

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (RUNNYMEDE)****DATE:** 3 July 2017**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 or objections from members of 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 annex A are agreed.
- (ii) the local 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 annex A 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 Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles

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- Easing traffic congestion
- 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 **168** 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, as in Annex A.

<b>3. OPTIONS:</b>
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**PROPOSED AMENDMENTS**

(Relevant drawing numbers in brackets)

**3.1 EGHAM****Whitehall Lane (Drawing No. 3282\_18)**

Extend the double yellow line on the northern side of Whitehall Lane between Boshers Gardens and Braywood Avenue, filling in the current unrestricted gap. This will improve road safety and sightlines on the junction with Strode Road and Manorscroft Road.

**Goring Road (Drawing No. 3282\_21)**

Install a single yellow line on the northern side of Goring Road from where the existing double yellow lines terminate alongside property 'Roseville' to the far eastern end boundary of No.29 Goring Road. The operating days and hours are proposed to be Monday – Friday 8.30am to 4.30pm

**St Paul's Road (Drawing No. 3282\_21)**

Install double yellow lines on the northern side of St Paul's Road from a point 4.5 metres west of the boundary of the Manor Court Car Park and property Number 1, westwards to join up with the existing double yellow lines coming from the Thorpe Road junction. This is to improve sightlines for the vehicles coming out of Manor Court, and improve access along St Pauls Road, as the extended double yellow line will act as a passing place for through traffic.

**Thorpe Lea Road (Drawing No. 3282\_24)**

Extend the current double yellow line restriction on the southern side of Thorpe Lea Road to fill in the unrestricted gap in front of property No's 141 to 153. On the northern side of Thorpe Lea Road install double yellow lines in front of property No's 166 to 174. This is in response to a petition received. These new restrictions will improve road safety for vehicles exiting South Avenue and improve sightlines for vehicles exiting Tempest Road. Improved access for through traffic and the prevention of double parking which narrows the road at this point, will also reduce local congestion.

**3.2 ENGLEFIELD GREEN****Bishopsgate Road (Drawing No. 3282\_01)**

Extend the double yellow lines on the north side, opposite 'The Dell Bothy' from where they currently terminate, eastwards to the point in line with the southern curb line of Crimp Hill.

On the south side of Bishopsgate Road install double yellow lines from where the parking bay ends outside 'The Dell Bothy' eastwards, continuing round the corner onto the western side of Wick Lane and terminating at a point 40 metres south of the northern building line of The Dell Cottage.

Install double yellow lines from this same point on the opposite side of Wick Lane northwards, up to the entrance of West Lodge, Bishopsgate Road.

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Install double yellow lines around all of the central traffic island of the Wick Lane and Bishopsgate Road junction.

This proposal is to improve road safety, sightlines and maintain access for all vehicles visiting and travelling along Bishopsgate Road to and from Windsor Great Park.

### **Simons Walk (Drawing No. 3282\_08 and 3282\_98)**

Install double yellow lines on both sides of the southern junction of Simons Walk with **Bakeham Lane**.

Install double yellow lines on the junction of Simons Walk and **Roberts Way**.

Install a single yellow line restriction operating Monday to Friday 9am to 5pm along the entire length of the eastern side of Simons walk.

These proposed restrictions will keep vehicles parked on the western side of Simons Walk only during the working week, improving access. The inside of the bends along Simons Walk will be clear of any parked vehicles during the restriction hours which will improve sightlines and road safety. Double yellow lines on the two junctions mentioned will improve sightlines and road safety at all times.

This proposal is in response to a completed 'parking scheme request template and petition' signed by the residents of Simons Walk.

### **Parsonage Road (Drawing No. 3282\_10)**

On the northern side of Parsonage Road extend the double yellow lines from outside No.1 eastwards to a point 1.3 metres prior to the western building line of No.5. This is to improve access for both through traffic along Parsonage Road; pedestrians who often find the footpath obstructed by parked cars blocking their way; and to house numbers 12 to 16a who at times, have difficulty getting in and out of the access road opposite.

### **Mount Lee junctions with Sweeps Lane and Spring Rise (Drawing No. 3282\_12)**

Install double yellow lines on the eastern side of Sweeps Lane from the boundary of number 32 Milton Road and 107 Spring Rise to a point in line with the boundary of 109 and 109a on Spring Rise. (Converting a length of existing single yellow line on the eastern side of Sweeps Lane). Install double yellow lines on the eastern side of the junction of Sweeps Lane with Mount Lee around the boundary of property No.1 Mount Lee. This is to prevent parking on this narrow junction and to maintain sightlines.

Install double yellow lines on the western side of Mount Lee's junction with Spring Rise, around property 'Little Mole' to prevent parking on the junction and maintain sightlines for vehicles coming out onto Spring Rise.

### **North Street (Drawing No. 3282\_12)**

Install double yellow lines on the eastern side of North Street from opposite No.21 northwards to opposite No.29. This will prevent any vehicles parking on this side of North Street, which causes an obstruction for through traffic.

### **High Street, Egham (Drawing No. 3282\_13)**

Following a consultation carried out by Surrey Highways to extend the pedestrian only days of the week - and the installation of an automated 'rise and fall bollard' at the entrance to the pedestrianised length of the High Street - the

[www.surreycc.gov.uk/runnymede](http://www.surreycc.gov.uk/runnymede)

operating times of the single yellow lines, limited waiting parking bays and loading bays in this restricted area need to be extended to cover Sundays as well. No change is proposed to the operation hours.

**Stoneylands Road and its junction with Stoneyland Court  
(Drawing No. 3282\_17)**

Extend the current double yellow lines on the eastern side of Stoneylands Road outside Orchard Mews southwards and continue round onto the northern side of Stoneyland Court for a distance of 10 metres.

Install double yellow lines on the southern side of the junction of Stoneyland Court and Stoneylands Road. Introducing these restrictions will improve road safety, maintain sightlines and access for the vehicles coming out of Stoneylands Court. Installing double yellow lines on the eastern side of Stoneylands Road will ensure that parking on both sides of the road cannot take place, maintaining access.

**Barley Mow Road, Englefield Green (Drawing No. 3282\_71)**

Install double yellow lines on the southern side of Barley Mow Road, beginning on St Jude's Road at the southern boundary of property 'Byways' heading north on the western side of St Judes Road and round onto the southern side of Barley Mow Road in front of 'The Carriages', the Barley Mow Pub and 'Englewick' continuing to the junction with Northcroft Road. Also install a length of double yellow line on the southern side of the small green opposite property 'Englewick'. These restrictions will maintain access for through traffic, prevent obstructive parking and enhance road safety for all, especially pedestrians, along the sections of Barley Mow Road that have no footway. In line with existing restrictions around the green, these double yellow lines would be installed at 50mm width and primrose colour.

**The Crescent junctions with Spring Rise and Spring Avenue  
(Drawing No. 3282\_91)**

**The Crescent junction with Spring Avenue.** Install double yellow lines on both sides of the junction of to maintain sightlines and improve road safety.

**The Crescent junction with Spring Rise.** Install double yellow lines on both sides of the junction to maintain sightlines and improve road safety. The restriction on the southern side of the junction is extended as far as the parking bay to act as a passing place for through traffic.

**Ripley Avenue junctions with Spring Rise and Clarence Street  
(Drawing No. 3282\_91)**

**Ripley Avenue junction with Spring Rise.** Install double yellow on both sides of the junction at the western end of Ripley Avenue with Spring Rise to maintain sightlines and improve road safety.

**Ripley Avenue junction with Clarence Street.** Install double yellow lines on both sides of the junction at the eastern end of Ripley Avenue with Clarence Street to maintain sightlines and improve road safety.

**High Street (Egham) (Drawing No. 3282\_93)**

Revoke the length of parking bay on the northern side of High Street outside property No 18, to a point in line with the boundary of No 19 and replace with a double yellow line instead. This will increase the distance of the parking bay

from the traffic island, and will give more room for larger vehicles and others to negotiate this part of the High Street.

### 3.3 **CHERTSEY**

#### **Station Road (Drawing No. 3282\_41)**

Install double yellow lines across the entrance to the car park of No.12-14. The double yellow lines will extend 5 metres either side of the entrance as well. This will maintain access for vehicles, improve sightlines for those using the car park and act as a passing place at the western end of Station Road.

#### **London Street (Drawing No. 3282\_42)**

Convert and extend the existing 8.00am to 6.00pm Monday to Saturday single yellow line restriction to a double yellow line on the north side of London Street. The proposed extended restriction will start from the end of curb stones opposite Grove Cottage in Willow Walk, and continue on the western side of Bridge Road and around onto the northern side of London Street. The proposed upgraded restriction will then terminate on the boundary of No's 33 and 35. This is in response to a petition received following an accident, and will generally improve sightlines for all the entrance/exit points along this section of road. It was deemed during the site visit stage of the review, that none of this section of road should be a single yellow line and allow parking outside of the restriction hours. A double yellow line all the way along, as described, was considered to be the best proposal.

#### **Stepgates junction with Stepgates Close (Drawing No. 3282\_43)**

Install double yellow lines for 17 metres into Stepgates Close on both sides and 12 metres either side of the junction on the southern side of Stepgates. This is to improve road safety, sightlines and maintain access, especially at school pick up times when there are lot of children in the vicinity.

#### **Station Road junctions with Victory Road and Laburnum Road (Drawing No. 3282\_45)**

Install double yellow lines on the junction of Station Road and **Victory Road** to improve access and maintain sightlines at all times. Double yellow lines are proposed to be to 10 metres in length in all directions, except outside Blakes Court, where 20.5 metres are proposed to improve access to the timber yard for larger vehicles.

Install 10 metres of double yellow line in all directions on the western junction of **Laburnum Road** (by Trafalger Works) with Station Road to improve access and maintain sightlines at all times.

#### **Station Road junction with Laburnum Road (Drawing No. 3282\_46)**

Install 10 metres of double yellow line in all directions on the eastern junction of **Laburnum Road** with Station Road to improve access and maintain sightlines at all times.

**Bridge Road (Drawing No. 3282\_86)**

Install double yellow lines on the southern side of Bridge Road from outside No.30 to the back of the footway on the eastern entrance to Knights Mead (private road). This is to improve road safety and sightlines on this busy junction for both pedestrians and vehicle drivers.

**Sandalwood Avenue (Drawing No. 3282\_88)**

Following a petition received last year, install a single yellow line that will operate Monday to Friday 8.00am to 1.00pm all the way around the inside of Sandalwood Avenue.

Install double yellow lines on the junction of Sandalwood Avenue and **Waverley Drive**.

These restrictions are intended to keep all parked vehicles on one side of Sandalwood Avenue only. The inside of the bends around Sandalwood Avenue will be kept clear of any parked vehicles during the restriction hours, which will improve sightlines and road safety whilst maintaining access. The double yellow lines on the junction with Waverley Drive will maintain road safety and sightlines on the junction at all times.

**Ferndale Avenue (Drawing No. 3282\_88)**

Extend the double yellow lines on both the east and west side of Ferndale Avenue southwards from the Little Green Lane end. This will prevent heavy goods vehicles from parking up overnight in this residential street which is becoming a more frequent issue.

**The Knoll and Knoll Park Road (Drawing No. 3282\_97)**

**Amendment for TRO only (restrictions already on the ground)** To make permanent the 14(2) Temporary Traffic Order that allowed the installation of the double yellow lines on these roads. Since these restrictions have been installed traffic flow has improved and access to the trading estate for large vehicles has improved considerably. Sightlines on the junction of Knoll Road and Knoll Park Road have also improved.

**3.4 FOXHILLS, THORPE AND VIRGINIA WATER****Giles Travers Close, Thorpe (Drawing No. 3282\_25)**

On the western side of Giles Travers Close extend the existing double yellow lines north to a point 10 metres from the junction, alongside No.1.

On the eastern side of Giles Travers Close extend the existing double yellow lines northwards up to the start of the hammerhead.

These extended restrictions will improve road safety on the junction with Village Road and by keeping vehicles parked on one side of Giles Travers Close only, it will improve access to the end of the close at all times.

**The Gower, Thorpe (Drawing No. 3282\_27)**

Install double yellow lines from the dropped kerb to number 32 southwards along the southern side of The Gower, continuing round the corner southwards as far as the parking bay beyond the boundary of No.2. This is to maintain

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access, improve road safety and to prevent vehicles from parking on both sides in order to maintain access.

### **Christchurch Road and Woodside Way, Virginia Water (Drawing No. 3282\_30)**

On the north side of Christchurch Road extend the double yellow lines to a total length of 15 metres on the eastern side from Woodside Way junction.

Install double yellow lines on the southern side of Christchurch Road from where the existing School Keep Clear marking ends eastwards to a point in line with where the extended lines on the northern side will terminate.

On western side of Woodside Way install double yellow lines northwards from the Christchurch Road junction as far as the drive way of property 'Viburnum'.

On the eastern side of Woodside Way install double yellow lines northwards from the Christchurch Road junction up to the start of the turning circle.

These restrictions are intended to maintain access in and out of Woodside Way, improve sightlines on the junction and to reduce congestion within Woodside Way.

### **Crown Road, Virginia Water (Drawing No. 3282\_33)**

Install a school keep clear marking on the northern side of Crown Road from a point 1.5 metres east of the building line of property number's 9 and 7. The marking will be enforceable for the standard hours across the borough. This is to improve road safety for everybody during school pick up and drop off times.

### **Fox Hills Road, Ottershaw (Drawing No. 3282\_63)**

On the northern side of Fox Hills Road, install double yellow lines in the remaining unrestricted length of highway between Tringham Close and Chobham Road. Vehicles parking here cause congestion at peak times and by stopping this, traffic will flow more freely and safely along this section of road.

### **Brox Road, Ottershaw (Drawing No. 3282\_63)**

Upgrade the existing Monday to Saturday 8.00am to 6.00pm single yellow line restriction on the eastern side of Brox Road from outside the Ottershaw Social Club southwards to No.27. This will prevent obstruction issues for a number of driveways and accesses along this length of road, and it will improve access for through traffic in this congested area. For the same reason, existing Monday to Saturday 8.00am to 6.00pm single yellow lines to be upgraded to double yellow lines outside property No's 22, 22a and 24 on the western side of Brox Road.

### **Timsway junction with Chertsey Lane (Drawing No. 3282\_73)**

Install additional double yellow lines on both the north and south sides of Timsway at the Chertsey Lane end of the street. This will improve access into the road for larger vehicles delivering to the boat yard at the end of Timsway. It is also in preparation of the planned development at number 1 Timsway, where parking will need to be prevented in order to maintain access and sightlines to and from a new access located on the north side of Timsway outside number 1.

**The Orchard and Whitehill Place, Virginia Water  
(Drawing No. 3282\_99)**

Install double yellow lines at the western end of **The Orchard** on both the northern and southern side of the turning head. Extending from where the current restrictions finish to opposite No. 15 on the north side. On the southern side alongside No's 35 and 37 to opposite No.19.

Install double yellow lines on the southern side outside property No's 45 to 39. At the eastern end of The Orchard install a single yellow line from the eastern end of the lay-by on the north side eastwards around the end of the street and back along the southern side to join up with the existing double yellow lines alongside No.1. This restriction will operate Monday – Friday 10am to noon. These additional restrictions will prevent all day and sometimes obstructive parking by non-residents.

On the eastern side of **Whitehill Place** install a double yellow line from outside No.1 all the way to the southern end of Whitehill Place outside No.19.

Install double yellow lines around the south western corner of Whitehill Place outside Flats 37-51 up to the limit of the public highway and on the opposite corner alongside Flats 10-20.

Install a single yellow line from the proposed double yellow lines detailed above on western side of Whitehill Place up to the existing double yellow lines alongside No.45. This restriction will operate Monday – Friday 10am to noon. These additional restrictions will prevent all day and sometimes obstructive parking by non-residents.

**3.5 ADDLESTONE**

**A317 Chertsey Road (Drawing No. 3282\_47 and 3282\_87)**

Upgrade and extend the existing Monday to Saturday 8.00am to 6.00pm restriction on the eastern side of A320 Chertsey Road from alongside No.2 Ford Road southwards as far as the 'left turn filter lane marking' for Addlestone Moor at the roundabout. This is to prevent vehicles parking along here causing congestion when any building work takes place on The Runnymede Centre in the short term, and in the longer term, to prevent school related parking along this busy main road.

**Victory Park Road (Drawing No. 3282\_54)**

**Amendment for TRO only (restrictions already on the ground).** Add the existing double yellow lines around the traffic island within Victory Park Road to the Traffic Order so that they can be enforced.

**Cabbell Place and Lewis Place. Finlay Gardens and Wallace Walk  
(Drawing No. 3282\_55)**

On the north side of **Cabbell Place**, extend the existing double yellow lines on the junction with Princess Mary's Road up to number 2 Cabbell Place. On the south side of Cabbell Place, fill in the unrestricted gap between the junction with Princess Mary's Road and Lewis Close.

Install double yellow lines from a point in line with the northern boundary of No.2 in Lewis Close northwards and round onto the southern side of Cabbell Place, 2 metres westwards of the eastern building line of No.1.

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Install double yellow lines from outside No.2 **Wallace Walk** southwards on the eastern side of the road, continuing on the northern side of **Finlay Gardens** up to the garage block entrance.

These double yellow lines will prevent long term parking which restricts access and sightlines on the junctions and on approach to the junctions.

### **Crockford Park Road (No Drawing)**

**Amendment for TRO only (restrictions already on the ground).** Change the Traffic Order to make the lengths of single yellow line on both sides of Crockford Park Road operational Monday- Friday 8.30am to 4.30pm. Although signed as such along Crockford Park Road, these hours are a reduction from the original proposed operating times following upheld objections during the formal advertising process. Unfortunately the final 'as made' legal notice from the last review omitted this change. The signs and lines on the ground will remain completely unchanged.

### **Brighton Road (Drawing No. 3282\_80)**

Install a length of double yellow line on the eastern side of Brighton Road from the entrance to 'Oakdene' to the small garage block south of property No.71. This length of double yellow line will prevent vehicles parking and blocking sightlines for pedestrians at the crossing point, which is a key part of a school run travel route.

### **Hamm Moor Lane (Drawing No. 3282\_100)**

Install double yellow lines on the western side of Hamm Moor Lane beginning outside unit No.20 running southwards as far as the entrance located south of the unit occupied by 'Locker 27'. This double yellow line has been requested by a number of companies based along Hamm Moor Lane as HGV delivery lorries struggle to access and manoeuvre to these premises with cars parked on both sides of the road. This proposal is intended to keep parking on one side of the road only on this section, which should result in a significant improvement in all of the issues that have been reported over the past couple of years.

## 3.6 **WOODHAM AND NEW HAW**

### **Meadway Drive (Drawing No. 3282\_64)**

Extend the double yellow lines on the southern side of Meadway Drive to connect up the existing double yellow lines, filling in the unrestricted gap. This is to prevent double parking and maintain access.

### **Kingston Rise (Drawing No. 3282\_65)**

On the southern side of Kingston Rise convert the unrestricted parking bay outside the library and next to the disabled bay into a 2 hour, no return within 2 hours Mon-Fri 8am-6pm parking bay. This is to allow for a turnover of vehicles, prevent all day parking and provide parking for the library customers. If accepted and successful, this restriction could be extended into The Broadway in a future parking review, if there is proven support for this to be done.

**The Avenue (Drawing No. 3282\_67)**

Install double yellow lines around the traffic island at the junction of The Avenue, Queen Mary's Drive and King George's Drive. This is to maintain sightlines, access and to prevent antisocial obstructive parking.

**Grange Road junction with Woodham Lane (Drawing No. 3282\_81)**

Install double yellow lines on both sides of the southern end of Grange Road at the junction with Woodham Lane. This is to maintain sightlines and improve access on this bus route.

**Woodham Park Road junction with Queen Mary's Drive (Drawing No. 3282\_94)**

Install double yellow lines on both sides of Woodham Park Road. On the western side double yellow lines will be round the corner outside No.51. On the eastern side double yellow lines will run from the boundary of No's 70 and 72 round the corner to outside No.65 on the southern side of Queen Mary Drive. This will improve road safety and sight lines and is proposed following receipt of a completed 'parking scheme request template' by the residents of Woodham Park Road.

**Faris Lane junction Orchard Avenue (Drawing No. 3282\_101)**

Install double yellow lines on both sides of Orchard Avenue for a distance of 30 metres. On the western side of Faris Lane install double yellow lines northwards for 25 metres from the Orchard Avenue junction, and 25 metres southwards. These restrictions will improve road safety on the junction.

**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.

Wordsworth Road	Addlestone	Victoria Street	Englefield Green
Tylers Gardens	Addlestone	Harvest Road	Englefield Green
Burn Close	Addlestone	South Road	Englefield Green
Crouch Oak Lane	Addlestone	Beechtree Avenue	Englefield Green
Green Lane	Addlestone	Barley Mow Road	Englefield Green
Simplemarsh Road	Addlestone	The Green	Englefield Green
Emley Road	Addlestone	Northcroft Road	Englefield Green
Victory Park Road	Addlestone	Bond Street	Englefield Green
Addlestone Park	Addlestone	Kingsley Avenue	Englefield Green
Brookhurst Road	Addlestone	Bagshot Road	Englefield Green
Hare Hill	Addlestone	Linden Court	Englefield Green

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Dickens Drive	Addlestone	Langham Place	Englefield Green
Pitson Close	Addlestone	Milton Road	Englefield Green
Wheatash Road	Addlestone	A30 Egham By-Pass	Englefield Green
Hollies Court	Addlestone	Grove Court	Englefield Green
Corrie Road	Addlestone	Guildford Road (A320) Salesian School	Chertsey
Roakes Avenue	Addlestone	Pretoria Road	Chertsey
Manor Drive	Woodham and New Haw	Alywns Close	Chertsey
Amis Avenue	Woodham and New Haw	Riversdell Close	Chertsey
Mayfield Avenue	Woodham and New Haw	Galsworthy Road	Chertsey
Junewood Close	Woodham and New Haw	Staines Lane	Chertsey
Ongar Hill	Woodham and New Haw	Pycroft Road	Chertsey
Keston Avenue	Woodham and New Haw	Ruxbury Road	Chertsey
Station Road North	Egham	St Anns Hill Road	Chertsey
School Lane	Egham	Eastworth Road	Chertsey
Meadow Gardens	Egham	Chilsey Green Road	Chertsey
Glebe Road	Egham	Bittams Lane	Chertsey
Mead Close	Egham	Bridge Road	Chertsey
Mons Walk	Egham	Knights Mead	Chertsey
Mullen Road	Egham	Fordbridge Close	Chertsey
Rowan Avenue	Egham	Abbots Way	Chertsey
Charta Road	Egham	Gordon Drive	Chertsey
Pooley Green Road	Egham	Alwyns Lane	Chertsey
Keswick Road	Egham	Masonic Hall Road	Chertsey
Lyne Lane	Foxhills, Thorpe, V Water	Hazelbank Road	Chertsey
Murray Road	Foxhills, Thorpe, V Water	Chertsey Lane	Foxhills, Thorpe, V Water
Thorpe Bypass	Foxhills, Thorpe, V Water	Escott Place	Foxhills, Thorpe, V Water
Western Avenue	Foxhills, Thorpe, V Water	Beechmont Avenue	Foxhills, Thorpe, V Water
Trotsworth Avenue	Foxhills, Thorpe, V Water	Rosemary Lane	Foxhills, Thorpe, V Water

### 4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2017/18, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during Autumn 2017.
- 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 Winter 2017/2018.

#### **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 and Local Committee. Implementation costs in total are likely to be **£20,000**. This will be financed jointly from Local Committee and Parking Team budgets. It is recommended that the Local Committee allocate the **£9,598** from the parking surplus that has built up over the last financial year and **£10,402** from the Parking Team's own budget for this financial year 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 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 effected 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

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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 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.

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#### **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:**

Annex A.

#### **Sources/background papers:**

There are none.

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