



OFFICER REPORT TO LOCAL COMMITTEE (RUNNYMEDE)

ANNUAL REVIEW OF ON-STREET PARKING IN RUNNYMEDE

18 JUNE 2012

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders for proposed amendments to on-street parking restrictions in the Runnymede borough.

SUMMARY

Officers have completed a review of on-street parking in Runnymede, and identified changes in restrictions which would benefit road safety and reduce instances of obstruction and localised congestion. This report does not include any proposals for on street parking charges.

OFFICER RECOMMENDATIONS

The Local Committee (Runnymede) is asked to agree:

- (i) That the proposed amendments to on-street parking restrictions in Runnymede as described in this report and shown in detail on drawings presented at this committee meeting as annex A are agreed.
- (ii) The Local Committee allocates funding as detailed in paragraph 6.1 of this report to proceed with the introduction of the parking amendments.

- (iii) That the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Runnymede as shown on the drawings in annex A be advertised and that if no objections be maintained, the Orders be made.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (Parking Team) carry out annual reviews of on-street parking restrictions across Surrey.
- 1.2 An assessment list comprising over 120 requests for parking restrictions from residents, councillors, emergency services and County Council engineers over the last year were collated and used as the basis for the annual Runnymede parking review.
- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support e.g. supported by county member, local borough/district council, high resident demand etc.

2 REVIEW OF RESTRICTIONS

- 2.1 The review was carried out in two stages: -

Stage one being an initial "desktop" exercise, which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage two involved site visits to all remaining locations, which were assessed using the criteria explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not progressed due to there being insufficient evidence to suggest there was parking a problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions will of benefit are listed below.

3 PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

EGHAM HYPHE AND THORPE

The Hythe (20)

Extend existing permit holder parking bay outside number 17 to give residents an additional 3 metres of space to park.

Woodhaw (72)

Introduce double yellow lines on the junction with the A308 (The Glanty) which extend around the bend into Woodhaw to maintain sight lines, access and road safety.

The Glanty (72)

Introduce double yellow lines on the public highway part of the service road located opposite Woodhaw to prevent obstructive and hazardous parking in the vicinity of the entrances to the office buildings.

River Park Avenue (19)

Introduce double yellow lines at the end section of River Park Avenue to prevent double parking and allow delivery lorries to access the DIY Superstore.

Albany Place (15)

Introduce additional sections of double yellow lines on the junction and the first section of bend to improve traffic flow and maintain sight lines and road safety. In addition, introduce double yellow lines on the entrance to **Orchid Court** to prevent parking in the turning area and improve accessibility in and out of Orchid Court.

Crabtree Road j/w Delta Way (74)

Introduce double yellow lines to maintain sight lines, road safety and access for the large vehicles maneuvering on the junction within the Trading Estate.

Chertsey Lane A320 (20, 73)

Extend existing restrictions southwards on both sides of the road to the junction with **Bowes Road**, extending into Bowes Road to maintain traffic flow, sight lines and road safety. Extend existing restrictions northwards towards the pedestrians crossing to prevent parking entirely on this section, maintaining traffic flow on this busy through road.

Chertsey Lane D3138 (20)

Introduce a limited waiting restriction in the parking areas south of **Simmons Place** to prevent all day parking by workers from nearby offices. This will allow a turnover of visitors to the nearby Surgery. As part of this proposal, introduce double yellow lines from the junction of **Boleyn Close** along both sides of Chertsey Lane to Simmons Place and in the vicinity of the parking bays and Simmons Place to prevent parking in hazardous and obstructive areas. Leave an unrestricted parking place on the western side of Chertsey Lane adjacent to No.1 Boleyn Close where it is safe to park.

Farm Close j/w Wapshott Road (73)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Wapshott Road j/w St Paul's Road (73)

Introduce double yellow lines on the junction to maintain sight lines and road safety. Amendment for TRO only as the road markings are already on the ground.

Wapshott Road (73)

Introduce double yellow lines on the north side of the road from the electricity sub station up to the parking lay-by on the bend to prevent parking on both sides of the road and allow vehicles to pass each other safely. In addition, introduce double yellow lines on the bend, opposite the parking lay-by, to maintain sight lines and road safety on the bend. Amendment for TRO only as the road markings are already on the ground.

School Lane (17)

Re-introduce the 30 minute limited waiting restriction to the parking bay outside the railway station. The continuous line of parked cars within this parking bay has unfortunately caused traffic flow issues for passing vehicles, and the 30 minute restriction was favoured for drop offs and pick ups for those visiting the station.

The Grove / Grove Court (16)

On the southern side of the bend alongside number 66, introduce double yellow lines to prevent parking on the bend to maintain sight lines and road safety. In addition, introduce double yellow lines on both sides of the junction between numbers 66 and 11 to maintain sight lines and road safety.

Rusham Park Avenue j/w Braywood Avenue (18)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

Chertsey Lane j/w Aymer Drive (75)

On the southern section of the junction, where the road bends round towards Aymer Drive, introduce double yellow lines to prevent hazardous parking on the bend obscuring sight lines for entering and exiting traffic.

ENGLEFIELD GREEN**Malt Hill and Greenways (12)**

On the sharp corner between Malt Hill and Greenways, introduce double yellow lines to assist vehicles in negotiating this section of highway effectively, particularly large goods vehicles and refuse collection vehicles.

South Road (09)

Extend existing restrictions on the eastern side of Greenacre Court eastwards to prevent parking opposite the entrance to Highfield Road.

Spring Avenue j/w The Crescent (12)

Extend existing double yellow line restrictions outside number 2a Spring Avenue to outside 2 and 4 Spring Avenue to improve sight lines and road safety on this junction.

North Street (12)

Extend existing double yellow line restrictions adjacent number 23 Grange Road southwards to improve sight lines for traffic exiting Grange Road and to improve traffic flow for North Street.

Cricketers Lane (71)

By the grass island in the vicinity of Crown Lodge and Crown House, introduce double yellow lines on the narrowest section of highway to maintain access for through vehicles.

Englehurst (11,09)

Introduce a permit scheme with no road markings in the form of 'permit holders only beyond this point' signs to give residents priority over non-residents. There are currently a number of non-residents who park in the road, including shop visitors, students from the Royal Holloway University, local workers and visitors to the Church.

Simons Walk j/w Bakeham Lane (08)

Introduce double yellow lines on the Simons Walk part of the junction to maintain sight lines and road safety.

CHERTSEY**Windsor Street (38)**

Outside number 5 Windsor Street introduce a disabled parking bay to provide additional disabled parking in Chertsey town centre.

Riversdell Close (38)

Extend the existing double yellow lines on the junction within Riversdell Close (side of No.56) to improve sight lines. Extend the existing restrictions in the cul-de-sac of Riversdell Close to help improve traffic flow.

Ford Road (47)

Introduce double yellow lines on both sides up to the Fordwater Trading Estate, including double yellow lines on the junction with Fordwater Road to maintain access for large vehicles entering and exiting the estate.

London Street j/w Chertsey Gate (42)

Upgrade the single yellow lines either side of the entrance to double yellow lines to maintain sight lines and road safety at all times of the day and night.

Bridge Road j/w Chaseside Gardens (42)

Introduce double yellow lines on the junction to maintain sight lines and road safety. This proposal includes double yellow lines on the hammerhead section of Chaseside Gardens for the same reason.

CHERTSEY, FOXHILLS AND VIRGINIA WATER

Guildford Road A320 (Holloway Hill to Bittams Lane) (76,77,78)

Introduce double yellow lines on both sides of the road to prevent parking by visitors to St Peters hospital, maintaining unhindered traffic flow for through traffic along this busy main road. Vehicles have started parking here since the narrow lay-by area on the hospital side was converted to a footway.

Bittams Lane (78)

Extend existing double yellow lines on both sides up to the junction with Ferndale Avenue, including covering the junctions of Ferndale Avenue and Hillcrest Avenue. This is to maintain sight lines and road safety for vehicles entering Bittams Lane either from the A320 or from the Chertsey South area to the north. Although parking in this area is more of an occasional problem rather than a persistent problem, residents have made complaints about vehicles parking beyond the existing restrictions obscuring sight lines for through traffic, including both the junctions mentioned. It is also anticipated that there will be an increase in demand for parking in Bittams Lane following the proposed restrictions for the A320 Guildford Road as detailed above. There are also approved plans for a new office development, to be known as Oracle Park, which may increase the demand for parking in Bittams Lane. It is therefore proposed to implement these new restrictions to control current parking practices and in anticipation of parking demand increasing as a result of the planned development in the area.

ADDLESTONE

Crockford Park Road j/w Daley Close (80)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Crockford Park Road j/w Hollies Court (80)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Simplemarsh Road j/w Beech Grove (79)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Corrie Road j/w Joinville Place (54)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Victory Park Road (54)

Extend the existing double yellow lines on the south side towards number 5 to help with traffic flow and sight lines on approach to the junction.

Introduce a loading only parking bay outside the new development (the former Safeway site next to the railway line) and re-align sections of the existing 30 minute limited waiting bays to allow for the new vehicular access to the development and proposed loading bay to be installed. The loading bay is to help serve the commercial properties fronting Station Road.

Liberty Lane j/w Liberty Hall Road (58)

On Liberty Lane, reduce the existing double yellow lines to 10 metres to allow residents more space to part outside their homes without compromising road safety.

Crockford Park Road j/w Oakley Close (69)

On Oakley Close, reduce the existing double yellow lines to 15 metres to allow residents and visitors more space to part outside their homes without compromising road safety.

Albert Road (51)

On the entrance to Regents Court introduce double yellow lines to maintain sight lines and road safety.

WOODHAM AND NEW HAW**The Avenue j/w Queen Mary's Drive (67)**

Extend existing double yellow line restriction around the corner into The Avenue, on the western side only to prevent parking on the junction and maintain sight lines and road safety.

Fairwater Drive (82)

On the entrance to Fairwater Drive introduce double yellow lines to maintain sight lines and road safety on the junction.

Woodham Lane j/w Heathervale Road (81)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

The Broadway (65)

Introduce 3 limited waiting bays to help with the turnover of visitors. These will be situated outside numbers 18 and 20; outside numbers 21 and 23; and outside numbers 1 and 3. In addition, formalise the existing disabled bay outside number 22 and introduce a new disabled parking bay outside numbers 5 and 7 to help disabled drivers find a place to park.

RUNNYMEDE GENERAL

The following is a list of **disabled parking bays** in Runnymede, which are currently in place on the ground but not on the Traffic Regulation Order. It is proposed to make these bays enforceable as currently signed as such on the ground.

Outside 17 Windsor Street, **Chertsey**
 Outside 123 Guildford Street, **Chertsey**
 Outside 73 Guildford Street, **Chertsey**
 Wetton Place (3 bays), **Egham**
 Outside 77 High Street, **Egham**
 Outside 59 High Street, **Egham**
 Side of 153/155 Station Road (located in Victory Park Road), **Addlestone**
 Outside 22 The Broadway, **New Haw**
 Outside The Post Office, 288 Woodham Lane, **New Haw**

Other Locations Assessed

The following list provides the roads where we received one or more requests that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various reasons, and there are a number of roads on this list that will be re-visited as part of the next review. Requests can relate to a specific part of the road rather than the road in general, so even though a road is listed it does not necessarily mean that all parking situations in that road have been assessed. While every effort has been made to ensure this list is as accurate as possible, there may have been locations that do not appear in this list due to the fact that it was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Street Name	Town	Street Name	Town
Byron Road	Addlestone	Avenue Road	Egham Hythe
Church Road	Addlestone	Bundys Way	Egham Hythe
Green Lane	Addlestone	Coopers Close	Egham Hythe
Marsh Lane	Addlestone	Goring Road	Egham Hythe
Roakes Avenue	Addlestone	New Road	Egham Hythe
Station Road	Addlestone	St Pauls Road	Egham Hythe
Wheatash Road	Addlestone	Barley Mow Road	Englefield Green
Birchfield Close	Addlestone	Bishopgate Road	Englefield Green
Burn Close	Addlestone	Cherrywood Avenue	Englefield Green

Abbey Green	Chertsey	Highfield Road	Englefield Green
Accommodation Road	Chertsey	Victoria Street	Englefield Green
Charles Street	Chertsey	Braeside	New Haw
Colonels Lane	Chertsey	Common Lane	New Haw
Drill Hall Road	Chertsey	Brox Road	Ottershaw
Galsworthy Road	Chertsey	Cabrera Avenue	Virginia Water
Green Lane	Chertsey	Sandhills Court	Virginia Water
Longbourne Way	Chertsey	The Orchard	Virginia Water
Longcross Road	Chertsey	Faris Barn Drive	Woodham
Lyndhurst road	Chertsey	Fairlawns	Woodham
Mead Lane	Chertsey	Mayfield Avenue	Woodham
Queen Street	Chertsey	Orchard Avenue	Woodham
St Anns Road	Chertsey	Pooley Green Road	Egham
St Johns Way	Chertsey	Ripley Avenue	Egham
Staines Lane	Chertsey	Rusham Road	Egham
Denham Road	Egham	Spring Rise	Egham
High Steet	Egham	Stoneylands Road	Egham
Orchid Court	Egham	Wesley Drive	Egham

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 Subject to approval and budget provision being made available for 2012/13, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Autumn 2012.
- 4.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Runnymede Borough Council offices during this time. This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 4.3 The Chairman, Divisional Member and the Parking Strategy and Implementation Group Manager will consider and try to resolve any objections. If there are unresolved objections, they will be considered in accordance with the county council's constitution.
- 4.4 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the Traffic Regulation order.
- 4.5 Finally, the new and amended parking restriction road markings and associated time plates will be installed on the ground in Spring 2013.

5 OBJECTIONS

- 5.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 5.2 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 5.3 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 A budgetary provision will need to be made available by the Local Committee for the cost of the traffic regulation order and the installation of any signs and lines. This is estimated to be approximately £20,000.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

- 7.1 There are no specific equalities and diversity implications for this report.

8 CRIME AND DISORDER IMPLICATIONS

- 8.1 There should be fewer instances of obstructive parking as a consequence of the restrictions.

9 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 9.1 It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Ease traffic congestion
- Better regulate parking

10 WHAT HAPPENS NEXT

- 10.1 Subject to approval of the committee and budgetary provision being made available, the Traffic Regulation Order will be advertised and the restrictions implemented.

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BACKGROUND PAPERS: There are none.