

**RUNNYMEDE PARKING REVIEW ADDITIONS 2015
CONSIDERATION OF OBJECTIONS**

17 November 2015

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KEY ISSUE

To consider objections to new parking controls in Addlestone, Egham and Englefield Green following a statutory consultation

SUMMARY

In accordance with the Road Traffic Regulation Act 1984, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the constitution of the Council this report has been produced to consider objections to the parking proposals shown in Annex 2.

The officers recommendation is marked in bold after the response to the last objection or comment for each location. It is necessary to refer to the map-based plans used in the consultation.

ITEM 10

Runnymede Parking Review Additions 2015 - Summary of objections – 17 November 2015

Plan number	Road/Location	Number of objections	Status
	Crockford Park Road, Addlestone	20 Objections 8 Comments 8 Support	Proceed with amendments
3282_54 3282_55	Crouch Oak Estate, Addlestone (incorporating Princess Mary's Road, Marriott Lodge Close, Cabbell Place, Lewis Close, Wallace Walk, Finlay Gardens and Tyler Gardens)	8 Objections 8 Comments 6 Support	Proceed as advertised
3282_41	Hamilton Close, Chertsey	1 Comment 2 Support	Proceed as advertised
3282_13	High Street, Egham	4 Objections 2 Support	Proceed as advertised
3282_10 3282_11	Victoria Street, Englefield Green	3 Objections 4 Comments 2 Support	Proceed as advertised
Total		76	

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Crockford Park Road, Addlestone

Response Type	Points raised in objection letter or E-mail (extracts from more lengthy responses with personal details removed)
Objection	We have used the area marked red on the plan of Crockford Park Road to Park for 15 years. We reside on Station Road in a flat above a shop with no parking. When the initial consultations about the development opposite us were put forward it was said that people in our position would get allocated parking. This has not been arranged.

	<p>Addlestone is a commuter town, our car is usually present during the week as we take the train to work and use the car in the evenings and at weekends. I do not think we are unusual in this. As commuters we are often away from 6.30am - 9.00pm, so would not be available to move the car. We cannot afford to hire a garage, even if one were available, or to pay for parking. We cannot survive without the car as it is needed to travel to a weekend job. If we cannot attend work then we will become burdens on the state. We have not been provided with detailed proposals for alternative parking. If that parking is further away insurance costs will increase. The proposals will cause us undue hardship. Generally the information provided in this link is insufficient to see what benefit is to be achieved. I have telephoned the Council twice for assistance and to acquire more information.</p>
Objection	<p>I have been parking my car on Crockford Park Road for the last 14 years. It is the closest available parking to my address. I tend to only use my car at evenings and weekends as I commute to work by train. If these proposals go ahead I will have nowhere to park my car on week days when I am at work. I feel that there are already enough parking restrictions on Crockford Park Road and the surrounding roads without adding any further ones. Please do not further restrict parking on Crockford Park Road, this is not what I pay my Council Tax for!</p>
Objection	<p>I am an apprentice and I do not earn a good enough wage to pay for parking. I travel far, and if I had to pay I would use all my wage on just travelling to and from work. If yellow lines are put out down in Crockford Park Road I will have to leave my job, and as you can appreciate its very hard to find certain apprenticeships ! Please put this into your consideration.</p>
Objection	<p>A better understanding as to why you are placing restrictions on certain areas of the road and not others would have been beneficial for the residents of Crockford Park Road. Currently, the new proposal would mean that there will be no parking restrictions outside our property. We are objecting to the proposed restrictions for Crockford Park Road as currently we have no issues with parking outside our property. If the proposed restrictions are put into place, it means that there will be an increase in the number of cars who are looking to park down Crockford Park Road, be it commuters, visitors or homeowners, with the only available parking outside our property and a few others. This means that we would always have cars parked outside of our property, and being a two car family, this means that we will always have issues parking outside of our own home. We currently have commercial vehicles (vans & lorries) that park outside our property for extended periods of time over weekends but they do currently alternate where they park. If the proposed restrictions are in place, the only place for them to park would be outside our property and a handful of others. I think a proposal of free parking permits for residents only or leaving Crockford Park Road as it currently stands is a more beneficial proposal for all residents.</p>
Objection	<p>The proposal to put in extra yellow lines along Crockford Park Road are not too bad in principal, however I suggest that you make the timing of parking restrictions only Monday to Friday as they are the only days that there</p>

	are parking problems. The parking problems have been exacerbated since the redevelopment of Addlestone town centre & the fact that council employees now use the side roads for parking as opposed to the extra parking that was designed for them in mind over in Victory Park! I & 80% of the residents in Crockford Close would totally object to any suggestion of putting yellow lines in our close!!!!!!
Objection	<p>My concerns regarding the parking restrictions in Crockford Park Road are as follows:</p> <ol style="list-style-type: none"> 1. I live in the cul de sac end of Crockford Park Road, and whilst I am not directly affected by the proposed restrictions, I am concerned that the residents here will suffer as a consequence. As it is, we have numerous cars coming into the cul de sac to find parking, only to find nothing available, and then turning out of the cul-de-sac again. If the parking restrictions go ahead, the number of cars turning into the cul-de-sac can only increase, and as there are shops nearby, I am sure we will then find people parking across our driveways. As it is, the residents here really struggle to find parking, as some of the houses here do not have any driveways. 2. There is nowhere to park in Addlestone, (apart from Tesco's, with a 3 hour limit) and a small council car park. Where are all the cars which are parked in Crockford Park Road going to go? Cars do not disappear, they simply find somewhere else in other streets, which are already seriously congested. 3. The new development of cinema, hotel and flats can only add to the problems of parking in Addlestone, as I am convinced that the amount of parking that will be provided will be insufficient to accommodate even more cars coming into Addlestone. This will not encourage people to come to the town if they cannot easily find somewhere to park.
Objection	<p>I live in the cul-de-sac end of Crockford Park Road and so am not directly affected by the proposed parking plan for no waiting at any time on stretches of Crockford Park Road. However I am concerned that the proposal will only add to existing traffic and parking chaos in the road as a whole and have a knock-on effect in our cul-de-sac. The general lack of public parking in Addlestone currently results in parking chaos in Crockford Park Road as both residents and local day-time workers struggle to find parking spaces. The adjoining road, Corrie Road, is always congested, especially in the evenings, with parked cars and the pavements are often obstructed by vehicles forcing pedestrians, especially those with wheelchairs or pushchairs, onto the road. Our cul-de-sac has very limited on-street parking for residents, and those residents in the older houses which have no off-street parking have a constant struggle to park, yet non-residents often use the cul-de-sac, sometimes leaving vehicles for days on end. Our proximity to Addlestone station means that some vehicles are parked by non-residents while the owners travel to work in London or simply in Addlestone town centre. Tesco car park allows parking for a maximum of 3 hours only, so is of no use to anyone working in the town on a daily basis. I realise that a solution has to be found for the parking chaos in the whole of Crockford Park Road but I am concerned that the proposed plan will simply force vehicles into surrounding residential roads like our cul-de-sac and Corrie Road at the expense of local residents. Could a trial of parking on alternate sides of the road on different days of the week be</p>

	carried out, as happens in France? The council urgently needs to provide adequate reasonably priced long-term parking in Addlestone town centre to allow shoppers and commuters to the town to park safely and not at the expense of local residents.
Objection	I wish to object to the current proposal, because of the following reasons: Northcote is a cul-de-sac and already suffers with parking issues from the existing residents. During the day non-residents, i.e people using the train station and who work in the local estate agents etc park in Northcote, again impacting residents parking. Any change to the current parking arrangements in Crockford Park Road will just increase the non-resident parking in the local roads. It would be better to bring in some form of parking permits for residents who pay their council tax in this area. Not just Northcote but the other local roads.
Objection	I agree to the red zones, for safety reasons. The proposed purple lines, illustrating restrictions Monday to Saturday 8am until 6pm are not feasible though. People park on Crockford Park Road because they are residents or visiting those in Crockford Park Road or surrounding roads, including Hollies Court, and there are no alternative parking options. Are you suggesting they cannot park their car/ visit Monday to Saturday during the day? Monday to Friday is perhaps realistic as people tend to go to work on these days, but people do not tend to move their cars here at the weekend. Where will people that live here park during the day on Saturday? Where do people that live here park during the day Monday to Friday during holidays, e.g. Christmas? Parking in Hollies Court is already ridiculous. There are 36 flats and less than that in spaces. Residents of Crockford Park Road are often spotted parking in Hollies Court, if you further restrict the parking on their road, then you are just passing the problem to surrounding roads, with existing issues.
Objection	I strongly object to the proposed parking restrictions in Crockford Park Road. The road is a cut through route avoiding the main route through the town centre, and having no cars parked on the road will encourage much more traffic making it more dangerous. Also having cars parked on the road tends to slow down the speed of traffic, making it less dangerous to get onto the road from driveways. Without cars parked on the road traffic tends to speed past, and I can see speed humps being laid in the future which I would also object to. Parking restrictions would also be a major inconvenience when friends and family visit.
Objection	The proposed restrictions will cause even more of an over flow into the cul-de-sac of Crockford Park Road where it is already a problem for residents & visitors. Just leave it as it is.
Objection	Whilst supporting the waiting restrictions on the even numbered side of the road (where cars are regularly parked obstructively on the pavement), to make further restrictions on the odd side will make it even more difficult for residents (who have no off road parking) to find a place to park. This especially due to the use by commuters, as there are no parking available at the railway station. Additional pressure is placed by the use of the road for

	parking by local shop and office workers and by shoppers. This will also affect delivery vehicles who will be waiting whilst making deliveries.
Objection	As a resident in Hollies Court; where there is not enough parking space, I regularly park on Crockford Park Road. If Crockford Park Road has the parking removed during the day, it will simply cause parking to occur in the side roads.
Objection	Parking in this area is already very restricted. Already there is not enough parking down Hollies Court and if we couldn't park on the road there would be nowhere to park at all. Perhaps some form of restricted permit parking would be better.
Objection	The proposed changes will not allow for any resident or visitor parking at my residence between 8am & 6pm on any day except Sunday. It would be preferable to have resident permit parking spaces available on one side of the road to accommodate normal residential requirements.
Objection	There is not enough parking down Hollies Court where I live, especially since gates have been put at the end of the road, so I need to park my car on the road outside because I can't park down my own road. Restricting the parking down Crockford Park in the locations you have specified means I will be unable to park my car. I would suggest permit parking down my road to ensure residents can park.
Objection	I object to this proposal on the grounds that parking is already at a premium on this road and adjacent roads. It's absurd that there are plans to restrict when I can park outside my home when my application for off road parking at my property appears to have been declined. Where else do you suggest resident's park?
Objection	The parking restrictions will run right outside of our property, with the proposals being no waiting at any time. This will prevent us being able to park outside our own property and visitors to our house. I agree that parking down the length of Crockford Park Road has become a problem with most cars belonging to people using the station and working in local businesses in Addlestone. However, I feel these proposed restrictions are only going to make matters worse as no additional parking provision will be made at the station or in the town and the only people to suffer will be residents. I fully appreciate that you are trying to make a difference but I feel that as a resident I should be able to park outside my own property, even if it was made as residents only parking. If the proposals are to go ahead, we will need to drastically change the layout of our drive to provide sufficient parking, at a cost which we could not afford. Would there be money available from the County Council to cover these upgrades?

Objection	I object to the proposed plans for Crockford Park Road. I am a young apprentice working in the area who relies on this road for parking at work. I am already earning under the normal minimum wage for someone my age and am struggling financially to make it to work as it is. I have previously tried public transport however the rail and bus links into Addlestone are incredibly unreliable and I often found my train being cancelled. There are numerous people who rely on parking in the area and limiting it to the extent that you are planning on will create chaos in the morning for many like myself. If the plans go ahead I will have to search for another job and it will discourage many from working in Addlestone.
Objection	Currently there is one public car park in the town area of Addlestone and its size has already been reduced through building work. A third of its remainder has been allocated for Council use only leaving about 35 bays for the general public. Runnymede Borough Council staff members are using Crockford Park Road and its side roads to park their vehicles. Residents are already struggling to park their own cars and the implementation of further restrictions will force those vehicles and others into the side roads completely filling them up. This will endanger the children playing in what are currently quiet residential closes and courts. I propose the evaluation the postponed until the town renovation is complete and a new car park is built.
Comment	To whom this may concern. I live in Crockford Park Road. My neighbours and I, got together to discuss the planned proposals for parking restrictions on Crockford Park Road. We would ask that you consider an amendment to your planning, an inclusion for no waiting Mon - Sat 0800 hrs till 1800 hrs outside house numbers 69 to 81 which has been left off your proposals. Outside these houses appears to be the only parking spaces on the road during the week, we feel that people will park their cars and leave them there for extended periods as has already been the case. Although we all have off street parking, we still find it difficult to enter/exit our driveways due to this particular activity especially when larger vehicles are left. This would also enable our visitors to have a better chance to park.
Comment	<p>Generally happy to see parking restrictions placed onto Crockford Park Road, as the proposed regeneration of the high street area, including shops, 200 flats, cinema, restaurants, multi storey car park and hotel will inevitably increase traffic congestion in the surrounding areas. Currently at peak hours, we have busy roads which has been accepted will get worse after the development of Addlestone High Street as no major reconstruction or widening of roads are apparent. However, I would like to bring forward some points which should be considered as part of this new parking control scheme.</p> <ol style="list-style-type: none"> 1) The enforcement times of 8am - 6pm have to be sign posted. Which locations will these sign posts go up? Who will enforce these parking restrictions? 2) The residents of Crockford Park Road fear that after 6pm, the said road will be used as an overflow for people who are visiting the cinema for a late showing or dining out late. The road is currently used for many commuters

	<p>who park in the road and then walk to Addlestone rail station. Some thought should be given to provide parking on the road for local residents only, like as they have done for roads surrounding the Hounslow regeneration. It forces people to use the car parks, cycles or public transport before they think of bringing their own vehicles to the area.</p> <p>3) After the regeneration of Addlestone high street, traffic and parking reviews should be undertaken yearly to assess the impact (or not) of the parking controls and congestion.</p>
Comment	<p>I support the proposal as I am concerned that on-street parking would increase very significantly when the town centre development is finished. But I ask that consideration be given to installing speed bumps between the mini-roundabout and the traffic lights at the junction with the A318; we already have drivers racing to the beat the lights and this would only worsen if they have a clearer run without parked cars to slow them.</p>
Comment	<p>Hello. I live in Crockford Park Road (the cul-de-sac end) and we have a lot of problems finding a space to park, more so than the other residents this end as our neighbour has ownership of the land outside our house. How this was ever allowed is beyond me and not only has it reduced parking considerably but it also restricts us in so many ways. Now our other neighbour has decided to take down their front garden fence and use the space to park their very large car. We are now hemmed in and often have to wait until they move their car in the morning so I can get out onto the public highway to take my children to school. This is how we live and unfortunately no-one has been interested in how unfair this is and how it is not in keeping with the character of the road, especially what our neighbour has done to what was originally a beautiful green area. However, even though we grit our teeth and get on with it, we are now finding that parking is becoming very scarce this end of the road. People are taking up 2 bays to park one car and I find myself driving round and round looking for a space to park as close as possible to my home. I have 3 young children. Some of my neighbours have a drive and still park their car on the road, so they are in fact taking up 3 spaces, their drive, the space outside their drive and the space where they park their car. We also worry that when we come to sell our property one day, that the lack of parking spaces and the 'hemmed in' feeling with our neighbours either side - we literally cannot move. All I can say is that if parking eventually becomes impossible for me - what hope do we have when we are ready to sell? Please consider us and our neighbour who are in the same position as us. We love living where we live and Addlestone is a fantastic place, but parking is a nightmare now and very frustrating. We own one car.</p>
Comment	<p>I only moved into Crockford Close in November 2014 and on the "Seller Information Pack" there was a question asking if there had been any neighbour disputes in Crockford Close. The seller of my house stated that there had been no specific neighbour disputes but the police had been called in the past due to parking issues in Crockford Close. Since moving into the house it has become clear that Crockford Close is used by, I guess, rail commuters to park during Monday to Friday. This has resulted in cars being parked on the pathway many times and even</p>

	has caused obstructions for larger delivery lorries. What concerns me is that even though I agree with the parking restriction proposal for Crock Park Road, I can foresee the issues down Crockford Close and indeed the other side road being significantly more common and probably worse. Ideally it would be good to extend the restrictions to Crockford Close, or at the very least parking patrols to be very active down the side roads.
Comment	Whilst I am generally in support of the changes, two obvious areas of concern are the cars parked in Crockford Park Road by the motor repair company, off Corrie Road Addlestone and the non use of the garages and space made available for the residents of Pinewood Court. The spaces taken by the above and those using the train station, is not fair on the rest of the residents and ideally. I would have a resident parking scheme. More and more cars are using Crockford Park Road as a rat run and while I understand that, the levels of speed are going up, thus I enjoy challenging such drivers when I am in the front garden!
Comment	I agree that the parking on Crockford Park Road need addressing, but I believe that in conjunction with this, traffic calming measures need to be introduced too. This is a residential road with young children living on it (including our own) and cars drive much too quickly along it, often to try to catch a green light at the junction at the end. There are also two schools very nearby, and many of the children walk along the road in the morning and the afternoon. Whilst sorting out the parking will improve the flow of traffic, it will also make it easier for cars to speed as they will have no obstacles to impede their progress, and this, in turn, will make it much more dangerous for any young children in the area. We already find it hazardous when leaving our driveway to join the road, and these parking measures will only make this more dangerous. It strongly feel that addressing the speed of the traffic on Crockford Park Road is actually of greater importance to the parking issues, and I would not like to see this problem worsen due to the parking issue being fixed.
Comment	I have seen online the new parking restrictions, could you please make the line longer to reach to number 75.
Support	My husband and I would like to strongly support the proposal to change the parking restrictions on Crockford Park Road. The number of parked cars significantly reduces visibility and means that we cannot safely get our car out of the drive. In addition, the road has become very dangerous due to cars swerving in-between the high volume of parked cars, in both directions. Finally, despite the speed bumps, cars persist to speed down the road and so we hope that the parking restrictions will reduce the volume of cars on this road and, therefore, reduce the overall danger.
Support	I am so pleased to receive this notice about parking on Crockford Park Road as I had been about to contact the council on this very matter. I often find that it is dangerous to exit my driveway at rush hour due to the number of cars parked along the road recently. On more than one occasion I have almost been hit by cars speeding down

	the centre of the road to get past parked cars. I would however like to know that delivery vans can still stop to make deliveries and would have preferred a restriction between 7:30am and 6:00pm.
Support	I'd be pleased to see it to get rid of some of the parking during the day. There are people parking here to avoid the charges. I am all for it and pleased to know there will not be so many cars littering the road.
Support	One hundred percent support to your proposals. Well done.
Support	Crockford Park Road is regularly used by people to park their cars before walking to the station and, providing they don't block my driveway, I've no complaint. The road is also used to bypass Station Road and parking on each side of the road often causes hold-ups. I am, therefore, pleased to note the "No Waiting 8 til 6" at the SW end (used by buses) and also the No Parking anytime opposite my own property at the NE end. Occasionally people have parked there making exit from my driveway both awkward and dangerous. I support the proposals.
Support	We wish to support the councils proposal to add single and double line parking restrictions to portions of Crockford Park Road which we feel will improve road safety, ensure smoother traffic flow and avoid congestion during peak periods. The only thing I need to point out is that the drive way leading down to 8 Bourne Way / 20 Crockford Park Road is privately owned by us down, to the edge of the pavement of Crockford Park Road. It's most likely an artefact of the .pdf drawing, but the double yellow lines appear to come a slight way down into our drive way. If this is the proposal we would find this unacceptable but if the lines are to end adjacent left and right of our drive way and entirely in Crockford Park Road then I have absolutely no objection to the proposal and welcome the idea.
Support	We are supporting the proposed plans but feel that the restrictions could be extended. Our drive entrance into and out of Crockford Park Road is totally blind when there are vehicles parked on either side. Our great fear is that we are hit by a bicycle or motor car that is not seen. Also there being no traffic calming humps between the mini roundabout at Garfield road and Brighton road vehicles seem to think there is no speed limit and race along that stretch.
Support	I fully support proposals for the restriction of parking in CPR but would also like Sundays to be included. In view of the speed at which some cars travel along this stretch of road, I would also like to see some sort of speed control introduced. For example, speed humps.
Comments and Recommendations	The proposed restrictions will still allow unrestricted parking on some parts of the road, generally in places where cars tend to park at the moment. In addition the single yellow line will allow more flexible parking in the evenings and weekends if the operational time was reduced to Mon-Fri, 0830-1630.

The proposed double yellow lines reinforce the 'no parking' at junctions and in locations where it is obstructive or near pedestrian crossing points.

There is some concern about potential displacement into the side roads leading off Crockford Park Rd however this is likely to be minimal with the gaps in the restrictions available for parking. The proposed double yellow line outside 81 to 87 could be reduced slightly to increase parking availability in this area.

Some respondents feel there should be more restrictions, however this could increase parking displacement and increase traffic speeds on some parts of the road.

Any new signs will be put on existing lamp columns or street furniture where possible.

It is recommended to proceed with the following amendments.

- 1) Reduce the length of the proposed double yellow line outside No's 81- 87, by so that it terminates on the building line of No. 85.
- 2) It is also recommended to change the operational times of the single yellow line (shown in purple) from Monday to Saturday 8:00am – 6:00pm to Monday to Friday 8:30am – 4:30pm instead of the on the advertised drawing.

With these changes the restrictions should:

- Allow some unrestricted parking during the working week (Mon-Fri) with more available in the evenings and weekends. (thereby minimising displacement)
- Prevent parking near junctions and pedestrian crossing points.
- Allow parking in locations where it helps reduce vehicle speeds but is not overly obstructive.

3282_54, 3282_55 - Crouch Oak Estate, Addlestone

ITEM 10

Response Type	Points raised in objection letter or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>As a resident of the estate for 31 years I find your current proposal totally inadequate to meet the ever increasing traffic problems that exist due to the parking of cars and vans by non residents. It was agreed at a meeting with councillors that restrictions would be in place within 6-8 weeks of that meeting taking place.</p> <p>The points I wish to make are:</p> <ol style="list-style-type: none"> 1. The entrance to the estate. Your proposal for no waiting at any time on the left side only is worthless. No cars park on the left due to driveways. The restriction is also required for the most part on the right side as cars park here and obstruct both the entrance and exit to the estate. 2. At present cars park along the left hand side of Cabbell Place, again causing a highly dangerous situation as drivers entering and exiting the road have an obstructed view of oncoming traffic in Cabbell Place and Lewis Close. This necessitates double yellow lines on both sides of the road at all times to prevent accidents. 3. Restricted waiting times are required on the remainder of Cabbell Place, Princess Mary's Road and Tyler Gardens as indicated on the residents plan. <p>I trust that these amended proposals will be examined in detail and executed as soon as possible to ensure safety and well being of the residents.</p>
Objection	<p>We believe the existing proposals for the first 60 metres stretch of Princess Mary's Road from the entrance to the estate off Crouch Oak Lane down to Marriott Lodge Close does not address the following 24 hour, 7 day a week traffic problem caused by parking in this section of Princess Mary's Road.</p> <ol style="list-style-type: none"> 1. Safe flow of traffic into the estate from the busy roundabout on the A318. 2. Safe flow of traffic leaving the estate. 3. Safety for pedestrians that are confronted by cars entering the estate mounting the pavement, trying to pass cars leaving the estate. 4. Restricted access for large emergency vehicles that may need to enter the estate, caused by cars parking on both sides of the road. <p>During the day and overnight vehicles park on the right hand side of the road (as viewed from the entrance to the estate). At the moment vehicles entering and leaving the estate are running the gauntlet as their view of oncoming traffic is restricted. There have been several accidents at the roundabout on the A318. Congestion of this main road into the estate is only adding to the problem.</p> <p>Princess Mary's Road is the only road into this estate of 170 properties. We would prefer to restrict parking totally with double yellow lines on both sides of Princess Mary's Road from the entrance to Marriott Lodge Close. This would allow fast traffic time to slow down and pass leaving traffic safely.</p>

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Objection	We should like to point out that your proposed parking restrictions at the junction of Cabbell Place and Lewis Close will make the T junction more hazardous. This junction frequently has cars parked on all three sides. You propose to place a parking restriction on only one leg of the junction. However of the three sides of the T junction, the side on which you wish to impose the parking restriction is the only one with a pedestrian footpath. Your proposed action will encourage motorists to park on the other two legs. This will force pedestrians to walk in the middle of the road around a blind corner thus putting themselves at greater hazard.
Objection	Parking in the section of Cabbell Place from the Crouch Oak tree to the junction with Lewis Close already gives rise to a high degree of danger to pedestrians. Your parking restrictions will encourage more motorists to park in this area and increase this risk even further. This short length of road has one of the highest footfalls on the whole of the Crouch Oak Development, as it is used by pedestrians walking from the Green Lane Area to the shops and station in Station Road. This number will increase with the opening of your new shopping / cinema complex. However it is the only road on the whole Development which has no footpath [on either side of it]. Parking on either side of this road forces pedestrians to share a narrow remaining carriageway with moving vehicular traffic. Parking also blocks the lines of sight of motorists trying to drive off their driveways putting pedestrians at further risk. We propose that double yellow lines are put on both sides of this road on grounds of Health and Safety.
Objection	Princess Mary's Road from junction with Crouch Oak Lane to Marriott Lodge Close. Parking on either side of the road restricts entrance/exit of vehicular traffic. There is often a row of parked vehicles on the side where you propose to have no restriction. All traffic is forced to share a single track leading to head on confrontations which are often only resolved by one motorist driving over the footpath. We propose that restrictions are imposed on both sides of the road.
Objection	The current proposal restricts parking (no waiting at any time) on the south corner of Finlay Gardens with Princess Marys Road, and on the north corner of Tyler Gardens with Princess Marys Road. The stretch of Princess Marys Road between these 2 sections (next to the green and opposite the parking bays) also needs to have restricted parking (no waiting at any time) because we can't get in/out of the parking bays if anyone parks opposite these bays. The proposed restrictions in other sections might tempt people to park opposite the bays. This will make use of our parking bays impossible and make the parking situation worse. Please therefore extend the restriction to opposite these parking bays.
Objection	It would be extremely helpful to have the mauve proposed no waiting Mon-Sat 08.00-18.00 on the right hand side of Tyler Gardens as you enter, and then moving over to the left hand side after the bend as we are plagued with daily

	town workers/ work force parking. This causes obstruction to residents using their driveways easily and as we actually have no pavement from round the bend walking in to Tyler Gardens, pedestrians have to walk in the side of the road. With cars now parking in the available slots pedestrians are now forced to walk in the middle of the road and with cars coming round a blind bend this is an accident waiting to happen!
Objection	The mauve proposed no waiting Mon-Sat 08.00-18.00 should also be on the other side of this road, as this is the most popular place where random parkers park, frequently with the nearside of their vehicles parked over the pavement. This is the most used road in the estate with all residents using this to get to and from the estate. There should be no parking allowed either side of this road. In fact there is hardly any random parking where the mauve lines are currently shown as they are all driveways and the parking is occurring on the opposite side of the road! I have seen the Council's refuse lorry have trouble getting into the estate because of this. This would also of course apply to emergency vehicles, removal lorries and large delivery vehicles. It should surely be common sense to restrict parking both sides of the first part of this road between the hours of 08.00-18.00. Further, there should be red no waiting at any time lines immediately opposite the entrance to Tyler Gardens as cars (and often a van) parked there obstructs the view of a driver turning right into Tyler Gardens, of any vehicles that may be coming round the bend from the end of the estate.
Comment	I would like to see parking restrictions on both sides of the junction with Cabell Place, the proposed restriction will not tackle the parking problem at this junction as cars are always parked on the opposite (North) side of the road. Generally I support the move to restrict parking on all of the junctions on the estate to make the estate safer and to ease the movement of large vehicles in these narrow roads.
Comment	Crouch Oak Estate/ Crockford Park Road. Parking is becoming a huge issue due to the redevelopment of Addlestone and the closing of the council car park, by putting parking restrictions in some local areas it will just push it across to other locations like the Chapels and surrounding areas. There will soon be hundreds of staff employed by the new businesses that the development brings, retail is notoriously low paid and those who can afford a car will as always be penalised when it comes to parking and let's face it public transport locally is pretty abysmal and very expensive. People who work in Addlestone will understandably want to park locally for free if possible. There are also many flats and Victorian houses locally with no parking, which as a consequence already saturates the local roads with vehicles. So what are the parking plans for local residents who will shortly be living in an area where parking is even more of a premium? I'm sure the council has taken all this into account in the initial planning stages, or maybe not. Providing alternatives is admirable if used, Victory Park one such alternative had 5 cars in it yesterday, 3 of those were on site staff! As a resident very local to Addlestone, I would like to know what lies ahead for us in our already parked up streets. There seems little point in putting restrictions in some roads therefore moving the problem elsewhere.

Comment	I have looked at your proposals for Crouch Oak Estate. You have done very little for residents in Tyler Gardens or Cabbell Place and not enough in Princess Mary's Road. However I do note that two houses in Wallace Walk have complete wrap around double yellow lines. Perhaps if more County Council and Runnymede employees lived on the estate you would do more for the other residents that live there as well. Perhaps it will take a fatal accident for you to do more.
Comment	At our last meeting, it was noticed that there were no 'proposed/ no waiting at any time' restrictions on the other corner of Tyler Gardens. On entering Tyler Gardens, the road bends to the left and when cars are parked along here (please note there is no pathway). Elderly people with trolleys, young mothers with prams etc, have to walk around the outside of the cars in the middle of the road, approaching the corner blindly. Just recently, I watched with horror as a car came round too fast and nearly ran over somebody who was about to turn the corner. Only a few weeks ago, a car hit the back of another which was parked on that corner. This is a serious situation which has to be addressed. Also, when cars are parked along the green right up to this corner, there could be a serious problem when icy weather arrives. As it is a sharp bend, it is very easy for a car coming out of Tyler Gardens to slide into another which is parked there. In the past when cars weren't parked here, it wasn't such a worry but everything has changed for the worst.
Comment	I agree with your proposals for the estate so far, but believe it will push the problem further back into the estate.
Comment	While I support the proposed amendments, I believe they don't go far enough Both corners at the junction of Cabbell Place and Lewis Close were identified as requiring yellow lines (extending to the first house on both sides of the road) as cars already park and obstruct this junction - the indicated restriction on its own will not cure this. The kerbside between No 2 and No 4 attracts parking directly opposite this same junction with Lewis Close.
Comment	We are all in favour for what has been proposed to help cope with this inundation of vehicles we have on our beautiful estate, but feel that more could be done. By putting lines on the corners that are currently targeted will only draw cars to park elsewhere on our lovely estate, e.g. Wallace Walk which they are currently attempting to do. Drivers are parking in places that make it impossible for residents to access their own driveways, not only that when drivers return to their vehicles in the afternoon they constantly think they have a right to use residents driveways to turn round on, which is an invasion of our rights as homeowners and its trespassing on our property. We want this stopped, car owners would not like us to use their driveways for turning. Please can you think of something we can do to stop this happening. Also the access to the green is blocked by cars and we feel this should incur some restriction to stop drivers parking across it, The green is in constant use and should not be blocked. Residents would like to know where all these cars have come from, maybe Addlestone should have its own car park, and not let the Crouch Oak estate be one.

Comment	My comments with regard to the inadequacy of the proposed restrictions in Finlay Gardens should apply to Princess Mary's Road too.
Support	I wish to express support for the traffic order proposals for Crouch Oak Estate, Addlestone.
Support	I welcome the proposals as it is becoming increasingly difficult and dangerous to leave and enter Princess Mary's Road from and to Crouch Oak Lane with vehicles parked right up to the existing double yellow line. I am pleased to see that the restrictions will apply to both sides of the road there.
Support	While I support the proposed amendments, I believe they don't go far enough in accordance with the residents consultation held in the Council Offices on the 15/8/2015. Both corners at the junction of Cabbell Place and Lewis Close were identified as requiring yellow lines (extending to the first house on both sides of the road) as cars already park and obstruct this junction, the indicated restriction on its own will not cure this. The kerbside between No 2 and No 4 attracts parking directly opposite this same junction with Lewis Close, making it even more dangerous and restrictive. Additional yellow lines there would make it safer. Yellow lines from Cabbell Place to Princess Mary's were to be continuous as parking already restricts this to a single track road, which also restricts access for commercial and council (eg refuse) vehicles. Yellow lines between No 6 and Crouch Oak were also highlighted as making this thoroughfare safer for pedestrians, families and children as this area is without pavements and blighted with parking. The parking will only get worse when the Station Road development is complete and attracts more people looking for parking - or avoiding paying for the parking provided as part of the development. It would therefore be better to do all the required alterations now at the one time (from a disturbance and cost aspect) and deter the conversion of a housing estate into a 'visitor parking' area.
Support	I have indicated that I support the proposal but I do not feel that the restrictions and locations indicated on the plan for the Crouch Oak Estate go far enough. During Mon to Fri our estate is used as a car park by anyone and everyone who works in the centre of Addlestone. This has been the case for a couple of years but has been exacerbated recently. Drivers park anywhere and everywhere, they block pedestrian crossovers (so Mums and wheelchair users can't get by). Vehicles completely block the pavement, and worst of all, they park across junctions, severely limiting visibility. All this is compounded by the fact that there is no enforcement at all of unlawful parking so just sends out the message that it is acceptable. Drivers are forced onto the wrong side of the road and when exiting junctions cannot see pedestrians forced onto the road, nor cyclists or any other vehicle. Worst of all, drivers display parking permits informing residents who their employers are and Surrey County Council Adult Social Care team are the worst offenders. They are completely selfish and inconsiderate in their parking habits, which have only served to bring the entire service (and for that matter their employers) into disrepute. Residents are particularly upset that the County closed offices at the Runnymede Centre that had and still has a huge unused car park and yet the council has made no proper alternative provision for their employees (not it seems have given them any instructions what is and isn't acceptable). As an employee of RBC, I am aware that they have made provision for their staff but for the most part, drivers continue to park here as it is more 'convenient'. It may be for them but it isn't for residents! With the conclusion of the Addlestone ONE project, and its additional parking provision, the situation will not improve, it

	will get worse. There is no parking provision for all the new employees that the development will bring. We already have workers from the local shops, post office sorting office, and other businesses using our locality as a car park when the reality is there are no public transport alternatives, workers have to use their cars but there is no town centre provision for them. The net result is a complete loss of confidence in the relevant authorities who just seem to have regard for their own limited interests.
Support	The inclusion of the proposed parking restrictions will greatly improve safety in this section of road
Support	I am in favour but the parking restriction at the junction with Lewis Close should include both sides of Lewis Close.
	It is recommended to proceed as advertised, as virtually all of the objections received are not against the parking restrictions that are being proposed, they are actually asking for more restrictions to be introduced. The restrictions that have been proposed are to improve road safety, access for emergency services, and the refuse vehicles and to better regulate parking whilst trying to minimise displacement. Once introduced, these restrictions will be monitored and if more are required then new proposals will be drawn up and consulted upon. With the building work going on in Addlestone at the moment on-street parking is quite fluid and could ebb and flow over the next couple of years.

3282_41 – Hamilton Close, Chertsey	
Response Type	Points raised in objection letter or E-mail (extracts from more lengthy responses with personal details removed)
Comment	I would like to submit a comment with regards to the proposed parking restrictions within Hamilton Close. As a resident, it is great that this is going ahead as parking is becoming out of control within the road, at times making it un-passable to exit into Pretoria road. Whilst this is a great start, I do feel that this is not enough and that before long people will look to park elsewhere, most likely further down Hamilton Close thus blocking our and our neighbours drive ways. This is already occurring on regular occasions and I fear with the new development of houses going ahead this will become more permanent and as a result we will not be able to exit our driveway. My suggestion for your consideration is that you do not limit the parking restrictions to just the end of Hamilton Close, rather you extend this to reach all the way around the close.
Support	The published changes to Hamilton Close parking is a change to an existing proposed change that I believe everyone in the street objected to. You are changing the proposal to one that I support and I would like to thank you for listening to our concerns.

Support	Thank you for visiting Hamilton Close, meeting with the residents and councillor and agreeing to reconsider Surrey's original decision for the proposed no parking proposals for Hamilton Close. Switching the no parking to the West paved side of the entrance of Hamilton Close up to the first resident garage has I believe all the residents support and we appreciate that Surrey responded favourably to the residents letters and concerns in amending their original decision.
	It is recommended to proceed as advertised as no objections have been received.

3282_13 – High Street, Egham

Response Type	Points raised in objection letter or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Having been in business in Egham since 1984 I have seen several changes to the configuration of the High Street, not always successful, and I am always wary of yet further reviews as they invariably seem to end up further reducing the ease of access or ability to use Egham as a convenient stop off for the casual visitor. The town in those early years allowed easy access to the local shops for regular or quick purchases without having to either pay or search in vain for somewhere to stop with adequate space along the whole street, that was until the disastrous (pre pedestrianisation) complete closure of the main section of the street which had a devastating impact on many local traders. This was improved by the later upgrades and restricted opening of the gates but recent changes seem to have once again make it harder for anyone wishing to drive into town and with the hopelessly inadequate signage for the limited car parking many people I speak to no head elsewhere. It's possible that any further restrictions will just increase that likelihood unless proper thought is given to making the town a preferred destination, perhaps more free parking. Finally why does the United Church of Egham appear to have its own private parking, are they paying more taxes than anyone else? Surely when they need to make use of it, it could be cordoned off otherwise it should be enlarged and made available to all.
Objection	I write on behalf of the United Church of Egham. The church is in the central High Street and fronted by a drive-in lay by from the main street. This lay by is separated from the carriageway by removable posts placed along the curb line of the main road. It is used during weddings and funerals, to allow the bride to be dropped off and collected, and is used during funerals to receive hearses thus allowing coffins to be delivered and removed from the church. There is no other access to the church suitable for vehicles. Your map of the proposed plan shows this lay by as an arc of a circle in front of the church. It is designated by a red line as "proposed no waiting at any time". Given that this drive-in was originally created by the Council for the purposes I have just described, that the proposed prohibition will prevent the church fulfilling some of its main functions. That the prohibition will deprive the community of important social services (marriages and funerals). I consequently ask that this proposed prohibition NOT be implemented. By all

	means ban waiting along the curb line of the High Street (make a straight red line on your map) but please do not ban stationary vehicles in the drive-in area.
Objection	If I am reading the plan correctly then the 30 minute free parking in the High Street will cease. The council have successfully almost killed the town with pedestrianising it, so with this people won't bother to come to Egham, because there is nothing here to come for. I have been born and bred in Egham and I grudge paying to park when there is nothing in the town, bar charity shops, restaurants, estate agents and a couple of supermarkets. I sometimes drive into Egham to see if I can park in a free bay to pop into a shop, but if I can't I drive onto Staines; like most people do. The car park behind Tesco is not adequate at busy shopping times to accommodate everyone and the Wasp Farm car park is too far away if you are doing a weekly shop. I am sure Tesco would be thrilled if everybody is walking down the High Street to Wasp Farm with shopping trolleys.
Objection	The objection relates to inaccuracy. The map makes reference to proposed alterations to Arndale Way, a road that no longer exists because of a development by Waitrose. It is, therefore, unclear how the proposed changes impact upon our property, especially since a space designed for waiting and delivery to Tudor Court has been built there by the developers. Is the council seeking to void this space? This is unclear from the proposal.
Support	I fully support the proposed parking restrictions.
Support	The idea of no waiting during the pedestrian only time is good. How will it be monitored as currently people drive through the High Street and park during pedestrian only restriction times and also enter the wrong way via the no entry end.
	It is recommended to proceed as advertised. The re-development adjacent to the High Street has resulted in a mixture of confusing parking restrictions, some of which are currently unenforceable. Going ahead as advertised with this proposal will formalise the current parking situation. No existing 30 minute free parking bays or loading bays or disabled bays will be removed or lost. Instead they will all become signed and legally correct enabling better enforcement to take place and to end the confusion that exists at the moment. The proposed double yellow lines in the arc lay-by will not prevent brides being dropped off and collected, nor funeral processions visiting the church as loading and unloading will still be permitted.

3282_10, 3282_11 – Victoria Street, Englefield Green	
Response Type	Points raised in objection letter or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I would like to register my objection to your proposal to alter the waiting time restrictions on Victoria street. As a resident I see the impact that this will have, more than any survey that you may have carried out. I find myself having to park my vehicle away from the area I live, resulting in my van being broken into twice. Whilst I understand the

	<p>need for waiting restrictions to be in place along Victoria Street is an increasing residential road and we would be prepared to pay for a parking permit as this would enable us to park. I know a survey was done about a year ago but with a 51% 49% ratio but I think this is because a lot of the houses in the street are students who do not need to have parking access as they walk to college .</p>
Objection	<p>The grounds for my objection are that the removal of current limited waiting parking on Victoria Street will have the following direct negative effects on the local environment:</p> <ol style="list-style-type: none"> 1. Increased traffic speed along Victoria Street. Currently the parked cars along the south side of the street have a 'traffic calming' effect on vehicles travelling in both directions. As the road narrows, cars are obliged to slow down and/or let oncoming traffic have right of way. During quiet periods there is a marked increase in the speed of cars/vans travelling along Victoria Street, this would turn into a permanent issue under these proposals. 2. It should be noted that Victoria Street, Parsonage Road and Middle Hill are a 'rat run' for traffic avoiding the traffic lights at the junction of the A30/St. Judes Road/ Bakeham Lane. Should this proposal of removing current parking be implemented, my view is that the Council will be obliged sooner or later, to install 'speed humps' or other traffic calming devices along Victoria Street as is the case with St. Judes Road. 3. The consequences of increased speed will result in more traffic accidents involved with vehicles and pedestrians. There are many parent and child pedestrians travelling along both sides of Victoria Street in the mornings and afternoons. 4. The removal of the short stay parking facilities would also have a negative effect on the local commercial facilities. The nature of the commercial activities in the village means that short stay parking is required in proximity to these shops. By removing these parking places (and assuming that the local non-free car park be used instead), this will reduce the number of people using the shops, and again reducing the heart of the village to a shop-less environment as locals would drive down to Egham where competitive facilities are available with easier parking. The consequences are that eventually, the shops/ restaurants/ hairdressers/ nailbars/ off-licences will close, and traffic will increase along Victoria Street.
Objection	<p>Please make all spaces parking for 2 hours. There is 1 space left as no waiting at any time. You should make all of these 2 hour bays.</p>
Comment	<p>The current proposals are in my opinion a poor piece of parking and traffic management. Whilst there is a need to remove the bottlenecks that occur outside 3 and 4 Victoria Street by cars legitimately parking in bays and on single yellow lines this could be alleviated by the removal of just 2 bays outside of the village centre which should be replaced with no waiting/ parking restrictions thus preventing any obstructions when anything larger than a car needs to pass through this narrow gap. On the other hand removing all other free parking in Victoria Street is likely to have an adverse impact on trade especially for the retail businesses where clients are making purchases within 30 mins.</p>

	The suggested removal of the 2 bays outside the Village Centre will not impact on this as long as the rest are retained.
Comment	It is vitally important for all the businesses in Victoria Street that the parking restriction of 30 mins are changed to at least 2 hours. The parking space directly outside the Village Centre (the Old Methodist Church) does not seem to have been included in these proposed changes. This will cause confusion and may result in our customers receiving parking ticket if they exceed 30 mins. Please consider including the final space in Victoria Street to the proposals of a two hour limit.
Comment	I volunteer at the Village Centre, Victoria Street, Englefield Green, and the parking bay directly outside it has not been nominated for a 2 hour parking limit. This is ridiculous as we have visitors who come for a snack, meal or just a hot/cold drink and a chat. It is a meeting place for local people as well as passing trade. Please extend the parking limit in this bay to two hours.
Comment	My understanding is that you propose to keep the current restrictions for the far end of Victoria Street by the nursery and Community Cafe. Surely this is one location in Englefield Green where free parking should be extended to at least 2 hours. Many of the local community both with families of young children and the elderly regularly use the wonderful Cafe as a meeting point and for obvious reasons it is better for these vulnerable people to be able to park as close as possible to the Community Cafe.
Support	I support the removal of parking restrictions on Victoria Street allowing the shops to trade, and residents like myself who have no driveway to park overnight on the street.
Support	Sorry, just read the amendment document. I understand that the current parking restrictions will be revoked, not the actual bays. Please disregard my previous comments, thanks.
	It is recommended to proceed as advertised. No parking bays are being removed, The waiting period is being extended from 30minutes to 2 hours for the benefit of local commercial facilities. One bay on the north side outside the Community Cafe is remaining the same, as this is the only bay that was never seen to be occupied when Victoria Street has been visited by an engineer. However this could be changed as well in the Runnymede parking review early 2016 if required. The 'no waiting at anytime' restriction (shown in red) already exists on Victoria Street, it is being added to the Traffic Order.

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