

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 24 February 2014



LEAD OFFICER: PETER WELLS
(Assistant Engineer, Parking Strategy & Implementation team)

SUBJECT: CONTROLLED PARKING ZONE CONSULTATIONS IN EGHAM
AND ENGLEFIELD GREEN

DIVISION: Englefield Green; Egham

SUMMARY OF ISSUE:

In October 2008, the Local Committee agreed funding for a feasibility study to possibly introduce controlled parking zones in three areas of Egham and Englefield Green. Plenty of individual requests had been received from residents, and it was considered by officers that the introduction of parking controls could ease traffic flow, improve road safety, better regulate parking and improve the local environment. Following discussions between officers and members it was decided to explore the possible introduction of these zones on a phased basis. This is the final study and covers two areas in Egham town centre and a revisit to Englefield Green. Parking surveys were carried out in October 2013, and a consultation took place with residents in November 2013. The results of these are discussed in this report.

RECOMMENDATIONS:**The Local Committee (Runnymede) is asked to agree that:**

- (i) it notes the contents of Annexes A and B;
- (ii) no further action is taken in respect of Egham Area 1 (covering Runnymede Road, Crown Street, Park Street, King Street, Hummer Road, Stroude Street and Denham Road);
- (iii) in respect of Egham Area 2 (covering Milton Road, Limes Road, part of Spring Rise, Grange Road, North Street, Queens Road, part of Clarence Street, Osborne Road, Windmill Shott, Rusham Road, Rusham Park Road, Braywood Avenue and Daleham Avenue) a parking restriction operating between 10am and 12 noon on Monday to Friday in parts of Braywood Avenue, Daleham Avenue, Rusham Park Avenue, Rusham Road and Windmill Shott is included as a proposal in the next scheduled Runnymede parking review;
- (iv) no further action is taken in respect of the Englefield Green area (covering South Road, Greenacre Court, Alexandra Road, Englefield Close, Armstrong Road, Albert Road, Armstrong Road and part of Harvest Road).

REASONS FOR RECOMMENDATIONS:

It is recommended that limited waiting restrictions are implemented in Egham Area 2 (as detailed on Page 23 of Annex B) in the next scheduled Runnymede Parking Review. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

1. INTRODUCTION AND BACKGROUND:

- 1.1 In October 2008 the local committee agreed to fund a feasibility study into the possible introduction of controlled parking zones (CPZs) in Egham and Englefield Green. Following discussions between members and officers it was decided to subdivide the region into smaller areas and look to introduce parking schemes on a phased basis, starting where parking problems were perceived to be the most serious.
- 1.2 The first area chosen was the central part of Englefield Green. The second was the part of Egham Hythe closest to Staines Bridge together with Cumberland Street, Hythe Road and Railway Terrace. Parking studies took place in these two areas in November 2009 and the outcomes were reported to this committee in February 2010.
- 1.3 The final area is Egham town centre, and, owing to repeated requests, a revisit to the central part of Englefield Green. Surrey County Council's Parking Team commissioned Atkins Global Engineering, a consultancy firm, to carry out surveys into the parking patterns in Egham town centre and Englefield Green, and consultations with local residents. The detailed results of these surveys consultations are included in the reports written by Atkins that form the annexes to this report.

2. ANALYSIS:

Parking surveys

- 2.1 The roads surveyed in Egham and Englefield Green were divided into three subsections. These three areas would form individual parking zones and assist in managing and reporting the results of this project more efficiently and concisely. The areas were:

Runnemedede Road, Crown Street, Park Street, King Street, Hummer Road, Stroude Street and Denham Road were collectively known as Egham Area 1. (Shown on diagram 3.1 on page 2 of Annex A).

Milton Road, Limes Road, part of Spring Rise, Grange Road, North Street, Queens Road, part of Clarence Street, Osborne Road, Windmill Shott, Rusham Road, Rusham Park Road, Braywood Avenue and Daleham Avenue were collectively known as Egham Area 2. (Shown on diagram 3.2 on page 8 of Annex A)

South Road, Greenacre Court, Alexandra Road, Englefield Close, Armstrong Road, Albert Road, Armstrong Road and part of Harvest Road, collectively known as Englefield Green. (Shown on diagram 3.3 on page 15 of Annex A).
- 2.2 The parking surveys were carried out on Saturday 5 October 2013 and Tuesday 8 October 2013 hourly between 7am and 7pm and at half past midnight, to gauge night time usage.
- 2.3 In **Egham Area 1** the data indicates that the highest demand for parking is overnight when we believe that by and large only resident parking is occurring. Throughout the day, parking occupancy levels drop which suggests that whilst there are parking stresses within the area, it is predominantly due to resident parking rather than non-resident parking. The exception to this trend is

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Runnymede Road, where parking stress levels remain fairly consistent throughout the day, which may be due to students of nearby Strode College parking there during the day. However, parking occupancy does not exceed 57%, which indicates there is substantial spare parking capacity. In light of this, we consider that resident parking permits may not have a beneficial impact upon parking stress within this area.

- 2.4 In **Egham Area 2**, the parking survey indicates higher weekday parking demand during the day than overnight on roads in close proximity to Egham rail station and the High Street. This suggests that parking stress on these roads is likely caused by non-residential parking. Milton Road, Grange Road, Queen's Road, Osborne Road and Clarence Street were recorded to have high parking occupancy; however occupancy is at its highest overnight, which suggests parking stress is mainly caused by residential parking and may not be alleviated through a resident permit scheme.
- 2.5 The parking survey indicates that the demand for residential parking is currently being met, with most roads showing parking occupancy levels less than 80%. The highest demand for parking within the Englefield Green area is overnight, at 00:30. At this time of day, it is assumed that only resident parking is occurring. Throughout the day, parking occupancy levels drop, which may indicate that there is not a major issue with non-residential parking and that resident parking permits may not have a beneficial impact upon any parking stress occurring.

Consultations

- 2.6 Consultation letters were issued to all residents and businesses considered to be impacted by the proposed scheme in the week commencing 4 November 2013. The letter included:
- details of the proposed scheme;
 - an explanation as to how the proposed parking controls would work;
 - the types and cost of parking permits available should a proposed scheme be implemented;
 - a statement to indicate that the hours of operation of the proposed scheme have yet to be decided and would take account of consultation responses;
 - contact details, should the resident or business require further information about the scheme or consultation process; and
 - details of how to access the on-line questionnaire on SCC's website, in order for the resident or business to submit their views.
- 2.7 A copy of the consultation letter is included in **Appendix A of Annex B**. The proposed scheme webpage on Surrey CC's website, which was referenced in the consultation letter, provided details of the proposed scheme, maps showing the proposed extent of the scheme, along with links to the on-line consultation questionnaire for each area, hosted on Survey Monkey. The survey forms, including questions asked, for the two areas in Egham and one area in Englefield Green are shown in **Appendix B of Annex B**. The online consultation ran from 5 November to 29 November 2013.
- 2.8 An issue was identified whereby some residents in Egham 1 and Egham 2 areas received the Englefield Green consultation pack, providing details of the link to www.surreycc.gov.uk/runnymede

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the Englefield Green online survey page. As a result, a notice was added to the Englefield Green online survey page, informing Egham 1 and Egham 2 residents not to respond to that survey, but instead providing a link to the survey relevant to them. This was also taken into account during the analysis of responses. At the end of the consultation period, all responses were collected and analysed. The results are detailed in the conclusions and recommendations section of this report.

- 2.9 During the analysis process, all responses (and IP addresses) were screened to ensure as well as possible that duplicate responses were removed and the analysis was as representative and robust as possible. It should be noted that for some households, multiple individuals provided a response, which may skew the results following analysis.
- 2.10 During the consultation process, a number of phone calls were received by Atkins from residents of all three areas. Queries were answered as well as possible by Atkins staff and opinions of residents recorded. Residents were also encouraged to complete the online consultation questions, so their opinions were registered for analysis.
- 2.11 A small number of residents contacted us to request hard copies of the questionnaire as they did not have access to the internet. They were supplied with a copy of the questionnaire, the information pack and a prepaid envelope, in which to return the completed questionnaire.

3. OPTIONS:

- 3.1 The committee can decide to implement parking controls in one, two or all three survey areas despite the findings and recommendations in this report.
- 3.2 The committee can decide that the recommendations for **Egham Area 2** are investigated in more detail, and a proposal is drawn up to be included in the next scheduled Runnymede parking review.
- 3.3 The committee can decide not to make any changes to the existing arrangements in any of the three survey areas.

4. CONSULTATIONS:

- 4.1 The County Council consulted with all properties in the three survey areas. 1,200 questionnaire and information packs were mailed out and results were collected by "Survey Monkey" and by post.
- 4.2 Atkins set up a telephone number, where queries were taken and hard copies of the questionnaire and information packs were sent out upon request.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Should the recommendation be approved by this committee, it will be incorporated into the 2014 Runnymede parking review. Funding to implement

this review will be made up of contributions from the Parking Strategy and Implementation Team and Local Committee budgets.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow these affected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 For **Egham Area 1**, 127 responses to the consultation questionnaire were received. Of these, 45% of respondents believe there is a parking problem on their street, whilst 54% believe there is not. It was noted that parking problems are highly perceived to be linked to Strodes College students parking on nearby residential roads. The majority of respondents (59%) were not in favour of a permit scheme in **Egham Area1**. The results of the consultation were also taken into consideration with the parking beat survey previously undertaken. The survey indicated that parking occupancy was at its highest during night time hours, when resident parking is prevalent.

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- 9.2 This suggests parking issues are mainly due to resident, rather than non-resident, parking. Given the lack of desire for the scheme through the consultation process, along with the parking survey indicating a resident rather than non-resident parking issue, it is not recommended to introduce a resident permit parking scheme to the area at present.
- 9.3 For **Egham Area 2**, 226 responses to the consultation questionnaire were received. Of these, 61% of respondents believe there is a parking problem on their street, whilst 36% believe there is not. It was noted that parking problems are largely perceived to be due to users of Egham rail station parking on residential roads, with over 100 comments submitted to highlight this. A marginal majority of respondents (47%) are in favour of a permit scheme in the **Egham Area 2**. The results of the consultation were also taken into consideration with the parking beat survey, previously undertaken in the area. The survey indicated pressure on parking capacity on a number of roads, but non-resident parking was only deemed a factor on roads in close proximity to Egham rail station and the High Street.
- 9.4 Given the majority of Egham Area 2 respondents were in favour of a resident permit scheme and the parking survey indicated issues of non-residential parking, it is recommended that parking controls are implemented within the area. However, the consultation highlighted that the cost of resident parking permits are, in general, not welcomed by residents. As a result, and due to the fact that parking issues appear to be predominantly due to commuter parking, it is recommended that **10am to 12 noon Monday to Friday** parking restrictions be introduced on certain roads in the area. This should negate commuter parking, whilst the Council will only need to provide resource to enforce the restriction for a short period of time. The roads on which the restriction is recommended are listed below and shown in Figure 22, Page 23 of **Annex B**:
- Braywood Avenue;
 - Daleham Avenue;
 - Rusham Park Avenue;
 - Rusham Road; and
 - Windmill Shott.
- 9.5 The roads selected for the parking restriction are those which are considered to have an issue with non residential parking (through the parking survey results and consultation comments received), and have a majority of consultation respondents in favour of parking permits. However, it should be noted that the introduction of parking restrictions on these roads may offset commuter/ non-residential parking onto adjacent roads and result in a detrimental impact upon parking at those locations. It is therefore recommended that, following implementation, parking levels in the area are reviewed and the scheme extended or adjusted, as deemed necessary.
- 9.6 The single yellow line restriction is proposed only where there is currently no restriction. Existing double yellow lines will be retained; however, where they extend less than 10 metres either side of junctions, it is proposed they be adjusted to 10m in length (as per Highway Code and industry standard practice) for safety reasons.

- 9.7 It is proposed that the existing parking bay on the northern side of Rusham Road be retained. However, it is currently unrestricted and allows commuter parking. Therefore, to mitigate this and allow a turnover of vehicles during the day, it is proposed to introduce a limited parking restriction, for Monday to Friday for 4 hours and no return within 2 hours.
- 9.8 For **Englefield Green**, 131 responses to the consultation questionnaire were received. Of these, 51% of respondents believe there is not a parking problem on their street, whilst 49% believe there is. It was noted that parking problems are largely perceived to be linked to Royal Holloway, University of London students parking on nearby residential roads. The majority of respondents (65%) are not in favour of a permit scheme in the Englefield Green area. The results of the consultation were also taken into consideration with the parking beat survey previously undertaken. The survey indicated that parking occupancy was at its highest during night time hours, when resident parking is prevalent.
- 9.9 This suggests that any parking issues are mainly due to resident, rather than non-resident parking, although the results indicated there is generally sufficient parking capacity at present to meet demand. Given the lack of desire for the scheme through the consultation process, along with the parking survey indicating a resident rather than non-resident parking issue, and sufficient supply of parking to meet demand in the area, it is not recommended to introduce a resident permit parking scheme at present.

10. WHAT HAPPENS NEXT:

- 10.1 The recommended proposals for Braywood Avenue, Daleham Avenue, Rusham Park Avenue, Rusham Road and Windmill Shott will be drawn up and included in the 2014 Runnymede Parking Review which is scheduled to report to this committee in **January 2015**. It will then be formally advertised and subject to the necessary statutory process.
- 10.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

Contact Officer:

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Annexes:

Annex A. Egham and Englefield Green Parking Study. Parking Beat Survey Assessment.

Annex B. Egham and Englefield Green Parking Study. Consultation Results Technical Note.

Sources/background papers:

Report to Local Committee. 26 February 2010. Controlled Parking Zones in Egham and Englefield Green.

