

**RUNNYMEDE BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



RUNNYMEDE JOINT COMMITTEE

DATE: 19 September 2018

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

SUBJECT: Runnymede Parking Review

AREA(S) AFFECTED: ALL DIVISIONS IN RUNNYMEDE

SUMMARY OF ISSUE:

Surrey County Council's Parking Strategy and Implementation 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. Joint Committee approval is required in order to progress these changes firstly to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to support, comments or objections from members of the public and then to implementation.

RECOMMENDATIONS:

The Runnymede Joint Committee 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 approved.
- (ii) the joint 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 Annexes A-F. 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

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 The team had a list consisting of 126 requests for parking restrictions which they had received from residents, councillors, the emergency services and Surrey County Council engineers since the last review was considered, and used this 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, bus operators and levels of support e.g. supported by county member, local borough/ district council, high resident demand etc. In some cases the proposals have been developed with the respective county councillor.

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, affordable 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 is Annexes A-F.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

COUNTY COUNCIL DIVISION

3.1 ADDLESTONE

Wordsworth Road (Drawing No: 3282_53)

Install DYL on the junction of Wordsworth Road and Byron Road. The proposed yellow lines will extend further on the southern side of Byron Road eastwards, as commercial vehicles parking along here reduce sightlines compromising road safety.

Crouch Oak Estate (Drawing No: 3282_55)

In **Wallace Walk** install an 18 metre length of DYL alongside the green opposite No's 2 & 4. Vehicles parking in this position inhibit access on/ off the driveways of these two properties opposite and also prevent the grass being maintained on the green.

In **Princess Mary's Road** extend the DYL 3 metres northwards on the western side of the road, north of Finlay Gardens to improve sightlines and access.

In **Princess Mary's Road** extend the DYL on both the north and south sides of Tyler Gardens to improve sightlines and access.

In **Princess Mary's Road** introduce a length of DYL on the eastern side of the road outside No's 21 to 31, opposite Tyler Gardens. When cars park up in Princess Mary's Road a pinch point is created. Introducing these restrictions will ease the situation and improve access.

Bush Close (Drawing No: 3282_56)

At the southern junction of Bush Close with Garfield Road outside Hampshire Court there is an additional 5 metres of DYL on both sides of the carriageway that need to be **added to the Traffic Order as an amendment**.

At the northern junction of Bush Close with Garfield Road there is an additional 7 metres of DYL on both the northern side (by the electricity sub-station) and southern side that need to be **added to the Traffic Order as an amendment**.

At the northern junction of Bush Close and Garfield Road on the southern side (foot of Surrey Tower) it is recommended to remove an unenforceable yellow zig-zag road marking and install a length of DYL in its place to a point 7.2 metres beyond the lay-by. This length of DYL will deter parking in front of the bin collection and emergency services access point.

Brighton Road (Drawing No: 3282_56 and 3282_80)

Install DYL on the eastern side of Brighton Road from outside No.7 southwards all the way down to Oakdene. Vehicles parking along this stretch of the A318 reduce the road width, resulting in localised congestion. Vehicles also park and obstruct the footway along this length of Brighton Road, making it difficult for pedestrians to use the path.

Marsh Lane (Drawing No: 3282_79)

Install DYL on the junction with Kings Gate, to keep sightlines clear. DYL will only extend to a point in line with the back of the footway in Kings Gate. Beyond this point the road is private.

Bourneside Road (Drawing No: 3282_107)

Introduce a Monday – Saturday 8am – 6pm 2 hour no return 2 hour time restriction on the parking bays opposite Mill Pond Court below the retaining wall and outside No.124. These bays are being occupied for extended periods of time by commercial vehicles from a locally based company. This is

reducing the amount of space available for visitors and is not what these spaces were intended for.

Spinney Hill junction Hare Hill Amendment for TRO. No Drawing

There are double yellow lines on the junction of Spinney Hill and Hare Hill that do not appear to be on the Traffic Order. Therefore the restrictions that are already on the ground need to be formalised.

3.2 CHERTSEY

St Ann's Road (Drawing No: 3282_37)

Install DYL on the junction with **Masonic Hall Road**. 10 metres into Masonic Hall Road on both sides and up to the driveway of No.28 and No.32 on the southern side of St Ann's Road respectively. Introducing these restrictions will improve sightlines and road safety on the junction.

Install DYL on the junction with **Grove Road**. 10 metres on the western side of the junction and around the curvature of the public house on the eastern side. Introducing these restrictions will improve sightlines and road safety on the junction.

Guildford Street. No Drawing.

Remove the redundant bus stop (to the rear of Compass House) as agreed with Passenger Transport and reinstate the double yellow lines as shown on the Traffic Order.

Drill Hall Road (Drawing No: 3282_42)

On the junction of Drill Hall Road and **London Street** upgrade the existing single yellow lines to double yellow lines for 10 metres on all sides.

On the western side of Drill Hall Road at the northern end, revoke any remaining parking restriction beyond 10 metres south of the London Street junction to create an extra parking space.

At the southern end of Drill Hall Road on the junction with **Galsworthy Road** make the double yellow lines outside No.23, ten metres in length and revoke any restriction beyond this to create an additional parking space.

To the north of No.1 **Galsworthy Road** on the northern side of the road, alongside the garage block make the double yellow lines 10 metres in length and revoke any restriction beyond this, creating an additional parking space.

From outside No.40 Drill Hall Road running alongside No.1 Galsworthy Road and round into Galsworthy Road install DYL and on the opposite side of the junction.

Install DYL on the northern side of Drill Hall Road alongside No.23 down to join up with the existing DYL opposite the TA centre.

Install DYL on both the north and south sides of the junction of Drill Hall Road **and Pound Road**.

Adding these additional restrictions in the southern section of Drill Hall Road will maintain access for through traffic and keep the footpath clear for pedestrians.

Adjusting the restrictions in the other part of Drill Hall Road and Galsworthy Road will move parked vehicles to more suitable parts of the highway, improving access and sightlines.

Pound Road (Drawing No: 3282_42)

Change the single yellow lines on both sides of the Pound Road junction with Abbey Road and London Street to DYL to maintain road safety and sightlines at all times of the day and night. Included in this is 26.5 metres of yellow line outside Cegecim House, which is not currently in the traffic regulation order. Reduce the single yellow line on the north side of Abbey Road outside Abbey Court by 5 metres to create an additional parking space.

Mead Lane (Drawing No: 3282_43)

Install a length of double yellow line alongside the Co-op convenience store down to and across the entrance to Peggy Bond Close. Currently delivery lorries have to stop very close to Weir Road which is quite dangerous. Extended double yellow lines will remove some parked cars allowing lorries to deliver more safely, further away from the junction. Extended double yellow lines will also improve sight lines when coming out of the shops car park, and for residents of Peggy Bond Close.

Free Prae Road (Drawing No: 3282_45)

Install DYL on the western side of Free Prae Road from where the current restrictions end, near the junction with Eastworth Road, northwards to join up with the DYL outside the entrance to St Anne's school. These additional restrictions will maintain two way access for through traffic during the afternoon school collection period. Currently school related parking at certain times of the day on both sides of Free Prae Road reduces the road to a single carriageway.

Wheatash Road junction Roakes Avenue (Drawing No. 3282_46)

Introduce DYL on the junction of Wheatash Road and Roakes Avenue to improve road safety and maintain access. There have been reports from Runnymede Borough Council and residents that the dust cart has been unable to access the cul-de-sac part of Roakes Avenue to collect rubbish due to cars parking on the junction.

3.3 EGHAM

Herndon Close (Drawing No. 3282_15)

Install DYL on the eastern side of Herndon Close from the High Street to the lay-by just north of No.12. Install DYL around the kerb line beside No.13. On the western side of Herndon Close. Install DYL around the kerb line opposite No.12. This will maintain access and keep the footway clear of parked vehicles.

Wesley Drive and Mowbray Crescent (Drawing No. 3282_17)

An amendment to the Traffic Order is required to add DYL on both the north and south sides of Wesley Drive. These parking restrictions that already exist on the ground go beyond the roundabout on both sides and extend up to alongside No.2 on the southern side.

An additional 5 metre length of DYL is proposed on the south side of Wesley Drive to take the restriction up to the dropped curb of No.2, preventing a car parking in the gap between the end of restriction and the driveway.

Install DYL on the **junction of Wesley Drive and Mowbray Crescent** to improve road safety and maintain sightlines.

Farmers Road (Drawing No. 3282_20). Amendment to Traffic Order

Reduce the parking bay outside No.11 by 3.7 metres to match the layout on the street. Reduce the parking bay outside No.16 by 4.7 metres to match the layout on the street

The Hythe (Drawing No. 3282_20)

Install a formal disabled bay without time limit outside No.22 The Hythe, as an application has been received from a local resident.

Thorpe Road (Drawing No. 3282_21)

Upgrade the existing single yellow line on the western side of Thorpe Road between Wendover Road and Rochester Road to DYL. This recommendation has come about following a road safety audit that was carried out outside The Hythe Primary School and The Hythe Centre by Surrey Police and the Safer Travel Team. DYL will deter school time parking, and improve road safety and maintain access for through traffic along Thorpe Road.

Cumberland Street, Hythe Road and Railway Terrace (Drawing No: 3282_70)

A completed parking scheme request form has been received, signed by residents of 61 out of the 76 properties in these three streets. Residents are asking for a controlled parking zone or permit scheme to be introduced due to the high competition with non-residents for the limited amount of on-street parking space available in these roads. The requested operational hours and days of the scheme are 7.00am to 6.00pm, Monday to Friday.

The completed request form was received close to the deadline for submitting this report. Therefore approval is requested of the Joint Committee to allow us to formally advertise this request and fully inform residents about all the terms and conditions of how the scheme will operate at the same time. The decision on whether to proceed or not following the formal advertising will then be made by the councillor(s) for the area in conjunction with the Joint Committee chairman and Parking Team Manager at the 'consideration of objections' stage of the process.

The properties we shall formally consult with are the following: 1- 19 Railway Terrace, 1- 26 Cumberland Street, 1- 78 Hythe Road and 14 Thorpe Road, as this property does not appear to have any off street parking.

Due to the limited amount of on-street parking space, highlighted in the petition, the maximum number of resident permits that can be issued to a household will be two.

Resident permits are valid for a year at a cost of £50 for the first permit issued to a household and £75 for the second permit. This cost is to cover the administration and enforcement of the scheme.

If the existing permit is lost or a resident changes their vehicle they will need to pay an administration fee of £15 to replace the permit or have the details updated.

Blue badge holders can park in the permit area for as long as they need provided their blue badge is displayed.

Any resident who is housebound and needs regular visits from carers can apply for a carer's permit, which their carer displays whilst parked and making their visit. A carer's permit costs £10 and is valid for a year.

Each household would be entitled to buy up to 120 visitors' permits per annum at a cost of £2 per permit. Each permit entitles one vehicle to park in the permit area, and lasts for the duration of the permit scheme operating hours each day. They can only be used once, and must be displayed on the visitor's vehicle. Any vehicle can park in the bays to make deliveries, or load and unload, but only for as long as necessary and no longer than a maximum of 20 minutes.

Bowes Road (Drawing No. 3282_73)

Make the two advisory disabled parking bays outside numbers 10 and 12 enforceable disabled parking bays without time limit. Space for parking at the northern end of Bowes Road is becoming more competitive and these two disabled bays are being abused by non-blue badge holders.

3.4 ENGLEFIELD GREEN

Bagshot Road junction Fircroft Road (Drawing No. 3282_08)

TRO Amendment. Add the DYL that already exist on the ground on the southern side of this junction to the Traffic Order.

The Crescent jct Spring Avenue (Drawing No. 3282_12)

Extend the existing DYL outside No.7 southwards for 5.5 metres to move parked cars further away from the junction.

Introduce a length of DYL around the inside of the bend outside No's 1 The Crescent and 3 Spring Rise. Vehicles parking on the inside of the bend are blocking sightlines, reducing the road width and damaging the verge.

Queens Road (Drawing No: 3282_12)

Extend DYL 10metres south on the west side outside No.14 to improve access around the bend.

Runnemedede Road junction Littlecroft Road. (Drawing No: 3282_14)

Upgrade the existing single yellow line to a DYL on the inside of the bend in Runnemedede Road outside No.16. Also upgrade the small section of single yellow line between Littlecroft Road and the entrance to Strode's College sports ground to a double yellow line. Parking on the bend at any time will cause an obstruction.

Runnemedede Road (Drawing No: 3282_14)

Extend the DYL at the northern end, on the eastern side of Runnemedede Road to run round into the beginning of the lay-by and as far as the first driveway on the **A30 Egham By-pass**. Any vehicle parking here blocks the sightline for others vehicles exiting Runnemedede Road trying to join the high speed dual carriageway A30 which is not safe.

Crown Street (Drawing No. 3282_14)

Upgrade all the existing single yellow lines on the north side of Crown Street between Hummer Road and Runnemedede Road to DYL. This includes the DYL at the southern end of Park Road and extending the restrictions on the junction of Kings Road and Crown Street.

There is a short length of DYL on the south side of Crown Street alongside No.12 that needs to be added to the Traffic Order, as a **TRO Amendment**.

Hummer Road, Strode Street and Kings Road (Drawing No. 3282_14)

Install DYL on all sides of this crossroads. Parking right up to the junction on all sides is blocking sightlines and reducing the carriageway to a single width.

Falaise (Drawing No: 3282_93)

Install DYL on both sides of the junction of Falaise and the A30 Egham Hill to prevent inconsiderate parking and maintain access at all times.

Simons Walk (Drawing No: 3282_98)

Extend the DYL on the southern side of Simon Walk outside No.54 by 14.7 metres to improve access.

Yard Mead (Drawing No: 3282_103)

Install DYL on the junction with the A308 Windsor Road to improve road safety. Vehicles travel at speed along the A308, and turning into the narrow Yard Mead to be immediately confronted by a parked vehicle is dangerous. Implementing these restrictions will move vehicles back from the junction and allow some braking distance.

Spring Rise and Lynwood Avenue (Drawing No. 3282_104)

Introduce DYL from the northern boundary of No.20 all the way around the inside of the Spring Rise, continuing along the western side of Lynwood Avenue to join up with the existing DYL on the junction with Ripley Avenue. The majority of vehicles park on the opposite side of these two roads as they

are narrow. This restriction will maintain access as there have been instances of the dust cart not being able to get to the far end of the street.

3.5 **FOXHILLS, THORPE AND VIRGINIA WATER**

Rosemary Lane (Drawing No: 3282_27)

Install DYL on both sides of Rosemary Lane starting outside property 'Westward Ho' and running up to 'The Haven' on the western side. Running from 'Chimneys' northwards round into **The Bence** on the eastern side. DYL will also be installed on the northern side of the The Bence junction with **Midway Avenue**, and finally from the top of Orchard Garden south round outside Orchard Cottage up to No.1

These restrictions are primarily to manage school time parking in this single track road which often becomes impassable.

Fletcher Close, Ottershaw (3282_61)

Revoke a length of SYL on the northern side from the School Keep Clear marking that continues alongside No. 26. This restriction is shown on the Traffic Order but not installed on street. It does not appear to be necessary.

Change all remaining single yellow lines in Fletcher Close to double yellow lines along with those on the junction of Fletcher Close and Fletcher Road. Extend the restrictions 10meters into Fletcher Road either side of the junction.

Crabtree Road jct Eversley Way (Drawing No: 3282_74)

Install DYL on the junction of these two streets on the Thorpe Industrial Estate. DYL can only extend to the back of the footway on Eversley Way as it is a private road. Introducing restrictions either side of Eversley Way, however, should help improve access in and out of the street for large vehicles, as cars currently park right around the junction on both sides.

A320 Chertsey Lane (Drawing No: 3282_105)

Install DYL on the western side of the A320 from Craigwell Close to Ferry Avenue as requested by ASDA themselves. This restriction will deter short term parking by drivers visiting the ASDA garage and shop, who stop without consideration for other road users trying to pass by, or those trying to exit the garage forecourt finding their sightlines blocked. Some minor collisions have occurred.

Almers Road (Lyne) (Drawing No: 3282_106)

Install a length of DYL across the entrance to Fangrove Park. This will improve sightlines when exiting the park as more and more vehicles are congregating around the entrance reducing visibility.

Staple Hill and Longcross Road (Drawing No: 3282_108)

Install DYL on both sides of Staple Hill and Longcross Road near the entrance to Longcross car park on Chobham Common (on the part of these roads that is in Runnymede). These DYL have already been installed, with

www.surreycc.gov.uk/runnymede

Cabinet approval, supported by a temporary traffic regulation order as part of the county council's programme of introducing car park charges to help make the countryside estate self-financing. The temporary order will expire in due course and so the restriction indicated by the DYL needs to be included in the main (permanent) traffic regulation order.

3.6 **WOODHAM AND NEW HAW**

Ongar Hill (Drawing No: 3282_58)

Install a School Keep Clear marking across the southern entrance to the Holy Family Catholic Primary School. On the opposite side of Ongar Hill install DYL and continue them northwards and round into the southern side of High Tree Close.

Introducing these restrictions will improve safety for pedestrians, creating a safer crossing point and a passing place for through traffic.

The Ridings (Drawing No: 3282_60)

Extend the DYL on both sides of The Ridings south from the junction with Hare Hill to move parked cars further back from the junction, improving road safety and maintaining access.

On the west side extend the DYL to the drive way of property 'Westerfield'. On the east extend the DYL south by 20.7 metres.

Kingston Rise (Drawing No: 3282_65)

Install a length of DYL around the outside of the bend in front of the library and properties 25 and 23 and part of 21 Kingston Rise. This will stop inconsiderate parking in front of the driveways of numbers 23 and 25.

Pinewood Grove (Drawing No: 3282_81)

Install DYL on the junction with Woodham Lane to prevent dangerous inconsiderate parking close to the junction. The DYL will overwrite and reinforce the existing advisory white hatching that already exists on the junction.

Mayfield Avenue (Drawing No: 3282_81)

Install a length of DYL on the eastern side of Mayfield Avenue alongside No.155. This will move parked vehicles back from the junction improving road safety and access when turning in from Woodham Lane.

Old Road (Drawing No: 3282_90)

Install DYL on the junction of Old Road and Rowtown to improve road safety and sightlines 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.

Foxhills, Thorpe and Virginia Water			
Fox Hills Road	Cheshire Close	Brox Road	Fletcher Road
Irving Place	Christchurch Road	Beechmont Avenue	Sandhills Court
Sandhills Road			
Chertsey			
Hanworth Lane	A320 Guildford Road	Sandalwood Avenue	Pycroft Road
Windsor Street	Paddocks Way	Mead Lane	Fordwater Road
Herriot Road	St Anns Hill Road		
Englefield Green			
Middle Hill	Harvest Road	Larksfield	Wick Lane
Wick Road	Parsonage Road	Victoria Street	Armstrong Road
Larchwood Drive	Sycamore Walk	St Judes Road	Barley Mow Road
Whitehall Lane	Manor Way	Malt Hill	North Street
Park Road	Grove Road	Nightingale Shott	Malthouse Lane
Egham			
Hythe Road	Cumberland Avenue	Railway Terrace	Mullins Road
Pooley Green Road	Mead Close	Roundway	Ayebidges Avenue
Thorpe Lea Road	Glebe Road	Rusham Park Road	Daleham Road
Pooley Avenue	Mullins Road	Clare Gardens	
Addlestone			
Alexandra Road	The Glen	Spinney Hill	Addlestone Park
Ongar Hill	Station Road	Corrie Road	Rickman Crescent
Crockford Close	Burn Close	Pretoria Road	Birchfield Close
Woodham and New Haw			
Woodham Lane	Faris Barn Drive	Rowtown	Orchard Avenue

4. CONSULTATIONS:

4.1 Station Road area Permit Parking consultation

Following receipt of a petition from a resident of Eastworth Road, the County Council carried out an informal consultation with all the residents of Eastworth Road (from Bell Corner to St Stephens Chapel), Highfield Road, Laburnum Road, Station Road, Queen Street, Victory Road, Charles Street and King Street, asking residents if they wanted a 'Permit Holders Only Past This Point' type residents parking scheme introduced. Information on how such a scheme would operate, a sheet of frequently asked questions and a drawing was delivered to 380 properties. A total of 81 responses were received (21.3% of the total). 29 of which were in favour (35.8% of responses).

It should be noted that from the feedback received a lot of residents did not appear to understand how the scheme would work with only signs and no additional road markings.

The petitioner himself surveyed properties at the western end of the Councils' consultation area, (Charles Street, King Street, Victory Road, Station Road from Guildford Street to Victory Road and Eastworth Road from Bell Corner to Victory Road). The petitioner gathered a lot of support from these residents, although how a permit scheme was described to these residents on the door step is unknown.

The results of the council's own informal consultation do show the highest percentage of those in support live at the western end of the consultation area.

However even at the western end of the consultation area the level of support was well below the level required to develop a permit scheme in this current review. Therefore it is recommended not to proceed any further at this time.

- 4.2 Subject to approval and budget provision being made available for 2018/19 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in November/ December 2018. We will letter drop all properties that front on to any of the proposals.
- 4.3 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Runnymede Borough Council office during this time. Details of the restrictions including plans will also be available on the parking pages of the Surrey County Council website
- 4.4 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.5 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.
- 4.6 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.
- 4.7 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.
- 4.8 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.9 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in the spring of 2019.

5. FINANCIAL 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 about £25,000. This will be financed jointly from Joint Committee and Parking Team budgets.

The Runnymede Joint Committee have £9,598.20 remaining from their share of the surplus on the on street parking account up to the 2016/17 financial year. In 2017/18 Runnymede Borough Council reported a total surplus on the on street parking account of £20,745. The 60% Joint Committee share of this is £12,447. There is therefore a total available in the parking account surplus of £22,045.20.

The Parking Team can contribute £10,000 and so it is recommended that the Joint Committee contribute the balance of the cost of the review implementation (approximately £15,000) from the parking account surplus. This would leave approximately £7,000 in the surplus, which could be used for future parking reviews or other highway related works.

6. WIDER IMPLICATIONS:

- 6.1

Area assessed:	Direct Implications:
Crime and Disorder	There should be fewer instances of obstructive and/ or anti-social parking as a consequence of the restrictions being implemented.
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	The introduction of parking restrictions can help reduce congestion and keep traffic moving. In some cases new restrictions can also encourage the use of off street car parks or alternative means of transport.
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	The introduction of parking restrictions can help reduce congestion, improving air quality.

7. CONCLUSION AND RECOMMENDATIONS:

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

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

8. WHAT HAPPENS NEXT:

- 8.1 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 (about end of the year), asking them to consider 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 works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin. The target for implementation is spring 2019.

Contact Officers:

Peter Wells (Engineer – Parking Team)
Tel: 0300 200 1003

Consulted:

Runnymede Borough Council Parking Manager

County Council Cabinet Member

Mr Colin Kemp.
Tel: 0300 200 1003

Annexes:

Annex A – Addlestone
Annex B – Chertsey
Annex C – Egham
Annex D – Englefield Green
Annex E – Foxhills Thorpe Virginia Water
Annex F – Woodham New Haw

Sources/background papers:

None
