

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 7 March 2016

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy & implementation team)

SUBJECT: Runnymede Parking Review

DIVISION: ALL DIVISIONS IN RUNNYMEDE

**SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking team have carried out a review of on street parking restrictions within the borough of Runnymede and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments/objections from the public.

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

- (i) the proposed amendments to on-street parking restrictions in Runnymede as described in this report and shown in detail on drawings in annexes A-F are agreed.
- (ii) the committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) 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 annexes A-F is advertised and that if no objections are maintained, the orders are made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.

REASONS FOR RECOMMENDATIONS:

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

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising **145** requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current 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.
- 1.4 As with all parking reviews, there are many requests for double yellow lines to be provided on junctions. It is reminded that Rule 243 of the Highway Code states:- *'Do not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'*.

2. ANALYSIS:

- 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 taken any further due to there being insufficient evidence to suggest there was a parking problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions may be of benefit are listed below, divided up by division, in the Annexes.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 EGHAM

Wesley Drive. Drawing No: 18

Install single yellow lines to operate Monday to Saturday 8:00am to 6:00pm on both the north and south sides of Wesley Drive from the roundabout with Manorscroft Road eastwards to join up to existing restrictions. This will prevent

vehicles associated with school time drop offs and collections from parking dangerously close to the junction, compromising the safety of all road users.

River Park Avenue. Drawing No: 19

Introduce double yellow lines on both sides of River Park Avenue from the junction with The Causeway northwards to join up with the existing restrictions. Currently vehicles park on both sides of the southern end of River Park Avenue making access problematic, especially for HGV's making deliveries. These restrictions will greatly improve access and road safety.

The Hythe. Drawing No: 20

Revoke the enforceable disabled bay outside No.6 & 7 as it is no longer required. The space will be absorbed into the parking bay operating under the terms and conditions of The Hythe Controlled Zone and therefore become 'permit holders or 2 hours no return within 4 hours'.

Pooley Green Road. No Drawing

There is a 3 hour no return 1 hour, signed disabled bay in the service road at the Thorpe Lea Road end (opposite the Pharmacy) that needs to be added to the legal traffic order, so it can be enforced. **Amendment for the Traffic Regulation Order only.**

3.2 **ENGLEFIELD GREEN**

Wick Road. Drawing No: 07

Revoke a 12 metre long length of double yellow line - just west of the junction of the A30 London Road - and introduce a 2 hours, no return within 2 hours Mon – Sat 8:00am to 6:00pm restriction in its place. This will legally allow vehicles to park in this disused gateway whilst they walk in Windsor Great Park.

Wetton Place (Tamarind Court). Drawing No: 13

Install double yellow lines around the north, east and southern side of Wetton Place outside Tamarind Court, which will join up with the existing restrictions to maintain access to and from the residents parking areas at all times. Residents are being blocked in by vehicles over spilling from adjacent private car parks.

Strode's College, High Street, Egham Drawing No: 13

Extend the parking bay on the north side outside Strode's College by 10 metres eastwards. The extended bay will operate under the same terms and conditions as the existing bay (Monday to Saturday 8.00am to 6.00pm 30mins no return within 30mins), revoking a 10metre length of double yellow line as part of this proposal. This will provide more on-street parking in this popular section of Egham town centre.

180 High Street, Egham. Drawing No: 13

Revoke the seldom used enforceable disabled bay on the south side of the High Street outside No.180. The bay will instead operate 30mins no return 30mins, 8:00am to 6:00pm Mon – Sat. This will provide additional parking space in this popular section of Egham town centre.

Manor Farm Lane. Drawing No: 16

Install double yellow lines on the northern side of the junction with the access to the Manor Farm Day Centre. Continue the double yellow lines southwards on the eastern side of Manor Farm Lane round to the granite sets in Daisy

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Meadow. This will limit vehicles to parking on one side of the narrow Manor Farm Lane only, improving access, road safety and sightlines for everybody.

The Grove. Drawing No: 16

Install double yellow lines on the western side of The Grove, commencing from outside No.13 where the existing restrictions end, southwards to outside No.66 Grove Court to meet up with the existing restrictions. This will prevent vehicles parking on the sharp bend outside The Grove Medical Centre completely, improving access for through vehicles. It will also make it safer for cyclists who will be using a 'soon to be installed' new cycle track from Egham station to the town centre that will run along here.

Ripley Avenue j/w Lynwood Avenue. Drawing No: 91

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

3.3 CHERTSEY

Windsor Street. Drawing No: 38

Revoke a 6.6metre length of the Monday – Saturday 8:00am to 6:00pm 2 hours, no return 2 hours parking bay at its southern end outside No.22, and in its place install a 6.6metre enforceable disabled bay without time limit, as an application has been received and accepted from the resident of this property.

Pretoria Road. Drawing No: 41

Make the existing parking bay outside terraced houses No's 1 to 35 into permit holders only applying Mon-Sun 8.00am to 6.30pm. Permit criteria to be the same as the existing permit schemes in Runnymede (currently The Hythe, Egham and Burn Close, Addlestone).

At the far end of Pretoria Road, there is a large housing development planned comprising over 300 new homes. These new properties will front the private end of Pretoria Road, where existing residents are not allowed to park. However, with the remaining section of Pretoria Road being public highway - including the parking bay outside No's 1 to 35 - and bearing in mind that parking for the new development will be limited, it is anticipated that residents of the new development will seek to park on the public highway section of Pretoria Road. In preparation for this, it is proposed to introduce a 'permit holders only' restriction on the parking bay outside No's 1 to 35 Pretoria Road, to allow residents of these properties priority over parking in this particular parking bay.

Stepgates. Drawing No: 43

On the southern side of Stepgates introduce 20 metres of double yellow line which begins 5 metres east of the existing School Keep Clear marking and runs eastwards across the entrance of the health centre. This will improve access to and from the health centre, improve sightlines, and act as a passing place for through traffic in this crowded road.

Free Prae Road. Drawing No: 45

Introduce double yellow lines on the eastern side of Free Prae Road from the junction with Eastworth Road northwards along the side of No.77, and on the western side up to and covering the intersection with the cycle track. Introduce double yellow lines on both junctions of Free Prae Road and **Fairway** to maintain access and road safety at all times.

These are recommendations from a road safety audit carried out by the Road Safety Team Manager and Surrey Police.

Introduce double yellow lines across the southern entrance to the car park of St Anne's Catholic Primary School. The School Keep Clear marking was shortened to make it enforceable and these double yellow lines will maintain road safety and access to the car park.

Roakes Avenue. Drawing No: 87

On the north side introduce double yellow lines from a point in line with the rear boundary of No:193 Chertsey Road eastwards up to the existing restrictions. On the southern side introduce double yellow lines from a point 10metres into the eastern side of **Canford Drive** eastwards up to the existing restrictions. This will improve road safety and sightlines on the junction and along Roakes Avenue.

Little Green Lane j/w Lyndhurst Way. Drawing No: 88

Introduce double yellow lines on this junction to improve road safety and sight lines. At the moment there are advisory white lines in place, but these are frequently ignored and need to be upgraded and enforceable.

Sandalwood Avenue. Drawing No: 88

Introduce double yellow lines on the east side of Sandalwood Avenue from where the existing restrictions end alongside No.10 southwards into the junction outside Nos.82 and 37 and continuing past the junction alongside No. 37. This will limit any vehicles parking to one side of Sandalwood Avenue only and will improve access and traffic flow for through vehicles.

3.4 **FOXHILLS, THORPE AND VIRGINIA WATER**

The Orchard j/w Whitehill Place, Virginia Water. Drawing No: 32

Introduce double yellow lines on the junction to improve road safety and sightlines, and to stop vehicles parking on and obstructing the footway.

Oak Tree Close j/w Trumps Green Road, Virginia Water. Drawing No: 96

Introduce double yellow lines on the junction of Oak Tree Close and Trumps Green Road, extending into Oak Tree Close on both sides and terminating at the junction of Oak Tree Close by numbers 1 and 14, which will be double yellow lined on all arms of the junction. This is to address a longstanding issue of obstructive parking, including footway obstructions, by some residents and also by visitors to the tennis courts and playing fields located nearby on Trumps Green Road.

Brox Road, Ottershaw. Drawing No: 63

Upgrade the existing single yellow line to a double yellow line between the two parking bays outside Brox Mews. Currently - outside of the single yellow line operational hours - vehicles are parking here whilst visiting local shops and restaurants, which blocks access to the Brox Mews development.

Crabtree Road, Thorpe. Drawing No: 74

Install double yellow lines on all four sides of the publicly maintained roundabout with the private roads of **Alpha Way**, **Beta Way** and **Omega Way** on the Crabtree Industrial Estate. This will improve and maintain access and turning for the large number of HGV's that deliver to the industrial estate at all hours of the day and night. The restriction will also prevent vehicles parking on

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and completely obstructing the footway forcing pedestrians to walk in the road where these large commercial vehicles are manoeuvring, which is dangerous.

3.5 ADDLESTONE

Tennyson Road j/w Byron Road. Drawing No: 53

Install double yellow lines on the junction to maintain road safety, access and improve sightlines.

Hamm Moor Lane. Drawing No: 53

On the western side of Hamm Moor Lane, extend the double yellow lines southwards from the roundabout to a point in line with the southern building line of 1 Page House. This will prevent trucks and vans parking too close to the roundabout, which can hinder the positioning of vehicles as they approach the junction.

The Glen. Drawing No: 60

Revoke the enforceable disabled bay as it is no longer required.

Simplemarsh Road j/w Bellmarsh Road (private) Drawing No: 79

Introduce double yellow lines on this junction to improve road safety and sightlines. The double yellow lines can only extend 1.5 metres into Bellmarsh Road as this is the limit of the public highway.

Fieldhurst Close j/w Liberty Lane. Drawing No: 92

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

3.6 WOODHAM AND NEW HAW

Queen Mary's Drive j/w Kingston Rise. Drawing No: 67

Introduce double yellow lines on the eastern side of Kingston Rise (outside No: 44) and on the southern side of Queen Mary's Drive to maintain safety and improve access and sightlines.

King George's Drive j/w Kingston Rise. Drawing No: 67

Install double yellow lines on the junction of King George's Drive and Kingston Rise (outside No's 1 & 2) to maintain safety and improve access and sightlines.

King George's Drive j/w The Avenue. Drawing No: 67

Install double yellow lines on the eastern side of the junction of King George's Drive and The Avenue to maintain safety and improve access and sightlines.

Woodham Lane j/w Mayfield Avenue. Drawing No: 81

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

Ongar Hill. Drawing No: 58

Install double yellow lines in the gap between the two existing School Keep Clear markings, to prevent vehicles parking here and causing congestion.

Scotland Bridge Road j/w Florence Avenue, Lindsay Road (private), Selsdon Road, Braeside and outside the Cherry Brook Nursery.

Drawing No's: 66 and 95

Introduce double yellow lines on the junction of Scotland Bridge Road and Florence Avenue to maintain road safety and improve sight lines.

Introduce double yellow lines on the eastern side of Scotland Bridge Road opposite Florence Avenue to maintain road safety and access.

Introduce double yellow lines on the junction of Scotland Bridge Road and Selsdon Road to maintain road safety and improve sight lines.

Introduce double yellow lines on the junction of Scotland Bridge Road and Lindsay Road (private) to maintain road safety and improve sight lines.

Introduce double yellow lines on the junction of Scotland Bridge Road and Braeside to maintain road safety and improve sight lines.

Introduce double yellow lines outside of the entrance to the Cherry Brook Nursery to maintain road safety and improve sight lines.

Queen Mary's Drive j/w Wendley Drive. Drawing No: 94

Introduce double yellow lines on both the Wendley Drive junctions to maintain road safety and improve sight lines.

3.7 BOROUGH WIDE - 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.

Church Road	Addlestone	Egham Hill	Egham
The Grove	Addlestone	Whitehall Lane	Egham
Corrie Road	Addlestone	Crown Street	Egham
Weatherall Close	Addlestone	Charta Road	Egham
Alexandra Road	Addlestone	School Lane	Egham
Princess Park	Addlestone	Spring Avenue	Egham
Prairie Road	Addlestone	Mullins Road	Egham
Chapel Grove	Addlestone	Queens Road	Egham
Rickman Crescent	Addlestone	Woodhaw	Egham Hythe
Manor Drive	Addlestone	New Road	Egham Hythe
Dale Close	Addlestone	Hythe Park Road	Egham Hythe
Firfield Road	Addlestone	Southcroft	Englefield Green
Brighton Road	Addlestone	Middle Hill	Englefield Green
Hare Hill	Row Town	Barley Mow Road	Englefield Green
Coombelands Lane	Row Town	Vegal Crescent	Englefield Green
Franklands Drive	Row Town	Crimp Hill	Englefield Green
Burcott Gardens	New Haw	Coppers Hill Road	Englefield Green
Faris Barn Drive	Woodham	Painesfield Drive	Chertsey
Riversdell Close	Chertsey	Station Road	Chertsey

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Chaseside Gardens	Chertsey	Alwyns Close	Chertsey
Drill Hall Road	Chertsey	Cabrera Avenue	Virginia Water
Grove Road	Chertsey	The Orchard	Virginia Water
The Bence	Thorpe	Woodside Way	Virginia Water
Almners Road	Lyne	Cabrera Avenue	Virginia Water
Lyne Lane (Fangrove Park)	Lyne	Beechmont Avenue	Virginia Water
Fletcher Close	Ottershaw		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2016/17, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during Spring/Summer 2016.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Runnymede Borough Council offices during this time.
- 4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.4 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.
- 4.5 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.
- 4.6 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- 4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground during Autumn/Winter 2016.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However, implementation costs in total are likely to be **£12,000**. This will be financed jointly from Local Committee and Parking Team budgets. It is recommended that the Local Committee allocate **£6,000** towards the cost of implementing the proposals in Annex A.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This affect 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 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
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

10. WHAT HAPPENS NEXT:

The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with the recommendations. If a

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recommendation is not agreed then discussions over the location can continue until a way forward is determined.

Once this stage has concluded, detailed design can begin in preparation to order both the lining and signing work 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:

Jack Roberts (Engineer – Parking Team)

Consulted:

All proposals have been discussed with the Runnymede Parking Task Group. This task group consists of two county members and two borough members as well as officers from Surrey CC's parking team and Runnymede BC's parking team. The task group goes through each proposal and provides constructive criticism where needed, in order to help finalise the proposals and to provide a more local view.

Annexes:

Annexes A-F.

Sources/background papers:

There are none.
