

RUNNYMEDE JOINT COMMITTEE

DATE: 25 November 2019

LEAD OFFICER: Peter Wells. Engineer – Parking Strategy and Implementation Team

SUBJECT: 2019 Runnymede Parking Review

AREA: All Councillor Divisions in Runnymede Borough

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 Joint 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 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 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.
- (v) the intention of the county council to advertise the making of a consolidation Order (without change) of the existing Traffic Regulation Orders to Runnymede is approved, and that approval for future consolidations, when they become necessary, can be granted by the committee chairman.

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
- 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 A list comprising of 130 locations for parking restrictions from residents, councillors, the emergency services and Surrey County Council engineers since the last review was considered 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, 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 Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

DIVISION

- 3.1 **COUNTY: ADDLESTONE**
BOROUGH: ADDLESTONE NORTH, ADDLESTONE BOURNESIDE AND
CHERTSEY SOUTH AND ROW TOWN

Burn Close (No Drawing) TRO Amendment.

A total of 3 permits to be made available for residential properties from No's 204 to 234 (one per property and even numbered houses only), Station Road without any off street parking under the terms and conditions of the Burn Close permit scheme. The permits to be issued on a first come first served basis, and when the three are sold for the year no additional permits to be made available. If a permit is not renewed or voluntarily given up, it can be taken up by another resident with an address in the property numbers stated. The issuing of these three permits has been operating at the discretion of Runnymede Borough Council since 2014. The borough council are requesting that this is now formalised in the Traffic Order so the three permits can be issued and queries dealt with in a formal way.

Alexandra Road (3282_53) TRO Amendment

Double Yellow Lines (DYL) across Alexandra Road at the eastern end of where the road has been stopped up outside No.72, need to be added to the Traffic Order so they can be enforced. The restriction is needed as vehicles are parking here, blocking the cycle access and turning circle.

Tyler Gardens (3282_55)

Introduce DYL on the south side, from alongside No.28 round the bend to a point in line with the front building line of No.5. Opposite, introduce DYL in front of the dropped kerb to the footpath and round the bend to the boundary of No's 4 & 6. Vehicles are parking on the tight bend for long periods of time restricting access for deliveries and the dust cart and reducing visibility for all.

Station Road (3282_55, 56 and 69) Traffic Regulation Order (TRO) Amendments Only.

Drawings have been updated to show what is on the ground. No new restrictions are proposed. Updated drawings will allow better, consistent enforcement to take place.

All the background mapping has been updated to show the new road layout and Addlestone One development. This including the revocation of Marnham Place and all restrictions associated within it.

On the north side of Station Road (TRO Sheet 3282_55). The enforceable DYL have been extended so they are shown going up to the building line of No's 75 (Cycle

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Store) and 77 (Carlton Newsagents) on both sides within Church Mews, to match what is on the ground.

On the north side of Station Road (TRO Sheet 3282_69). DYL are now shown going into the Service Road to the east of No.97 (Nationwide Building Society), and up to the building line on both sides within Church Mews and not straight across the access road.

On the south side of Station Road (TRO Sheet 3282_55). The DYL's, Loading Bay, Disabled Bays and Limited Waiting Parking Bays outside the Addlestone One development and Civic Centre have been correctly added to the Traffic Order so enforcement of them can take place.

On the south side of Station Road (TRO Sheet 3282_56) by the electricity sub-station, DYL's are now shown running through the lay-by outside Waitrose. This brings the Traffic Order in line with the restrictions installed on the ground.

A length of DYL is now shown on Station Road and into the top of junction of the new Service Road to the west of the Civic Centre.

Bush Close (3282_56)

Introduce DYL on the north side of Bush Close, alongside the green at the foot of Surrey Towers. DYL to continue round the bend up to the western building line of Surrey Towers, by the 'Emergency Vehicles Only' parking area. Bush Close is quite narrow. Vehicle park on both sides, up on the footway one side, making it unusable for pedestrians. Also the dust cart cannot get through and there is concern emergency services might not get through either.

Introduce DYL around the corner opposite No's 76- 73 Middlesex Court. Vehicles are parking all over the corner, and on the path. A street sign has been knocked down. The footpath is unusable and sightlines are obstructed.

Marsh Lane junction with Weston Avenue (3282_79)

Introduce DYL on both sides of the junction. Although the junction has a wide splay, high sided panel vans and mini-buses are parked up round the corners for long periods of time, blocking sightlines and narrowing the road width.

Simplemarsh Road (3282_79)

Introduce DYL on the north side of Simplemarsh Road from outside No.28 west to the western boundary of No.32. It is quite a narrow road, vehicles are parking on both sides reducing the width restricting access. Those parking on the north side are fully over the footpath making it unusable for pedestrians. Regular complaints are received from residents of Brentwood Court about the access road being blocked and sightlines compromised.

Darley Close (3282_80)

Extend DYL along the full length of the eastern side of Darley Close from alongside No.15 north and around the top of the close in front of No's 5& 6. Vehicles are parking on both sides of the close overnight and blocking driveways. These restrictions will restrict parking to one side of the close, maintaining access.

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3.2 **COUNTY: CHERTSEY
BOROUGH: CHERTSEY MEADS, CHERTSEY St ANNS AND CHERTSEY SOUTH
AND ROW TOWN.**

Colonel's Lane (3282_37)

Introduce Double Yellow Lines (DYL) on the south side of Colonels Lane either side of the entrance to Orchard View. Introducing these restrictions will create a passing place in this densely parked street, and improve sight lines when exiting Orchard View and road safety for all road users.

St Ann's Road (3282_37)

Introduce DYL on the south side of St Ann's Road from outside the 'Coach & Horses' Public House eastwards and into the end of Onslow Mews (private).

Introduce DYL on the north side of St Ann's Road from the boundary of No's 27 & 25 eastwards, and 10metres into Staines Lane.

It is dangerous and obstructive for through traffic when vehicles are parked around these bends at any time, on this B classified road. This is a principle access road and bus route to and from Chertsey town centre and needs to be kept clear for a safe free flow of traffic.

Alwyns Lane (3282_38)

Introduce a length of DYL on the south side of Alwyns Lane across the entrance to the office building called 'Abbey Grove', and continuing in front of the Almhouses, up to Willats Close (private). This new restriction will keep access clear at all times for through traffic and maintain sufficient space for those vehicles turning into and out of Alwyns Close at this pinch point in the lane.

Riversdell Close (3282_38)

On the western arm of Riversdell Close, introduce DYL around the turning head from opposite No.60 up to the end of the cul-de-sac. This area gets parked up, and then vehicles cannot turn around in the space designed for this purpose.

Introduce DYL around the turning head from outside from No.49 up to the end of the cul-de-sac and back down to outside No.41. This area gets parked up, and then vehicles cannot turn around in the space designed for this purpose.

Introduce a length of DYL around the bend within Riversdell Close, outside No's 55 and 55a. Introduce DYL on the entrance to the garage block opposite. These DYL will improve sightlines around the bend and improve access for larger vehicles to reach the far end of the close.

Pretoria Road junction Hanworth Lane (3282_41)

Extend the DYL southwards on the western side of Hanworth Lane alongside No.24. Introduce DYL around the grass verge opposite on the junction of Hanworth Lane and Pretoria Road.

These restrictions will remove parked vehicles back from the junction area, allowing through vehicles to use the full width of the carriageway. Road safety and access will improve as vehicles leaving Hanworth Lane won't be doing so from the middle of the carriageway.

Drill Hall Road (3282_42) TRO Amendment

Revoke a 5 metre length of DYL outside the garage and drive of No.40. The DYL were not installed due to a late objection when the scheme was advertised, that was subsequently upheld. There are double yellow lines on the opposite side of the road, so access has been maintained.

Drill Hall Road (3282_42)

Upgrade the existing Monday – Saturday 8am – 6pm, single yellow line on the eastern side of Drill Hall Road as you enter from London Street down to the boundary of No's 37 and 35 to a 50mm width, DYL. Vehicle parking along here outside the current operational times obstructs the road and results in vehicles backing up on the B375 London Street trying to turn into Drill Hall Road.

Mead Lane (3282_43) TRO Amendment

A 5 metre gap has been left in the DYL that were installed in the last review between the Co-op car park entrance and Peggy Bond Close to allow a vehicle to park on street, following objections during installation. This needs to be formalised.

Eastworth Road (3282_45)

Introduce DYL on the north side of Eastworth Road extending from the existing restrictions on the boundary of No's 13 & 15 south eastwards as far as the emergency access gate to Eastworth House car park. The DYL will then continue at 75mm width as far as the end of the cycle track/ crossing point on the roundabout outside the vehicular entrance to Eastworth House. This is to prevent obstructive parking that blocks the footway in its entirety, and restricts the width of the A317 Eastworth Road for through traffic to a single lane for larger vehicles, which causes localised congestion at peak periods on this bus route.

From the boundary of No's 13 & 15 eastwards to the car park access gateway the DYL will be 50mm to match the existing restriction width. Thereafter the DYL will be 75mm width.

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.

Eastworth Road (Clay Corner) and Fordwater Road (3282_47)

It is recommended to change the operational days of the single yellow line (SYL) on the north side of Eastworth Road to Monday – Friday, but keep the same operational hours (8am – 6pm) outside house No's 183 – 203 in response to a request from these residents.

East of No.203 running around Clay Corner and continuing northwards up the western side of Fordwater Road it is recommended to upgrade the existing SYL restriction to a DYL. Parking at any time on Clay Corner would be dangerous and

obstructive and any parking on the western side of Fordwater Road causes congestion when vehicles are waiting to turn into Ford Road.

Eastworth Road (3282_47)

On the south side of Eastworth Road revoke a short length of single yellow line outside No's 194 and 196. This small length of SYL, west of the bus cage clearway marking is not signed. There is no obvious need for these few metres of SYL to remain.

Fordwater Road junction with Bramley Close (3282_47)

Install DYL on the junction of Fordwater Road and Bramley Close. The double yellow lines will supersede the existing white hatching around the corners, and then be enforceable by Civil Enforcement Officers. Vehicles parking, particularly on the footway on the south side of the junction block sightlines and are a road safety hazard. The double yellow line restriction will also apply to the footway, preventing this inconsiderate behaviour.

3.3 **COUNTY: EGHAM BOROUGH: EGHAM HYTHE**

Braywood Avenue (3282_18)

Introduce an extension to the DYL on the south side of Braywood Avenue alongside No.1 as you enter from Whitehall Lane. This will keep long term parked vehicles on one side of the road only close to the junction, creating a bit more space when turning in, or queuing to get out of Braywood Avenue.

The Hythe (3282_20)

Introduce an enforceable disabled bay without time limit for a resident, revoking a 6.6 metre length of the current permit holder/ 2 hour limited waiting bay outside No's 22 and 23.

The operational hours of the whole of zone A are proposed to be extended by 2 hours to 8.30pm every evening. This will maintain resident's priority over visitors who are parking in these streets to visit Staines town centre in the evening

The Fernery (3282_20)

An informal consultation was carried out with the residents of The Fernery asking them if they wanted the cul-de-sac included in the existing Egham Hythe Controlled Parking Zone (CPZ) under the existing operating terms and conditions. This was instigated following receipt of a completed 'Parking Scheme Request' template **Enough residents responded positively to the informal consultation**, to ask for approval from the Joint Committee members to advertise this extension of the Egham Hythe Controlled Parking Zone into The Fernery. The CPZ in The Fernery will be designated with signs only at the entrance to the cul-de-sac. No new yellow lines and or parking bay markings will be installed.

The operational days and hours of the CPZ extension will be the same as the existing scheme, however the 2 hours free parking will not be included, as there is

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insufficient space. Parking in The Fernery will be for permit holders only during operational hours.

Residents of The Fernery have been told that the operational hours of Area A could be extended by 2 hours in the evening.

Meadow Gardens (3282_21)

Introduce a length of DYL on the south side from outside No.10 westwards to outside No.2a. This will restrict vehicles to parking on one side of Meadow Gardens only at the narrowest point in the street, maintaining access and keeping the footway clear for pedestrians.

Pooley Green Road (3282_22) TRO Amendment

Revoke the No Loading At Any Time restriction from the Service Road outside the Pooley Green shops (No.219 To No. 134). The restriction has not been installed on the service road and it is not required.

Thorpe Lea Road (3282_22) TRO Amendment

Revoke the No Loading At Any Time restriction from in front of the bus stop and No.132 Thorpe Lea Road. This short length of restriction has not been installed on the road and it is not required.

Thorpe Lea Road (3282_22)

Add the unrestricted parking bay outside No's 130 – 116 Thorpe Lea Road to the Traffic Order so enforcement of parking within the bay markings can take place. No time restriction is proposed for the bay, but by adding it to the Traffic Order it is anticipated better compliance and more considerate parking will take place.

A No Loading At Any Time restriction is proposed to be applied on the existing lengths of double yellow line **either side of the junction with Glebe Road**. Inconsiderate short term parking around the junction area is a safety issue putting pedestrians at risk and blocking sightlines of vehicles exiting Glebe Road.

Bowes Road (3282_73)

Extend DYL on the south side of Bowes Road as far as the boundary of No's 7 and 9. Vehicles have taken to parking on both sides of Bowes Road, which has reduced the road width to a single carriageway resulting in localised congestion. Extending DYL on one side of Bowes Road will improve access.

Bowes Road (3282_73)

Introduce DYL on **the junction of Bowes Road and Wapshott Road** to improve road safety and maintain sightlines.

Whitehall Lane junction with Manor Way (3282_111)

Introduce DYL on the junction of Whitehall Lane and Manor Way to prevent the all-day parking of vehicles close to the junction. When vehicles are parked close to the junction sightlines are obscured and safety compromised.

Mons Walk, Mullens Road, Rowan Avenue and Century Road (3282_112)

Install Double Yellow Lines (DYL) on the junction of Mons Walk and Mullens Road to improve sightlines when exiting Mons Walk. Vehicles parking in Mullens Road are overhanging the junction area, reducing the carriageway width and blocking sightlines.

Install DYL on the **junction of Rowan Avenue with Mullens Walk and Century Road** to improve sightlines and road safety. The design of the road does not afford the best visibility anyway, and with vehicles parked on the junction it just reduces visibility further adding to road safety concerns.

3.4 **COUNTY: ENGLEFIELD GREEN
BOROUGH: EGHAM TOWN, ENGLEFIELD GREEN EAST AND ENGLEFIELD GREEN WEST.**

Bagshot Road junction Larksfield (3282_08)

Introduce Double Yellow Lines (DYL) on both sides of the bend where Bagshot Road becomes Larksfield. There is an increasing number of vehicles parking around the bend for long periods of time. These vehicles reduce the road width and sightlines, causing a hazard for through traffic.

South Road (3282_09)

Extend DYL on the north side in front of the flats No's 2- 30 Greenacre Court by 15 metres.

On the southern side of South Road introduce a short length of DYL on the western side of the junction with Highfield Road (private).

Vehicles have taken to parking on the southern side, alongside the brick wall. This is opposite vehicles parking on the north side reducing road width. In order to maintain access along South Road these restrictions are necessary.

Harvest Road (3282_09, 3282_10)

Introduce DYL on the eastern side of Harvest Road, filling in the unrestricted length between St Cuthbert's Close and Parsonage Road.

Introduce DYL on the eastern side of Harvest Road, south of St Cuthberts Close southwards to join up with the existing restrictions at the junction with South Road.

Harvest Road is heavily parking up during university term time. It is close to the university campus and has high density Halls of Residents and private properties all with no off street parking. The road is quite narrow and people are parking on both sides, often on the pavement, blocking it. Restrictions should be introduced to protect pedestrians from having to go out into the road and to maintain vehicular access at all times.

Harvest Road junction with Barnway (3282_10)

Introduce DYL on the junction to maintain safety and improve sightlines. Parked vehicles are encroaching closer and closer to the junction and parking on the narrow footway making it un-useable and forcing pedestrians into the road.

Albert Road (3282_10)

Extend DYL on the west side southwards to alongside No.6. of the Almshouses. Introduce a length of DYL on the east side from the boundary of No's 5 & 6 southwards for 19 metres.

Inconsiderate parking on Albert Road has been raised and assessed a number of times. Everybody is aware that finding a compromise between allowing some parking for those residents without an off street option, and maintaining the free flow of traffic without vehicles reverting to using the footway, is a delicate balance to achieve. Halfway down Albert Road, parked vehicles naturally switch from one side of the road to the other. These DYL's are proposed in this middle section to maintain a suitable gap for through vehicles to pass by safely.

Denham Road (3282_14) TRO Amemdment.

Alongside Henley Court on the western side, at the southern end of Denham Road there is an existing 16 metre long parking bay with the restriction Mon – Sat 8am – 6pm, 30 minutes no return 30 minutes which has been added to the Traffic Order so it can be enforced, revoking a length of single yellow line that was incorrectly shown on the Traffic Order.

Denham Road (3282_14)

At the entrance to the cul-de-sac within Denham Road (access and parking for property No's 45- 54), upgrade and extend the existing Single Yellow Line (SYL) to DYL's. At the moment vehicles are parking either side of the entrance restricting the width and reducing visibility. It is recommended to extend the restriction on both sides as far as the raised brick setts to stop vehicles 'parking beyond the restriction' on the public highway, as this behaviour is equally as obstructive.

Barley Mow Road junction Middle Hill and Harvest Road (3282_68)

Introduce DYL around all sides of 'The Triangle' junction, and on the south side of Barley Mow Road from Middle Hill to property 'Burnham Mews', including the junction with Harvest Road. Vehicles are parking in this area at school pick up and collection times which causes local congestion and concerns about road safety.

Barley Mow Road/ The Green (3282_71)

On the west side of St Judes Road, just north of the junction with Barley Mow Road, install 50mm primrose DYL from the bus stop southwards around the corner into Barley Mow Road continuing for 30 metres to prevent obstructive parking.

Thereafter continuing north-west, introduce a 75 metre parking bay with the restriction Monday – Saturday 8am – 6pm 2 hours no return 2 hours. The success of the Barley Mow pub and the recreation available has meant many more cars in this location. That should be welcomed, but many of the vehicles are being left for hours and sometimes days on end, which is not fair on others wanting to use the facilities. Two hours will allow visitors to have lunch or walk a dog during the day, but have an unrestricted amount of time in the evenings.

On the eastern side of the small triangular green that acts as a traffic island. Install 50mm primrose double yellow lines to fill in the gap between existing DYL. This will prevent obstructive parking where the road narrows.

Middle Hill (3282_83)

Introduce DYL on the junction of Middle Hill and **The Retreat**. On the south side of Middle Hill then introduce a Single Yellow Line (SYL) restriction Monday – Friday 9am – 5pm from those DYL eastwards on the south side as far as the DYL near the junction with Egham Hill.

On the north side of Middle Hill extend the DYL from outside Chilbolton westwards to 3 metres past the boundary of No's 2 and 3.

Parking on Middle Hill has been raised and assessed a number of times. Everybody is aware that finding a compromise between allowing parking for those residents without an off street option, and maintaining the free flow of traffic without vehicles reverting to using the footway, is a delicate balance to achieve. This proposal is intended to keep parked vehicle on one side of Middle Hill only during daytime throughout the week, and tries to formalise as much as possible the natural parking pattern that has developed, minimising displacement.

Ripley Avenue (3282_91)

On the south side, introduce DYL from the Spring Rise junction eastwards to a point 5.5 metres beyond the eastern boundary of No.1.

On the north side introduce double yellow lines from a point 2.5 metres east of the boundary of No.24 eastwards all the way to the junction with Clarence Street.

Introducing these new restrictions will keep vehicles parked on one side of the road only, improving access for through traffic.

Spring Rise junction with Danehurst Close (3282_91)

From the back of the footway on the northern side of Danehurst Close (private), install DYL northwards on the western side of Spring Rise up to the start of the layby outside No's 67/69. This is to prevent vehicles parking on this narrower section of Spring Rise maintaining access, and to improve sight lines when exiting Danehurst Close.

Bishopsgate Road and Crimps Hill (3282_109)

On the eastern side of Crimp Hill introduce DYL beginning north of the rear access gates to Bishopsgate School. The restriction will run south from this point for a total of approximately 63 metres. The restriction is being introduced to keep the access clear for exiting school premises and Cedar House at all times. A further length of DYL is to be introduced commencing 12.5 metres south of the boundary of property's 'Cedar House' and 'Holmwood', on Crimp Hill southwards. The DYL will continue round onto the northern side of Bishopsgate Road eastwards as far as the proposed new School Keep Clear (SKC) marking.

A new SKC marking is proposed across the main exit from Bishopsgate School car park. Centred on the mid-point of the car park exit, the SKC will extend for 18.75 metres either side.

DYL to be introduced on the western side of Crimp Hill beginning in line with the northern end of the proposed DYL opposite. The DYL will to join up with the existing DYL restrictions on the junction with Bishopsgate Road.

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Install DYL around the traffic island at the junction of Crimp Hill and Bishopsgate Road on all sides. DYL to be introduced on the south side of Bishopsgate Road from the entrance to Savill Court Hotel eastwards to cover the junction area.

There is a large volume of inconsiderate and obstructive parking that takes place on weekends and public holidays by visitors to Windsor Great Park. There is an ever increasing amount of vehicles dropping off and collecting children from Bishopsgate School. These restrictions are intended to maintain access at all times and to limit grass verge destruction.

Egham Hill (3282_110)

Install DYL on the north side of Egham Hill from a point 15 metres west of Chestnut Drive as far as the western boundary of No.6 Mount Pleasant Cottages, and from a point 12 metres west of the University Lodge building as far as the entrance road to the Sutherland House University Building. Now that it has been confirmed this area is not covered within the 'Rural Clearway' order, DYL are needed to allow civil enforcement to take place and prevent vehicles parking on the footway and cycle lane. There are double white line markings down the centre of Egham Hill, which prohibit parking outside of a marked bay under Rule 240 of the Highway Code but this is ignored. It is also recommended to introduce a parking bay without time limit between the western boundary of No.6 Mount Pleasant Cottages and to a point 12 metres west of the University Lodge building, so that vehicles parking outside of the bay markings can be ticketed by Civil Enforcement Officers.

3.5 **COUNTY: FOXHILLS, THORPE AND VIRGINIA WATER BOROUGH: FOXHILLS, THORPE AND VIRGINIA WATER**

Christchurch Road, Virginia Water (3282_31)

On the south side of Christchurch Road introduce Double Yellow Lines (DYL), in three currently unrestricted locations to prevent long term all day parking on the main B389.

Firstly in front of the verge between Station Approach and Station Parade. Secondly, in front of the verge between the two accesses to Station Parade. Thirdly from the eastern most junction of Station Parade eastwards up to the railway bridge.

Vehicles have begun parking along the B389 to avoid car park charges either at the station or in adjacent Runnymede Borough Council Car Park, resulting in localised congestion on the main road.

Cabrera Avenue junctions with Crown Road and Carbrera Close, Virginia Water (3282_33)

Introduce DYL on both sides of Carbrera Avenue at the junction with Crown Road, extending as far as the junction with Carbrera Close on the eastern side. School related parking on the junction and footway is blocking sightlines, causing a hazard to pedestrians and reducing the carriageway width as you enter from Crown Road.

Lyne Lane, Lyne (3282_34)

Update the TRO to include the part of the School Keep Clear (SKC) marking outside Lyne & Longcross Infant School, which extends 9.9 metres south of the boundary of the school and church.

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Introduce DYL on the eastern side of Lyne Lane from the boundary of The Vicarage and Holy Trinity Church north to the southern end of the SKC marking. Also on the eastern side, introduce DYL for 30 metres northwards, north of the northern building line of The School House.

On the western side, introduce DYL across the entrance to Five Oaks Farm. Also on the western side introduce DYL beginning 6.5 metres north of the northern boundary of the School House opposite, up to the northern boundary of Trys Hill Cottage. These restrictions are intended to keep parked vehicles on one side of Lyne Lane only, maintaining access for through traffic. Currently the situation can be quite chaotic and dangerous for pedestrians and through traffic at school drop off and collection time with the road regularly double parked.

Fletcher Close, Ottershaw (3282_61)

Install DYL outside No.1 Fletcher Close as far as the end of the School Keep Clear marking opposite.

Vehicles parking here are on the inside of the bend as you come around the corner, and are difficult to see in advance, forcing through traffic out onto the opposite carriageway. Parked vehicles also block the driveway of No.1.

Brox Road (3282_62)

Introduce DYL on the western side of Brox Road from outside No.116 northwards as far as No.92. **This includes the junction with Chaworth Close.** Restrictions are needed on the western side of Brox Road opposite the Meath School to prevent obstructive double parking, which reduces the width of the useable footway and carriageway on this fairly busy through route.

A TRO amendment is required to the School Keep Clear marking outside No.89 to accurately reflect its length and position on the ground.

Tithe Meadows junction with Trumps Green Road, Virginia Water (3282_96)

Introduce DYL on both sides of Tithe Meadow as you enter from Trumps Green Road. All day parking at the entrance to Tithe Meadow by non-residents is blocking sightlines and reducing the carriageway width to single file as you enter the cul-de-sac.

Irvine Place, Virginia Water (3282_99)

Extend the DYL on both sides of Irvine Place as you enter from Trumps Green Road and as far as round the first bend on the northern side. All day parking at the entrance to Irvine Place by non-residents is blocking sightlines and reducing the carriageway width to single file as you enter the cul-de-sac.

Sandhills Court, Virginia Water (3282_99)

Introduce DYL on both sides of the part of Sandhills Court providing access to No's 1-22, as far as the entrance to the car park on the northern side and as far as the entrance to the courtyard in front of the flats on the southern side. All day parking by non-residents is blocking sightlines and reducing the carriageway width to single file as you enter the cul-de-sac.

3.6 **COUNTY: WOODHAM AND NEW HAW
BOROUGH: WOODHAM, NEW HAW AND CHERTSEY SOUTH AND ROW TOWN**

Holly Avenue junction with The Broadway (3282_65)

Introduce Double Yellow Lines (DYL), on both sides of the junction outside the Co-op and Ilex House to improve access and keep the junction area clear of parked vehicles, similar to those that already exist on the junction of Amis Avenue opposite. These restrictions will improve sightlines and maintain a clear access for larger vehicles (Co-Op delivery lorries).

Kingston Rise (3282_65 & 3282_67)

Introduce DYL on the southern side of the bend, alongside No.33 The Broadway and continuing outside No's 27,29 and 31.

Introduce DYL on the north side of the junction outside No's 28, 26, 24 and 22 Kingston Rise.

These restrictions will prevent vehicles parking immediately on the left as you leave The Broadway and head up Kingston Rise. The restrictions opposite will stop vehicles displacing to the other side of Kingston Rise which could be equally obstructive to larger vehicles, who have trouble negotiating the bend.

Introduce DYL on the eastern side of Kingston Rise outside No's 3 southwards to join up with the existing DYL outside No. 21. Double parking, and parking on the footway especially at school collection time is obstructive to through traffic and pedestrians alike, and needs to be prevented to improve safety for everybody.

Franklands Drive (3282_90)

Introduce DYL on all four arms of the crossroads in Franklands Drive, as you approach the private Strawberry Fields estate. **This includes adding to the Traffic Order some DYL that have been installed on the public highway by the developer of the Strawberry Fields estate.**

Vehicles are parking all over this, blocking sightlines and raising concerns about road safety on the junction for all road users.

Woodham Lane junction with Farleigh Road (3282_95)

Introduce DYL on both sides to keep parked vehicles at a safe distance from the junction at all times. Vehicles, especially during school pick up and drop off times are parking close to the junction, inhibiting the safe passage of other vehicles. This can cause vehicles to queue on Woodham Lane resulting in localised congestion.

3.7 **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.

ADDLESTONE			
Crockford Park Road	Albert Road	Shakespear Road	Wordsworth Road
Tennyson Road	Bois Hall Road	Bourneside Road	Corrie Road
The Grove	Church Road	Addlestone Moor	Wallace Walk
Marriot Lodge Close	Finlay Gardens	Addlestone Park	Byron Road
Hamm Moor Lane	Crouch Oak Lane		
CHERTSEY			
Heriot Road	Galsworthy Road	Drill Hall Road	Canford Drive
Abbey Gardens	Staines Lane	Meadow View	Hazelbank Road
Fox Lane North	Fordwater Road	The Knoll	
EGHAM			
New Road	Pond Road	Oak Avenue	Park Avenue
Mead Close	Pooley Avenue	Pooley Green Road	Goring Road
Avenue Road	Wendover Road	New Road	
ENGLEFIELD GREEN			
Stoneylands Road	Milton Road	High Street (Egham)	Vegal Crescent
Alexandra Road	Englefield Close	Blays Close	Blays Lane
FOXHILLS, THORPE AND VIRGINIA WATER			
Beechmont Avenue, Virginia Water	Crown Road, Virginia Water	Crown Lane, Virginia Water	Furnival Close, Virginia Water
Bousley Rise, Ottershaw	Brox Road (Brox Mews), Ottershaw	Fletcher Road, Ottershaw	Tringham Close, Ottershaw
Slade Road, Ottershaw	Western Avenue, Thorpe	Aymer Drive, Egham Hythe	
WOODHAM AND NEW HAW			
Faris Lane	Faris Barn Drive	Orchard Avenue	Keston Avenue
Selsdon Road	Burcott Gardens	Warren Road	Holly Avenue
Marshall Place	Row Town	Malus Drive	King Georges Drive

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 20/21 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in March/ April 2020. We will letter drop properties that front on to any of the proposals.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries, and the Runnymede Civic Centre office during this time. Details of the restrictions including plans will also be available on the parking pages of the Surrey website.
- 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.

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- 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 in the summer of 2020.

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. Implementation costs in total are likely to be about £12,500. This will be financed jointly from Parking Team budget (£10,000), Royal Holloway University London (£1,800) and from the Parking Surplus (£700).

6. RISK MANAGEMENT:

- 6.1 The minimum statutory requirement for the introduction of new waiting and parking restrictions is the advertisement of a statutory notice in a local paper. If this was the only form of public consultation there is a risk many residents and highway users would not be aware of the proposals. In order to ensure members of the public are informed and have a chance to comment we also put up street notices and letter drop residents where they could be directly affected. We also provide all the relevant information on our website and with links highlighted in the notices.

7. LOCALISM:

- 7.1 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 affected parties to get involved and comment on 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. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.

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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.

9.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions

9.2 Sustainability implications

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.

9.3 Corporate Parenting/Looked After Children implications

There are none.

9.4 Safeguarding responsibilities for vulnerable children and adults implications

There are none.

9.5 Public Health implications

The introduction of parking restrictions can help reduce congestion and keep traffic moving, preventing exhaust fume concentration.

9.6 Human Resource/Training and Development

There are none.

10. CONCLUSION AND 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
- Easing traffic congestion
- Better regulated parking
- Better compliance

11. 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

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those comments and/ or objections. This report will be e-mailed to the Parking Strategy and Implementation Team Manager, the chairman and vice-chairman of this committee and each county councillor 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 the summer of 2020.

Contact Officers:

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

Consulted:

All proposals have been discussed with the respective county councillor where appropriate.

County Council Cabinet Member

Mr Matt Furniss
Tel: 0300 200 1003

Annexes:

Annex A

Sources/background papers:

None
