



ENGLEFIELD GREEN, SURREY

PARKING INVESTIGATION

JANUARY 2010

Document control sheet **BPP 04 F8**

Client: Surrey County Council
 Project: Runnymede Parking Assessment Job No: B1049500
 Document Title: Englefield Green

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1. Purpose of Report

- 1.1 Surrey County Council requested Jacobs to survey named roads within the central area of Englefield Green village with a view to determining current usage of on-street parking space.
- 1.2 The project brief also included an assessment of on-street parking relative to vehicular capacity of those roads having due regard to road safety and environmental considerations and to make recommendations as appropriate.

The following roads were surveyed:

- Albert Road
 - Alexandra Road
 - Armstrong Road
 - Barnway
 - Englehurst
 - Harvest Road
 - Parsonage Road
 - South Road
 - St. Jude's Road
 - Victoria Street
 - Willow Walk
- 1.3 Parking surveys were carried out between 7am and 7pm on Wednesday 4 November 2009 and between 9am and 5pm on Sunday 8th November 2009.
 - 1.4 Outline data from the surveys appear in Section 6 of this report and Graphs illustrating that data can be viewed at Appendix B.
 - 1.5 More detailed data can be viewed at Appendix C.

2. Summary and Conclusions

- 2.1 It is the view of this report that as there has been no apparent increase in on-street parking levels since 2005 additional regulatory measures are not required at this time.
- 2.2 Also, an extension of the existing 30 minute limited waiting times cannot be recommended as there is sufficient on and off-street parking capacity available close to all local amenities for longer stays.
- 2.3 On-street Pay and Display parking should only be considered alongside a suitable permit parking scheme for residents as without such migration of longer-term parking could be detrimental to the needs of residents.
- 2.4 The existing mixture of unrestricted, time limited and off-street Pay and Display parking facilities, although giving non-residents a variety of options appears to be somewhat counter-productive given the financial outlay for the provision of the Pay and Display facilities.
- 2.5 As will be seen from the street by street assessment later in this report there are a considerable number of short-term (30 minute) on-street parking spaces available to motorists in Victoria Street and St. Jude's Road both of which also benefit from adjacent off-street Pay and Display car parking areas. There are also 8 short-term (30 minute) on-street spaces available in Armstrong Road close to its junction with St. Jude's Road. That said, motorists only have to drive a few metres further from all three locations to locate substantial lengths of unrestricted on-street parking.
- 2.6 For the purpose of this report it is presumed that drivers requiring to park for less than 1 hour are more likely to look for on-street parking, be it 30 minute limited or unrestricted, than pay to park off-street. This is even more likely to occur in St. Jude's Road where it is much more convenient to park on-carriageway alongside the shops than to manoeuvre in and/or out of the off-street parking area opposite.
- 2.7 It is unsurprising that there is a level of long-term non-residential parking on residential roads by motorists who need to park for longer than 30 minutes and are unwilling to pay to park off-street.
- 2.8 Also, when no short-term on-street spaces are available the likelihood of being able to park on-street free off charge a few metres away from their destination is more attractive to drivers than having to pay to park off-street when time-distance factors are taken into consideration.
- 2.9 A petition containing 547 signatures was presented to the September 2005 meeting of the Surrey County Council Local Committee for Runnymede requesting an increase in the limited waiting time from 30 minutes to 1 hour but preferably 2 hours, as the existing time limit did not allow persons to visit more than one shop, or to attend local events. Similar requests continue to be received.
- 2.10 The request for an extension of the limited waiting time could only have been mooted for convenience reasons rather than necessity as there is ample

opportunity within a short distance of all amenities for drivers to park for longer periods, either by payment in the car parks, or free on-street.

- 2.11 Therefore, unless residents themselves are being inconvenienced through being unable to park local to their homes there would appear to be no practical or commercial reason to increase on-street limited waiting times at this time.
- 2.12 However, if residents are being unduly inconvenienced, consideration could be given to introducing on-street Pay and Display parking alongside a permit parking scheme for residents.
- 2.13 On-street Pay and Display parking without a permit scheme would simply create more migration into residential streets. It is therefore difficult to see how usage of on-street and off-street parking facilities can be better regulated whilst continuing to protect parking provision for residents without such a combination.
- 2.14 It is also likely that an extension of the existing 30 minute limited waiting time to say, 1 hour would have an adverse effect on off-street Pay and Display car park revenue for Runnymede Borough Council.
- 2.15 Data collected in 2009, although similar in content to that collected in 2005 suggests a slight reduction in on-street parking overall during the 4 year period. Total numbers of parked vehicles together with duration of stay were collected and tables showing that data appear at Appendix C.
- 2.16 Number plate details were also recorded but have not been analysed as part of this report. The data is, however, available should the Council wish to view it as it may be possible to analyse the data further with a view to determining the level of non-residential parking in residential roads from the same.

3

Background

- 3.1 The main residential and commercial and retail area of Englefield Green is located immediately to the north of the A30 primary traffic route, with the main scholastic and residential buildings of the Royal Holloway, University of London (RHUL) located immediately to the south of the same.
- 3.2 As parking facilities on the RHUL campus for students and other parties using and/or visiting the facilities are restricted, overspill parking is believed to occur on those residential roads in Englefield Green situated within easy walking distance of the campus, namely South Road and Harvest Road and to a lesser degree at the southernmost ends of Alexandra Road, Armstrong Road and Albert Road. The area plan at Appendix A refers.



- 3.3 In some roads the carriageway width is insufficient for vehicles to park wholly on the carriageway along both sides without seriously disrupting through traffic movements. Consequently, part footway parking is common in a small number of roads.
- 3.4 As footway widths in these roads are generally less than 2 metres, part-footway parking is obstructive to pedestrians in general but is particularly challenging for the physically disabled, partially sighted, wheelchair users and persons pushing prams etc., and for those reasons should be discouraged.
- 3.5 It is also worth noting at this point that an increasing number of front gardens are being converted for the purpose of off-street parking space and that dropped kerbs are not being installed as required. In these situations the length of carriageway fronting the property was deemed to be available for on-street parking.
- 3.6 Although in reality it is unlikely that anyone other than the resident in question would park in front of the off-street space this practise should be discouraged as there is potential for conflict between drivers who legally park on the unrestricted carriageway and irate residents whose access and egress is obstructed.
- 3.7 Parts of some roads within the study area benefit from existing waiting restrictions, which are identified in more detail later in this report. For the purpose of the study it was assumed that the said restrictions indicated on-street reflect the requirements of the relevant Traffic Regulation Orders.

- 4.1 Waiting restrictions currently exist in the following roads and can be viewed at Appendix D:
- Albert Road
 - Armstrong Road
 - Englehurst
 - Harvest Road
 - South Road
 - St. Jude's Road
 - Victoria Street
 - Willow Walk
- 4.2 Whilst the majority of the existing restrictions prohibit waiting at all times (double yellow lines) there is approximately 180 metres of No Waiting Monday to Saturday 8am to 6pm (single yellow line) on the west side of St. Jude's Road between a point opposite the north side of its junction with South Road and a point approximately 30 metres north of its junction with the A30. There are also lengths of the same restriction along the north side of Victoria Street between the lengths of 30 minute limited waiting parking places.
- 4.3 Short-term on-street designated parking places exist in three roads where waiting is limited to 30 minutes, return prohibited within 30 minutes between 8am and 6pm on Monday to Saturday, as follows:
- on the east side of St. Jude's Road between its junctions with Bagshot Road and Armstrong Road;
 - on the south side of Armstrong Road, and
 - on both sides of Victoria Street.
- 4.4 In most instances the short-term parking places are located adjacent to local shops and business premises. A previous investigation in 2005 concluded: "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. The existing restriction satisfies the balance of the existing demand."
- 4.5 It should however be noted that parking is currently unrestricted along most of the A30 adjacent to the southern edge of the study area and that there is a real possibility that displaced parking from the main residential area could find its way onto this busy main traffic route.

5

Off-Street Parking

5.1 Pay and Display off-street parking is available at two locations:

- on the north side of Victoria Street (Victoria Street Car Park) and,
- on the west side of St. Jude’s Road (St. Jude’s Road Car Park).

5.2 St. Jude’s Car Park is divided into two sections (north and south) by a row of bollards, the southern section of which extends into Bagshot Road. Pay and Display charges are common to both locations as can be seen below.



5.3 Although there are local shops in both Victoria Street and St. Jude’s Road the latter car park appears to be more used, particularly for short-term parking which is probably due to the nature of ‘convenience’ merchandise available nearby.

5.4 Data from 2005 indicates that both car parks were operating at well under their maximum utilisation; St. Jude’s Road at 67% and Victoria Street at 29%. Although neither car park was assessed on this occasion passing visits suggest that little, if anything has changed during the last 4 years and that there are always spaces available, particularly so in Victoria Street car park.

6. Parking Surveys

- 6.1 Parking capacity is the notional number of parking spaces available and is based on the assumption that on average one vehicle occupies 4.2m of road space. It is also assumed that parking on both sides of the carriageway will not be permitted where the carriageway width is less than 6.5 metres.
- 6.2 Mean utilisation is the average number of vehicles parked at any one time and maximum utilisation is the maximum number of vehicles parked at any one time.
- 6.3 The table below is a list of roads common to both the 2005 and 2009 surveys and gives a comparison between the Mean Parked and Maximum Parked figures for each survey.

Location	Mean Parked		Maximum Parked	
	2005	2009	2005	2009
Albert Road	21	22	27	26
Alexandra Road	33	40	42	45
Armstrong Road	21	20	27	24
Englehurst	31	32	37	36
Harvest Road	51	49	61	58
Parsonage Road	10	13	24	17
South Road	31	27	38	32
St. Jude's Road	12	11	18	16
Victoria Street	17	14	26	23
Willow Walk	3	3	5	6
Total	230	231	305	283

- 6.4 Alexandra Road shows a noticeable increase in the Mean figure. South Road and Victoria Street show a marked decrease in both Mean and Maximum Parked figures, whilst Parsonage Road shows an increase in the Mean Parked figure but a marked decrease in the Maximum Parked figure. Otherwise, there is no significant change between the two surveys.
- 6.5 However, it is interesting to note that although the Total Mean Parked figures are virtually unchanged, the Total Maximum Parked figure in 2009 is substantially less than that of 2005, which would suggest that parking levels in the above roads have actually decreased.
- 6.6 Table 1 below is a brief summary of the 2009 Wednesday (12 hour) data:

Table 1	Capacity	Mean Parked	Maximum Parked	Mean Utilisation	Maximum Utilisation
Albert Road	33	20	24	60.84%	72.73%
Alexandra Road	67	41	46	60.96%	68.66%
Armstrong Road	35	19	24	55.60%	68.57%
Barnway	48	9	12	19.07%	25.00%
Englehurst	42	30	34	72.16%	80.95%
Harvest Road (north)	50	32	39	64.31%	78.00%
Harvest Road (south)	19	13	16	69.64%	84.21%
Parsonage Road	20	14	21	71.92%	105.00%

South Road	49	28	33	58.08%	67.35%
St. Jude's Road (north)	25	9	14	36.31%	56.00%
St. Jude's Road (south)	0	0	0	0	0
Victoria Street	36	13	23	35.47%	63.89%
Willow Walk	21	4	7	16.85%	33.33%
Totals	445	230	256	51.67%	57.53%

6.7 Table 2 below is a brief summary of the 2009 Sunday (8 hour) data. It should be noted that the capacity figures for Armstrong Road, St. Jude's Road (south) and Victoria Street are greater than in Table 1 owing to the fact that the single yellow line restriction in those roads does not apply on Sundays, therefore the 'mean' and 'maximum' utilisation figures for those roads will also differ:

Table 2	Capacity	Mean Parked	Maximum Parked	Mean Utilisation	Maximum Utilisation
Albert Road	33	24	28	72.73%	84.85%
Alexandra Road	67	38	43	56.72%	64.18%
Armstrong Road	53	20	24	37.74%	45.28%
Barnway	48	11	13	23.92%	27.08%
Englehurst	42	33	38	78.57%	90.48%
Harvest Road (north)	50	40	47	80.00%	94.00%
Harvest Road (south)	19	12	14	63.16%	73.68%
Parsonage Road	20	11	13	55.00%	65.00%
South Road	49	25	31	51.02%	63.27%
St. Jude's Road (north)	25	12	18	48.00%	72.00%
St. Jude's Road (south)	40	0	0	0	0
Victoria Street	65	14	23	21.54%	35.38%
Willow Walk	21	2	4	9.52%	19.05%
Totals	532	242	296	45.49%	55.64%

6.8 A comparison of the tables at 6.3 and 6.4 indicate the following:

- there is an 8.9% increase in the total vehicles parked within the study area on Sunday which is probably due to more residents being at home on Sunday, together with an influx of visitors;
- mean and maximum utilisation is marginally lower on Sunday which is probably due to the increased Sunday capacity in some roads;
- mean and maximum figures show significant increases on Sunday in Albert Road, Englehurst, Harvest Road (north) and St. Jude's Road (north).
- mean and maximum figures show significant decreases on Sunday in Alexandra Road; Harvest Road (south), Parsonage Road, South Road and Willow Walk;
- mean and maximum figures show a slight increase on Sunday in Barnway;
- there is virtually no change in parking levels in Armstrong Road and Victoria Street on both days despite the increased Sunday capacity.

6.9 It is virtually impossible to glean any useful information from the above other than to say that overall more vehicles parked on-street on a Sunday than mid-week. The fact that there are sizeable increases in St. Jude's Road and Victoria Street could suggest that there is an influx of visitors to the area on Sunday to use the varied eating establishments. Also, apart from the lengths

of double yellow lines there are no restrictions on waiting in Victoria Street on Sundays.

- 6.10 It is also impossible to say with any certainty if students move their cars at weekends only to be replaced by residents and visitors.
- 6.11 However, what can be said with some certainty is that regardless of whether weekday or weekend figures are considered on-street capacity is nowhere near exceeded by demand, be it by residents, visitors, or a combination of both.
- 6.12 Vehicle crossovers throughout the study area generally benefit from the implementation of access protection markings to Diagram 1026.1 of the Traffic Signs Regulations and General Directions 2002 (H-bars) and were therefore excluded from capacity calculations.
- 6.13 It should also be noted that the criteria employed to determine on-street capacity may have differed in some respect from that employed in 2005, namely the assumption that parking would not be permitted on roads where carriageway widths were less than 6.5 metres. However, despite this, the overall figures indicate that there is more than enough carriageway capacity available in most of the surveyed roads to support increased levels of parked vehicles.
- 6.14 More detailed survey data can be viewed at Appendix B.
- 6.15 Charts relative to Tables 1 and 2 above can be viewed at Appendix C.

7. Summaries by street

7.1 Albert Road

- 7.1.1 Waiting is prohibited at all times at its junction with South Road and southwards on the east side from Victoria Street for 18 metres and on the west side for 74 metres. The restricted carriageway width cannot support parking along both sides.



Looking northwards from South Road

- 7.1.2 Again, as off-street parking space for residents is minimal it is reasonable to presume that the majority of vehicles parked on-street belong to residents.
- 7.1.3 There is no indication that additional measures are required at this time.

7.2 Alexandra Road

- 7.2.1 This road runs northwards from South Road but turns westwards at its northern end to form a 'T' junction with St. Jude's Road at the northern end of the main shopping area. Waiting is prohibited at all times at its junctions with St. Jude's Road and Englefield Close and around the south side where the road bends to the east but not at its junction with South Road.



Looking northwards towards St. Jude's Road

7.2.2 There are 8 short-stay (30 minute) parking spaces on the south side between the bend and St. Jude's Road. The road has an estimated capacity of 67 and there are on average 40 vehicles parked. The carriageway can accommodate parking along both sides. As many of the properties do not benefit from off-street parking space it is reasonable to presume that the majority of parked vehicles in the road belong to residents.

7.2.3 Consideration should be given to prohibiting waiting at all times at its junction with South Road.

7.3 Armstrong Road

7.3.1 This road extends between its junctions with South Road to the south and Victoria Street to the north and is mainly residential in nature. The restricted carriageway width cannot support parking along both sides.



Looking northwards from South Road

7.3.2 Waiting is prohibited at all times at its junctions with South Road and for distance from Victoria Street of 37 metres on the east side and 41 metres on the west side. Waiting is further prohibited on the west side between 8am and 6pm on Monday to Saturday southwards from the end of the double yellow lines for a further 76 metres.

7.3.3 An average of 20 vehicles are parked mainly along the east side with that number remaining fairly constant throughout. As only 50% or so of properties benefit from off-street parking, it would be reasonable to presume that the majority of vehicles belong to residents.

7.3.4 There is no indication that additional measures are required in this road at this time.

7.4 Barnway

7.4.1 This is a short residential cul-de-sac on the northern edge of the survey area which forms a 'T' junction with Harvest Road (north) and runs in a westerly direction from the same. All of the houses are detached and have off-street parking space for at least one car.



Looking west from Harvest Road (north)

Looking west towards its western end

7.4.2 This road is considered to be too far from RHUL and the main commercial and retail areas of the village to attract long-term non-residential parking. Therefore, unless there are specific complaints from residents there is no indication that additional measures are required at this time.

7.5 Englehurst

7.5.1 This road forms a ‘T’ junction on the west side of St. Jude’s Road and extends in a westerly then northerly direction to its northern end where there is a turning head adjacent to the Health Centre private off-street car park.

7.5.2 Waiting is prohibited at all times at its junction with St. Jude’s Road but is otherwise unrestricted. There is also a short lay-by on its south side adjacent to St. Jude’s Road which can accommodate 5 cars at right angle to the kerb and within which waiting is unrestricted.

7.5.3 Parking occurs mainly along the north and east sides and is generally nose to tail until reaching the turning head at the northern end and although most houses benefit from off-street garages it is likely that residents choose to park on-street rather than use the same.



Looking westwards from St. Jude’s Road

Looking southwards towards St. Jude’s Road

7.5.4 The lack of carriageway width in Englehurst prohibits parking along both sides apart from in the turning head at the northern and a further turning head on the west side approximately mid-way along its length.

7.5.5 Unless there are specific complaints from residents to address non-residential parking levels there is no indication that additional measures are required at this time.

7.6 Harvest Road (south)

7.6.1 This length extends northwards from its junction with the A30 to its junction with South Street and is one-way northwards between those junctions. Waiting is prohibited along the entire western side. Two lengths (44m and 38m) of unrestricted free parking exist along the east side.



Looking southwards from Harvest Road (north)/South Street

7.6.2 These unrestricted spaces were generally fully occupied during the weekday survey period but barely used at all during the Sunday survey period. This would suggest that this length of Harvest Road is used for long-term parking by commuters and/or overspill from RHUL. Either way any attempt to time limit the on-street parking along this length would undoubtedly result in migration northwards into the main residential area.

7.6.3 In the event that on-street Pay and Display together with resident permit parking is considered to the north, this length should be considered for Pay and Display.

7.7 Harvest Road (north)

7.7.1 The carriageway between its junctions with South Road/Harvest Road (south) and the northern extent of the survey area at Barnway varies between 6m and 6.5m wide. The photograph below shows the length between St. Cuthbert's Close and South Street with vehicles parked wholly on the carriageway.



Southwards from St. Cuthbert's Close



Southwards from Barnway

- 7.7.2 Waiting is prohibited at all times at its junctions with South Road, St. Cuthbert's Close and Victoria Street/Parsonage Road but is otherwise unrestricted.
- 7.7.3 Whilst cars parked opposite one another leave sufficient space for through movements of larger vehicles such as refuse collection and those used by the emergency services, anything larger such as transit vans parked in such a way will clearly create difficulties.
- 7.7.4 Part-footway parking is more prevalent along the east side of the section between Victoria Street and Barnway where almost total obstruction of the footway occurs. Consequently, larger vehicles parking opposite also park partly on the east footway in order to maximise road space.
- 7.7.5 The survey data indicates that there was an average of 32 vehicles parked during the weekday survey and 40 at the weekend. The estimated capacity of 50 is based on the assumption that parking should not be taking place along both sides in view of the restricted carriageway width. That said, capacity was not exceeded on either day.
- 7.7.6 Consideration could be given to introducing a 1 hour prohibition morning and/or afternoon along the west side only on Monday to Friday as a means on dissuading long-term parking along that side.

7.8 Parsonage Road

- 7.8.1 This residential road forms a 'T' junction at the juncture of Harvest Road (north) and Harvest Road (south) with Victoria Street and could be described as forming the western arm of a staggered crossroads junction. It extends in a general easterly direction to its 'T' junction with Middle Hill.
- 7.8.2 Parking currently occurs along both sides and is heavier during the week with an average of 14 vehicles parked. It has an estimated capacity of 20 so the level of parking is quite high. As the average only drops to 11 on Sunday it is reasonable to presume that a high percentage of parked vehicles belong to residents.
- 7.8.3 Unless there are specific request from residents to address non-residential parking there is no indication that additional measures are required at this time.

7.9 South Road

- 7.9.1 This residential road extends from its junctions with Harvest Road to the east and St. Jude's Road (south) to the west. The lack of carriageway width dictates that parking can only take place along one side which, in this instance is the north side.
- 7.9.2 Junction protection in the form of double yellow lines exist at its junctions with Harvest Road, Albert Road and Armstrong Road but have not been implemented at Alexandra Road or Greenacre Court. South Road is the closest residential road to RHUL.
- 7.9.3 The weekday average of 33 vehicles reduces slightly at weekends which could be due to weekday RHUL students going home for the weekend.



Looking eastwards from St. Jude's Road

7.9.4 Consideration should be given to prohibiting waiting at all times in South Road at its junctions with Alexandra Road and Greenacre Court.

7.10 St Jude's Road (south)

7.10.1 With the exception of approximately 30 metres of unrestricted carriageway on both sides immediately to the north of its junction with the A30 the southern section of St. Jude's Road waiting between its junctions with the A30 and Bagshot Road is prohibited: on the east side at all times and on the west side to a point opposite its junction with South Road between 8am and 6pm on Monday to Saturday.

7.10.2 Parking along this length is not an issue despite the lack of restriction close to its junction with the A30, or the fact that parking is permitted after 6pm and all day Sunday.

7.10.3 That said consideration should be given to prohibiting waiting at all times on both short unrestricted lengths immediately to the north of its junction with the A30 on the basis that these lengths are adjacent to a major busy junction.

7.11 St Jude's Road (north)

7.11.1 Waiting is prohibited at all times along both sides between its junction with Bagshot Road and a point approximately 89 metres north of its junction with Bond Street, with the exception of a length of approximately 106 metres (25 spaces) on the east side fronting the shops where waiting is limited to 30 minutes, no return within 30 minutes between 8am and 6pm on Monday to Saturday.



- 7.11.2 There is a 19 metre long Bus Stop Clearway with kerb build-out adjacent to and immediately south of the limited waiting length.
- 7.11.3 Pay and Display parking is available off-carriageway on the west side of St. Jude's Road southwards from a point opposite the aforementioned bus stop to its junction with Bagshot Road and continuing southwards into Bagshot Road.
- 7.11.4 It would be possible to introduce an additional 26 metre length (6 spaces) of limited waiting between the bus stop and the mini-roundabout at Bagshot Road if required, without unduly inconveniencing through traffic movements on the approach to that junction.

7.12 Victoria Street

- 7.12.1 The carriageway varies in width between 6.5 and 7.4 metres and is generally straight. Waiting is prohibited at all times along the majority of the north side with the exception of two lengths (35m and 88m) of No Waiting 8am-6pm Monday to Saturday positioned towards the eastern end.
- 7.12.2 The south side comprises lengths of 34m, 9.5m, 43m, 22m, 4.5m and 21.5m of waiting limited to 30 minutes no return with 30 minutes between 8am and 6pm on Monday to Saturday between which lengths waiting is generally prohibited at all times, except where H-bars have been placed across vehicular accesses.
- 7.12.3 A total of approximately 32 short-term parking spaces are available for use adjacent to the majority of local shopping/commercial facilities in this street. The usage of spaces in this street tends to be lower than in St. Jude's Road.
- 7.12.4 The off-street Pay and Display car park is positioned on the north side towards the western end of the street and is also less used than its counterpart in St. Jude's Road.
- 7.12.5 It is also likely that the existing TRO schedules do not entirely correspond with the signed restrictions on-street due to the implementation of H-bar markings within lengths of 30 minute limited waiting lengths and the creation of a number of new vehicular accesses.
- 7.12.6 An additional 20 – 30 on-street spaces could be created along the north side of Victoria Street by converting the existing lengths of single yellow line restriction to 30 minute limited waiting without obstructing through traffic movements or inconveniencing other traffic in any way.

7.13 Willow Walk

- 7.13.1 This is a short residential cul-de-sac at the northern edge of the survey area which forms a 'T' junction on the east side of St. Jude's Road to the north of the main shopping facilities in that road and Victoria Street. Non-residential parking in this road is light presumably because it is too far from the RHUL campus and local commercial and retail facilities.



Looking eastwards from St. Jude's Road Looking eastwards towards its eastern end.

- 7.13.2 All of the residential properties are detached and benefit from off-street parking for more than one car. The restricted carriageway width prohibits parking along both sides.
- 7.13.3 Waiting is prohibited at all times eastwards from its junction with St. Jude's Road for approximately 34 metres but stops short of a sharp left hand bend beyond which is the main residential length. Consideration should be given to either extending the existing double yellow lines or treating the bend individually.
- 7.13.4 Faded yellow lines on-site suggest that the bend was previously protected but for one reason or another, the lines were removed.

