



**REPORT TO LOCAL COMMITTEE (RUNNYMEDE)**  
**ON-STREET PARKING REVIEW**  
**6 JUNE 2008**

**KEY ISSUE**

To consider requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Runnymede.

**SUMMARY**

Following the introduction of Civil Parking Enforcement (CPE) in Runnymede in November 2004, it was agreed that parking restrictions in the Borough should be reviewed annually by the CPE Joint Member Working Group and their recommendations then considered by the Local Committee.

**Annex 1** details the suggested changes to parking restrictions received since the last review in September 2006 together with the CPE Joint Member Working Group's agreed recommendations for each location.

**ELECTORAL DIVISION AND MEMBER**

The review considers locations within all Runnymede electoral divisions.

**OFFICER RECOMMENDATIONS**

The Local Committee (Runnymede) is asked to agree:

- a) **the recommendations detailed in Annex 1;**
- b) **that the County Council's intention to make an Order under the Road Traffic Regulation Act 1984 be advertised and, if no objections are maintained, the Order be made;**
- c) **that the Local Highways Manager be authorised, in consultation with the Chairman and Divisional Member, to consider any objections received;**

## 1. Introduction and background

- 1.1 It should be noted that, as a result of Part 6 of the Traffic Management Act 2004 coming into force on 31 March 2008, Decriminalised Parking Enforcement has been replaced by Civil Parking Enforcement (CPE). The term Civil Parking Enforcement has therefore been used throughout this report.
- 1.2 Surrey County Council receives numerous requests for either the introduction of new parking restrictions or changes to existing restrictions. Rather than considering these individually, it was agreed when CPE was introduced that these requests should be reviewed on an annual basis to make more efficient use of resources. 52 suggested changes to parking restrictions have been received since the last review in September 2006.

## 2. Analysis

- 2.1 The suggestions have been reviewed and a recommendation made. It is proposed that SCC proceed with implementing 22 of the suggested changes and that the remaining 30 requests are declined. These are detailed in **Annex 1**.
- 2.2 In considering the suggested changes the following factors have been taken into account:
- The findings of site observations.
  - Waiting restrictions also apply to residents and their visitors.
  - The introduction of parking restrictions may simply displace parking and any associated problems.
  - Local Transport Plan objectives and the overall parking strategy.
  - Adequate enforcement resources must be available to encourage motorists to respect parking restrictions.
  - The introduction of short isolated lengths of restrictions to prevent parking on junctions or bends creates difficulties for enforcement and sets a precedent. The Highway Code states that drivers must not park their vehicle in a dangerous position or where it causes unnecessary obstruction. It also instructs drivers not to stop or park opposite or within 10 metres of a junction (except in an authorised parking space). Surrey Police have powers of enforcement against dangerous or obstructive parking.
- 2.3 It should also be noted that in most cases it is necessary to strike a balance between 3 conflicting demands:
- The need to ensure the safety of all road users
  - The desire to provide unobstructed passage for motorists
  - The desire to provide sufficient parking spaces to meet the demand

## 3. Consultation

- 3.1 Runnymede Borough Council's Parking Manager has been consulted about the suggestions and recommendations detailed in **Annex 1**. A number of sites have been included in the review at his suggestion.
- 3.2 The suggested changes and associated recommendations have been considered and agreed by the CPE Joint Member Working Group.
- 3.3 The proposed changes to parking restrictions will require a Traffic Regulation Order to be advertised. As part of this process, public notices will be displayed in

the local press and on-street. There will then be a period when comments can be submitted in response to the proposals.

**4. Value for money and financial implications**

- 4.1 The total cost of introducing the recommended changes is approximately £4,000.
- 4.2 Provision has been made to meet this cost from the 2008/09 Local Transport Plan devolved capital allocation (as detailed in the Transportation Update report being considered at this meeting).

**5. Equality and diversity implications**

- 5.1 None

**6. Crime and disorder implications**

- 6.1 None

**7. Conclusion and recommendations**

- 7.1 52 requests for either the introduction of new parking restrictions or changes to existing parking restrictions have been considered. It is recommended that 22 of the suggested changes are implemented and the remaining 30 requests are declined.

**8. Reasons for recommendations**

- 8.1 Detailed consideration has been given to each of the 52 requests and recommendations have been proposed following an assessment of relevant factors.
- 8.2 The proposed recommendations are supported by the CPE Joint Member Working Group.

**9. What happens next**

- 9.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site.
- 9.2 Subject to any objections to the proposals being resolved, a Traffic Regulation Order will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

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**BACKGROUND PAPERS:** None