, but not on St Jude's Road or Victoria Street, are parking for between 30 minutes and 2 hours. Therefore the demand for parking of duration 30 minutes or less is approximately 2½ times greater than the demand for parking of duration 30 minutes to 2 hours.
- 4.9 The demand for parking of duration 30 minutes is significantly greater than the demand for parking of between 30 minutes and 1 or 2 hours. Therefore the provision of parking of 30 minute limited waiting satisfies the greatest demand.
- 4.10 Another way of looking at the situation is to consider the number of spare spaces available, on average, in St Jude's Road and Victoria Street. These figures are 1 space and 9 spaces respectively. Therefore on average there are 10 spare spaces within the 30 minute limited waiting bays. Elsewhere within the study area, there are on average 264 vehicles parked at any one time. Of these approximately 50% are expected to be parked for 30 minutes or less. Therefore at any one time, there are approximately 132 vehicles parked for 30 minutes or less in the study area, but not in St Jude's Road or Victoria Street. Therefore there is not sufficient spare capacity on St Jude's Road and Victoria Street to accommodate all vehicles parked for 30 minutes, and certainly not enough spare capacity to accommodate those parked for up to 1 hour or 2 hours.
- 4.11 In looking at the on-street parking provision in isolation, the conclusion is that there is very little spare capacity to extend the 30 minute limited waiting period. Furthermore the 30 minute limited waiting period satisfies the existing demand.
- 4.12 The survey results from the off-street car parks in St Jude's Road and Victoria Street are shown in Table 2.

<i>Car Park</i>	<i>Average Utilisation</i>
St Jude's Road	67%
Victoria Street	29%

Table 2: Average utilisation of off-street car parks

- 4.12 **Table 2** suggests that the off-street car parks are under utilised at present. These car parks therefore provide adequate spare capacity for drivers who wish to park for between 30 minutes and 1 or 2 hours; this diminishes any perceived need to extend the existing 30 minute limited waiting period to a longer time period.

7.0 Blays Lane, Bond Street, Torin Court, Harvest Road and Willow Walk

- 7.1 The suggestions for changes to the parking and waiting restrictions elsewhere in the study area would all involve the installation of new DYs. These would be recommended if they would help to ensure safe and unobstructed passage for vehicles travelling along the road in question, or negotiating some junction.
- 7.2 **Table 3** lists the existing parking capacity in each road, together with the level of utilisation observed. It is inevitable that if new DYs are installed or existing DYs extended, there will be a reduction in parking capacity. It is necessary to assess whether the safety benefit in deploying additional restrictions will outweigh any reduction in parking capacity.

<i>Location</i>	<i>Capacity</i>	<i>Mean utilisation</i>	<i>Maximum utilisation</i>
Blays Lane	9	32% (3 vehicles)	44% (4 vehicles)
Bond Street	15	45% (7 vehicles)	63% (10 vehicles)
Torin Court	66	28% (19 vehicles)	40% (27 vehicles)
Harvest Road	120	42% (51 vehicles)	50% (61 vehicles)
Willow Walk	45	7% (3 vehicles)	11% (5 vehicles)

Table 3: Survey results for Blays Lane, Bond Street, Torin Court, Harvest Road and Willow Walk

- 7.3 Blays Lane is narrow; if vehicles are parked on both sides of the road there is limited space for through traffic. There is no footway along part of the West side of the road. It has been suggested to extend the existing DYL on the West side of the road to match the restriction on the East side of the road. Blays Lane does provide access to some residential property. However the volume of through traffic is limited; Blays Lane has been traffic calmed to prevent its use as a rat-run. Therefore the existing restrictions are considered adequate, as the volume of traffic using Blays Lane is relatively small.
- 7.4 Bond Street is a busy access road linking the residential areas on the West side of Englefield Green to the centre of the village and beyond. Parking is currently permitted on both sides of Bond Street between Torin Court and St Jude's Road. When there are vehicles parked on both sides of the road, the remaining road width is restricted only to allow single file operation. It is proposed that the existing DYL on the North side of Bond Street be extended to the junction with Torin Court. This will enhance forward visibility significantly and ensure two way operation of the road. There will be a reduction in parking capacity; however the safety benefits are considered to outweigh this disadvantage.
- 7.5 Torin Court is a residential road; the parking survey indicates that there is significant spare parking capacity. Torin Court is however quite narrow and vehicles parked near its junction with Bond Street can obstruct visibility and passage for vehicles entering and leaving Torin Court. It is proposed to install new DYLS extending 15m from this junction into both Torin Court and Bond Street. These will enhance visibility and improve safety at this junction; they will make no significant difference to the available parking capacity.
- 7.6 Harvest Road is a residential road that provides access to a number of other residential roads. Its junction with St Cuthbert's Close is protected by advisory hatching. These are not enforceable and it has been reported that vehicles are parking over them. Indeed the issue of vehicles parking too close to this junction was raised by St Cuthbert's School at a recent Safe Routes to Schools Working Group Meeting. The Walking Bus that serves St Cuthbert's and St Jude's Schools convenes in the car park of the Jurgen Centre, which is accessed from St Cuthbert's Close. Parents were concerned about the safety of using the Walking Bus as the junction in question is routinely obstructed by vehicles parked over the hatching. It is proposed that the hatching is removed and that new DYLS are installed extending 15m from the junction into Harvest Road and St Cuthbert's Close. These will enhance visibility and improve safety at this junction; they will make no significant difference to the available parking capacity.

7.7 Willow Walk is a residential road; the parking survey indicates that there is significant spare parking capacity. Willow Walk is however quite narrow and there is a sharp bend near its junction with St Jude's Road. Vehicles parked near this bend obstruct visibility and passage for vehicles entering and leaving Willow Walk. It is proposed to extend the existing DYLS for a further 20m to the East along Willow Walk. These will enhance visibility and improve safety at the bend; they will make no significant difference to the available parking capacity.

8.0 Financial implications

8.1 The costs associated with physical changes to the parking and waiting restrictions in Englefield Green are as follows:

- The parking survey: **£6,500**
- Advertisement of the Traffic Regulation Order: up to £4,000³
- Physical works to modify the parking and waiting restrictions on site: £500⁴
- Officer time: £3,000⁵

8.2 Therefore the total estimated cost of modifying the parking and waiting restrictions in Englefield Green is **£6,500**. Funding is available to meet this expense from the Local Allocation budget 2005/2006.

9.0 Conclusions and recommendations

9.1 In St Jude's Road and Victoria Street, there is little spare capacity for extending the 30minute limited waiting period to 1 or 2 hours. The existing restriction satisfies the balance of the existing demand. **Therefore it is proposed that the existing 30minute waiting restrictions in St Jude's Road and Victoria Street are maintained.**

9.2 In Blays Lane existing DYLS are considered adequate to ensure a clear route for through traffic. **Therefore it is proposed to maintain the existing DYL on the West side of Blays Lane as it is.**

9.3 In Bond Street extending the existing DYL on the North side of the road would improve forward visibility and ensure a clear route for through traffic; the resulting reduction in parking capacity would displace some parked vehicles; the safety benefit is considered to outweigh this disadvantage. **Therefore it is proposed to extend the DYL on the North side of Bond Street Westwards to Torin Court.**

9.4 At the junction of Torin Court and Bond Street new DYLS would enhance visibility and ensure clear passage for vehicles entering and leaving Torin Court; the resulting reduction in parking capacity can be accommodated. **Therefore it is proposed to install new DYLS extending 15m from the junction of Torin Court and Bond Street into both Torin Court and Bond Street.**

³ This is the estimated cost of advertising the Traffic Regulation Order for all the proposed changes to the parking and waiting restrictions in Runnymede, as detailed in this report and the report "On-street parking review 2005".

⁴ This cost has been included in the estimated cost of undertaking physical works to change the restrictions at sites across the whole of Runnymede, as detailed in the report "On-street parking review 2005"

⁵ This is the estimated cost of Officer Time to progress the changes to parking and waiting restrictions across the whole of Runnymede, as detailed in the report "On-street parking review 2005"

- 9.5 At the junction of Harvest Road and St Cuthbert's Close new DYLS would enhance visibility and ensure clear passage for vehicles entering and leaving St Cuthbert's Close; the resulting reduction in parking capacity can be accommodated. **Therefore it is proposed to install new DYLS extending 15m from the junction of Harvest Road and St Cuthbert's Close into both Harvest Road and St Cuthbert's Close.**
- 9.6 At the sharp bend near the junction of Willow Walk and St Jude's Road the existing DYLS could be extended to improve visibility around the bend and ensure a clear passage for vehicles entering and leaving Willow Walk; the resulting reduction in parking capacity can be accommodated. **Therefore it is proposed to extend the DYLS in Willow Walk by 20m to the East.**
- 9.7 The proposed changes to the parking and waiting restrictions cannot be authorised directly by Surrey County Council's Local Committee for Runnymede. Rather a Traffic Regulation Order must be advertised, and objections considered by the Area Transportation Director, in consultation with the Chair of the Local Committee, together with the appropriate Local Member. Therefore the recommendations are as follows:
- a) **that the intention of the County Council to make an Order under Sections 1, 2 & 4 and Part III & IV of Schedule 9 of the Road Traffic Regulation Act 1984, as detailed below, be advertised and that, if no objections are maintained, the Order be made:**
 - i) **extend the No Waiting at Any Time restriction on the North side of Bond Street Westwards to Torin Court;**
 - ii) **install new No Waiting at Any Time restriction extending 15m from the junction of Torin Court and Bond Street into both Torin Court and Bond Street;**
 - iii) **install new No Waiting at Any Time restrictions extending 15m from the junction of Harvest Road and St Cuthbert's Close into both Harvest Road and St Cuthbert's Close;**
 - iv) **extend the No Waiting at Any Time restrictions in Willow Walk by 20m to the East;**
 - b) **that any objections to the Traffic Regulation Order will be considered by the Area Transportation Director, who will decide what changes should be implemented in consultation with the Chairman and Local Member in whose division the amendment is proposed.**

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Background Papers: **None**

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