

RUNNYMEDE BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL



**RUNNYMEDE JOINT COMMITTEE**

**DATE:** 18 SEPTEMBER 2018

**REPORT LEAD:** CLLR. MARISA HEATH (ENGLEFIELD GREEN EAST)

**SUBJECT:** ENGLEFIELD GREEN PARKING GROUP – PROGRESS  
UPDATE (FOR INFORMATION)

**AREA(S)  
AFFECTED:** ENGLEFIELD GREEN

**SUMMARY OF ISSUE:**

To report on progress by the Englefield Green Parking Group which has the aim of addressing parking problems associated with increased numbers of students at Royal Holloway, University of London.

**RECOMMENDATIONS:**

**The Runnymede Joint Committee is asked to note that:**

- (i) An informal consultation of residents was conducted to get a clearer idea of the level of support for the introduction of Controlled Parking Zones
- (ii) The consultation did not provide a strong indication for implementing Controlled Parking Zones with permits
- (iii) The Englefield Green Parking Group will meet again in the autumn

**REASONS FOR RECOMMENDATIONS:**

The above recommendations are made to enable progression of the consideration of parking issues in Englefield Green and to arrive at a satisfactory resolution.

**1. INTRODUCTION AND BACKGROUND:**

1.1 In 2016, Royal Holloway submitted its Masterplan application to substantially increase student dwellings in Englefield Green and maximise numbers attending the university to study. The Masterplan was approved by Runnymede Borough Council despite strong opposition from local residents. The proposal included the intention to get student numbers up to 12,000.

1.2 In 2017, Runnymede Borough Council pushed ahead with its plans to redevelop Egham Town Centre which currently includes the proposal for a cinema, retail offering and development of student and private accommodation which will have

limited parking provision. Residents living close to the town centre already experience high levels of commuter parking on residential streets owing to the train station.

1.3 In 2014 Surrey County Council did a parking consultation in the area seeking views on whether residents wanted Controlled Parking Zones and the response indicated no, however in the 4 years since then the above mentioned developments have changed the long-term situation. Indeed, both of the large scale development proposals for Royal Holloway and Egham Town, some of which have proceeded into built form for student accommodation, will have, and has had, a significant impact on the surrounding village which was already struggling with parking provision. Additionally, we have seen an increase in housing of multi-occupancy used for student lets.

1.4 A number of residents have complained for some time that parking has become a real concern and, even at times, a danger for emergency vehicles and pedestrian access across pavements. Local councillors have listened to complaints for some time and have sought to work with Royal Holloway to tackle students bringing cars into the vicinity when they live on campus. Nonetheless it remains a legal right for any individual to park a taxed car on the road and it is difficult to stop students doing this.

1.5 In early 2017, Royal Holloway University approached local councillors to ask if they could work with the council to find solutions and that they would be prepared to provide resource and potential funding for a parking scheme as part of the CSR and planning contribution which has led to the setting up of a Working Group comprised of the RHUL Head of Estates, a representative of Surrey Highways, ward councillors and often attended by the Cabinet Member, Cllr Colin Kemp. The main consideration of this Working Group has been that of Controlled Parking Zones.

## **2. CONSULTATIONS:**

2.1 Over a two-week period in July 2018, local councillors selected a section of the area affected by student parking to take part in an informal consultation delivered by hand to around 800 properties. They covered the Englefield Green East area where students often use local roads to park before walking across Egham Hill to access the campus where they are forbidden to park.

2.2 A letter was sent out asking residents to complete a short form indicating whether they felt there was a parking problem and whether they felt Controlled Parking Zones with Resident Permits could be a potential solution as well as pointing out there would be a cost.

2.3 The results did not provide a clear indication of residents' views as the response rate was low. Some residents stated they did not receive the letter, others stated they thought it was a political circular which they binned and some stated they were away during the period set for replies.

### **2.4 Overview of result**

52 responded that yes there is a parking problem.

Within the 52 respondents who believe there is a parking problem, 44 would like Parking Permits

8 are not sure Parking Permits are the answer

35 responded that there is not a parking problem and they do not want Parking Permits.

A total of 87 responses were received.

2.5 What was clear from the responses was that the roads closest to the university felt strongly that Controlled Parking Zones were a potential solution that they would like to take further and as the roads moved away from the campus it became less of a problem. Clearly this is an obvious outcome but it is important to be aware that implementing parking measures in one area will push the problem outwards and so it is useful to understand the current attitude towards them throughout the village.

2.6 The roads where support was strong included South Road, Armstrong Road, Albert Road and Harvest Road.

### **3. FINANCIAL IMPLICATIONS:**

5.1 Should any scheme be progressed, it will be done outside of the Parking Review process, as a stand-alone project.

A proposal would have to include:

- Formal advertising by putting a notice in the newspaper, Surrey Ad (about £2,500). Legal requirement.
- Formal consultation with residents, printing and distribution costs (£500).
- Buying posts and signs and getting them installed, cost depends on the size of scheme (between £3-5,000).
- Lining, depending on the size of the scheme (about £1,500).
- Final 'As Made' Notice to say the scheme is up and running published in the newspaper, Surrey Ad (about £2,500). Legal requirement.

Total cost would be approximately £10,000.

### **4. CONCLUSION AND RECOMMENDATIONS:**

4.1 The results received from the informal consultation do not currently provide enough support to progress implementation of a Controlled Parking Zone with permits. However, the problem is not going to go away and Runnymede Borough Council have just received another application for a private development of high density student accommodation without sufficient parking in Harvest Road which will again exacerbate the problem in that area.

4.2 The Joint Committee is asked to note the outcome of the informal consultation and the intention of the Englefield Green Parking Group to meet again in the autumn.

### **5. WHAT HAPPENS NEXT:**

5.1 It is suggested that the Working Group, facilitated by Royal Holloway University and attended by a member of the SCC Parking Review Team, considers what other parking measures could be put in place in the roads where residents have shown strong support for restrictions of some sort. This could include considering restrictions on certain time periods during the day to prevent all-day student parking. This will enable the Working Group to respond swiftly to resident's concerns in these areas.

5.2 It is suggested that Englefield Green West is left for the time-being as the results from the East show that the further away from the university the less appetite for any controls. Egham Town will need to be considered as the town centre redevelopment project moves forward and consultation on that should be considered in due course.

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**Consulted:**

Mr Colin Kemp, Cabinet Member for Place  
Peter Wells, Engineer, Parking Strategy & Implementation Team, SCC

**Annexes:**

None

**Background Papers:**

None