



JOINT COMMITTEE (RUNNYMEDE)

DATE: 6 July 2021

LEAD OFFICER: Peter Wells. Engineer. Parking Strategy & Implementation Team

SUBJECT: 2021 Runnymede Parking Review

DIVISION: 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. Proposals include measures to manage parking around access points to Virginia Water and Windsor Great Park as well as a number of on street electric vehicle charging point bays.

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 annexes A - F and I (EV Bays) are approved.
- (ii) the joint committee agrees the funding approach as detailed in paragraph 5.1 of this report.
- (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 - F is advertised and that if no objections are maintained, the orders are made.
- (iv) That the Parking Strategy and Implementation Team Manager is delegated authority to adjust the positions of the on-street Electric Vehicle charging bays in consultation with the Chair, Vice-Chair and Local Member prior to statutory consultation. These locations are listed in each

County Councillors division of this report, and displayed in their own set of drawings (Annex I)

- (v) That the Parking Strategy and Implementation Team manager is delegated authority in consultation with the Chair, Vice Chair and Local Members to replace the existing clearway on the A30 between the Windsor and Maidenhead boundary and the crossroads of the A30, St Judes Road and Bakeham Lane and to replace it with either 'no waiting at any time' restrictions or a red route clearway (which would also cover the highway verge) subject to the outcome of a statutory consultation.

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

This will help us achieve our 2030 Community Vision objectives

- Residents live in clean, safe, and green communities where people and organisations embrace their environmental responsibilities.
Journeys across the county are easier, more predictable, and safer.

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 158 locations where we had received requests 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.
- 1.4 The areas around Windsor Great Park, Virginia Water and Englefield Green have seen vast increases in visitor numbers through the covid-19 pandemic and this has caused problems on the A30 and other local roads that acted as overflow parking areas, causing obstruction and safety issues for other road users. Temporary waiting restrictions have been introduced in a number of

locations such as Christchurch Road, Blacknest Road, Wick Lane and Bishopsgate Road to help control visitor parking and maintain access.

- 1.5 A number of discussions have taken place with the Royal Parks Management team to improve the parking management arrangements on the A30 around Virginia Water, the existing clearway on the A30 is not well observed by many visitors who tend to park in the verges.

This report includes a recommendation to change the existing clearway on the A30 to 'no waiting at any time' subject to further discussions and agreement about a long term solution in consultation with the Royal Park team and local members.

- 1.6 Surrey County Council (SCC) is delivering an On Street Electric Vehicle Charging Point (EVCP) partnership project which will see the installation of on-street EVCPs across Runnymede Borough, over the next 12 months.
- 1.7 In November 2020 the Government announced plans to accelerate a greener transport future by ending of the sale of new petrol and diesel cars in the UK by 2030. The announcement was accompanied by a promise of over £1.8 billion invested in infrastructure and grants to increase access to zero-emission vehicles and promote a green economic recovery. One element of this grant funding to facilitate the transition to electric vehicles is the On Street Residential Charging Scheme (ORCS). The Secretary of State for Transport, the Rt Honourable Grant Shapps wrote to all local authority chief executives in February 2021 confirming the continuation of the ORCS for 2021/22 and urging applications for the grant funding.
- 1.8 The ORCS funding covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however user demand and therefore revenue is uncertain.
- 1.9 The necessary support funding has been approved to deliver up to 120 On Street Residential Charge Scheme (ORCS) grant assisted publicly available Electric Vehicles (EV) chargers across 7 Surrey Boroughs and Districts during 2020/21. It will also support the strategy development for the longer-term procurement and roll out plan for an EV charger network across Surrey.
- 1.10 Approximately 20 EV charging bays are proposed on street in Runnymede as part of this parking review following consultation with Runnymede Borough Council. These are shown in Annex I. At the time of writing there are still some technical issues regarding power supply to be confirmed to ensure the EV bays can be successfully installed in the locations shown. That is why it is recommended that the Parking Strategy Team Manager is delegated authority to adjust the positions of the EV bays prior to statutory consultation in the event this is needed.
- 1.11 A Frequently Asked Questions sheet on the EV project is at Annex J.

2. ANALYSIS:

2.1 The parking review is carried out in two stages: -

Stage one being an initial “desktop” exercise, which involved eliminating 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 based on the reasons mentioned 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.

2.4 Annex I shows the locations of proposed EV bays.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

DIVISION

3.1 **COUNTY: ADDLESTONE
BOROUGH: ADDLESTONE NORTH, ADDLESTONE SOUTH, CHERTSEY
RIVERSIDE AND OTTERSHAW**

Byron Road (3282_53)

Extend the double yellow lines on the southern side of Byron Road from where they currently end up to the access to the Travis Perkins yard. Vehicles parking in this space restrict access and block sightlines when exiting the yard.

Burn Close (3282_54)

Extend the double yellow lines on the southern side of Burn Close from where they currently end as far as the entrance to the car park. Vehicles parking along here, although permit holders, make it difficult for vehicles to get on and off the driveways opposite.

Victory Park Road (3282_54)

On the northern arm of Victory Park Road revoke two separate time limited Monday – Saturday 8am – 6pm 30 minutes no return 30 minutes parking bays, and a Loading Only Monday – Saturday 8am – 6pm bay outside Beech House and Oak House respectively. These parking controls are obsolete and no longer required since this piece of land has been redeveloped for housing. It is proposed to allow unrestricted parking for the residents.

TRO Amendment. On the southern arm of Victory Park Road double yellow lines follow the curb line of the highway to the north east of Victory House and do not go into the Tesco Service Yard entrance as currently shown.

Station Road (3282_55)

Electric Vehicle Charging Point. Convert the two western parking bays of the existing Mon- Sat 8am – 6pm 30 mins no return 2 hours parking spaces outside Pandol House into x2 Electric Vehicle charging points. The operational hours to be Monday -Saturday 8am – 6pm Max Stay 2 hours.

High Street and junctions with Ecton Road and Chapel Avenue (3282_55)

Following a site assessment and a request from Surrey Police, it is recommended to extend the double yellow lines northwards on both sides of High Street from where they currently finish, up to the northern end of the pedestrian refuges at the mini-roundabout junction with Green Lane. This includes upgrading the existing single yellow line on the eastern side of High Street between Central Court and Renaissance to a double yellow line.

The proposal includes extending the double yellow lines on the north side of **Ecton Road** across the front of Wentworth House to main access and sightlines. The proposal also recommends installing double yellow lines into both sides of **Chapel Avenue** for a distance of 10 metres, to maintain sightlines.

Church Road junction The Grove (3282_57)

It is recommended to install double yellow lines on the western side of The Grove starting alongside No.115 and continue them on Church Road up to the boundary of the Queens Arms. Vehicles parking on the busy Church Road (B3121) close to the junction obscure sightlines when exiting The Grove. Vehicles parked on Church Road itself reduce the road width, creating a pinch point for through traffic. Parked vehicles in this section of the road make exiting driveways from properties 113 to 109 hazardous too. Keeping this area clear of parked vehicles will improve traffic flow and improve road safety.

Ecton Road (3282_79)

Electric Vehicle Charging Point. Introduce x4 Electric Vehicle charging points and two build out on which to place the equipment, totalling 27.4 metres on the southern side of Ecton Road, to the rear of No's 13 and 14 Brentwood Court, up to No.33 Ecton Road. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 4 hours.

Bourneside Road (3282_107)

Following receipt of a petition, install double yellow lines on the junction of Millpond Court and Bourneside Road to prevent parking around the junction area which blocks sightlines and inhibits access. The double yellow lines will extend around the bend to No's 107/ 109 Bourneside Road to stop displaced vehicles moving to another inconsiderate location. As part of this proposal it is recommended to install double yellow lines on the junctions of Bourneside Road with **Ember Close** and **Dewent Close** to improve access and road

safety. These two junctions are also heavily parked up with sightlines obscured and access restricted.

Ongar Road (3282_125)

Following receipt of several request from residents, supported by their local MP it is recommended to install double yellow lines on the western side of Ongar Road from the start of the turning area opposite property 'Hope Springs' northwards, to, and across the end of the road. With cars parking on the western side as well as outside properties on the east side, there are concerns about access to the top of Ongar Road, and what would happen if the emergency services were called out. By keeping vehicles parked on one side of the road only access will be maintained to all properties at all times.

3.2 **COUNTY: CHERTSEY
BOROUGH: CHERTSEY RIVERSIDE, CHERTSEY St ANNS,
LONGCROSS LYNE & CHERTSEY SOUTH**

Pycroft Road junction Brookside (3282_36)

Install double yellow lines on Pycroft Road 15 metres north of the existing School Keep Clear marking on the western side of the road northwards to the end of the footway. Install double yellow lines on the opposite side and around the junction with Brookside to improve road safety, access along Pycroft Road and visibility on the junction with Brookside. Access can be particularly difficult during popular nursery pick up and drop off times. This was the recommendation of a Road Safety Outside Schools assessment.

St Ann's Road (3282_37)

Install double yellow lines on the north side of St Anns Road filling in the unrestricted length of road between No.27 and 47. Vehicles parking here, either on the carriageway or verge block sightlines for drivers exiting onto the (B375) St Ann's Road.

London Street (3282_38)

Electric Vehicle Charging Point. Convert the existing Mon- Sat 8am – 6pm 30 mins no return 30 mins parking bay outside No's 6-10 into x4 Electric Vehicle charging points and two build out on which to place the equipment, totalling 27.4 metres. The operating hours will be Monday – Saturday 8am – 6pm Max Stay 2 hours.

Riversdell Close (3282_38)

Revoke 4.5 metres of double yellow line at the northern end of Riversdell Close outside No.64. Due to circumstances the resident was unable to object during the formal consultation period, but has repeatedly done so since.

Charles Street (3282_41)

Electric Vehicle Charging Point. Introduce x4 Electric Vehicle charging points and two build out on which to place the equipment, totalling 27.4 metres on the western side at the southern end of Charles Street, 10 metres

back from the junction, alongside No.7 Station Road. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 4 hours.

Pound Road (3282_42)

Install double yellow lines either side of the access road to 'Four Corners' to improve sightlines. This building has been converted to residential use and now there are a lot more vehicle movements in and out of the site.

Mead Lane (3282_43)

Install double yellow lines on the south side of Mead Lane filling in the gap alongside the Co-op store. This will improve access along Mead Lane and provide sufficient space for delivery lorries supplying the store to stop and manoeuvre.

Mead Lane (3282_44)

Introduce double yellow lines on the junction of **Marina Close** joining up with the existing double yellow lines to the east. This will improve access into Marina Close and improve sightlines on the junction.

Eastworth Road (3282_45)

Extend the double yellow lines on the south side of Eastworth Road 6 metres eastwards from Charles Street. Extending the restriction will help improve traffic flow along the road, reducing congestion.

Install double yellow lines on the junction of Eastworth Road and **King Street** to maintain sightlines and improve road safety.

Little Green Lane (3282_48)

Install double yellow lines on the junction of **Jersey Close** to improve sightlines and maintain road safety.

Install double yellow lines east of the existing school keep clear and on to the junction of **Inglewood** to maintain access at all times. Continue the double yellow lines on Little Green Lane up to and including the junction of **Bittams Lane**.

Sandalwood Avenue (3282_76)

Install a length of double yellow line outside properties 8, 10 and 12. This will prevent vehicles parking opposite the junction of the 'loop' section of Sandalwood Avenue. When vehicles are parked in this location, it's difficult for the dustcart and delivery lorries to negotiate turning at the junction without mounting and damaging the kerbs and grass verges.

Twynersh Avenue junction St Ann's Road (3282_126)

Install double yellow lines on St Ann's Road to improve sightlines and maintain access at all times on the junction with Twynersh Avenue.

3.3 **COUNTY: EGHAM**
BOROUGH: EGHAM HYTHE, EGHAM TOWN

The Avenue (3282_15)

Install double yellow lines either side of the access road to the Rivermede Care Home in The Avenue. Vehicles park right up to the entrance blocking sightlines when trying to exit onto the busy main road.

Daleham Avenue (3282_18)

Electric Vehicle Charging Point. Introduce x4 Electric Vehicle charging points and two build out on which to place the equipment, totalling 27.4 metres on the eastern side at the northern end of Daleham Avenue, alongside No.15 Rusham Park Avenue. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 4 hours.

The Hythe (3282_20)

Convert all the existing parking bays in Farmers Road to Permit Holders only everyday 8am – 8.30pm. Convert the parking bay outside cottages No: 1-11 to Permit Holders only everyday 8am – 8.30pm. Convert the parking bay outside cottages No: 17- 27 to Permit Holders only everyday 8am – 8.30pm.

In Farmers Road, extend the parking bays on both the east and west sides at the top of the road (The Hythe junction) by 4.5 metres revoking the double yellow lines currently in place.

Revoke the existing double yellow lines outside No.20. Replace with parking bay, joining the existing two parking bays either side up.

Hythe Road (3282_20)

Install a 6.6 metre disabled bay without time limit outside No.76 in this Permit Holders Only street.

St Pauls Road (3282_21)

Electric Vehicle Charging Point. Introduce x4 Electric Vehicle charging points and two build out on which to place the equipment, totalling 27.4 metres on the southern side at the western end of St Pauls Road, outside St Pauls Church opposite Manor Court. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 4 hours.

Pond Road (3282_24)

Extend the double yellow lines on the southern side to 1 metre west past the boundary of No.1. Extend the double yellow lines on the northern side to 5 metres past the western building line of No.2.

Rowan Avenue (3282_112)

Install double yellow lines on the junction of Rowan Avenue and Field View, this will maintain sightlines and improve road safety. When vehicles park on the verges either side of the junction it also restricts pedestrian access to the properties.

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

Wick Road (3282_06)

Extend the existing double yellow lines on both the north and south sides of Wick Road by 5 metres westwards into the cul-de-sac section of the road.

As part of the parking management measures around Windsor Park it is proposed to introduce a **Permit Holders Only** parking scheme with the **identification letter D** in the cul-de-sac of Wick Road . The permit scheme will operate everyday between the hours of 9am and 6.30pm. The properties eligible for permits will be No's 1,2 and 3 Transvaal Cottages and the Balliwick Restaurant and Public House. These residents and restaurant/ pub visitors currently have to compete with day visitors to Windsor Great Park for space in this little cul-de-sac for the limited amount of parking space available.

The number of resident permits that can be issued to a household will be the number of vehicles registered to the property minus the number of off-street parking spaces available to the property. (e.g.: a property with 1 off street parking space and 2 vehicles could have 1 permit) Garages will not necessarily be counted as off street parking, as it is recognised many are not large enough to accommodate modern cars.

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 you lose your existing permit or change your vehicle you will need to pay an administration fee of £15 to replace your permit.

Blue badge holders can park in the bay for as long as they need provided their blue badge is displayed. Due to the expected high demand and limited capacity, one household has requested a Blue Badge Holders Only with time limit parking space, and this is included in the proposal.

Any resident who is housebound and needs regular visits from carers can apply for a carer's permit, which their carers can use to park while making their visits. 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 residents permit bay and lasts for the whole 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.

It is quite possible permit charges could increase in future years, subject to further consultation.

Blays Lane (3282_07, 3282_118)

Introduce double yellow lines on both sides of Blays Lane from the junction with Wick Road north as far as the public footpath that links Larksfield with Ilex Close and speed hump. Vehicles currently crowd around the southern end of Blays Lane making it difficult for through traffic to pass. Double yellow

lines are proposed to stop this and prevent displacement further north up Blays Lane.

Larksfield (3282_08)

Extend the existing double yellow lines on the southern side of Larksfield by 21 metres westwards alongside No.3 to prevent vehicles parking and blocking resident's access.

Bagshot Road (3282_08)

Formalise the disabled bay outside St Cuthbert's Primary School on Bagshot Road, making it 'Blue Badge Holders Only without time limit'. Install a length of double yellow line south of the disabled bay up to the dropped curb of the property 'Trekkers'. The school has constructed a new pedestrian entrance here, and don't wish to have vehicles parking in front of the new gates all day blocking access.

Bagshot Road (not highlight on drawing. Traffic Regulation Order Amendment)

On the eastern side of Bagshot Road between properties 'Treberfydd' and '3 Fircroft' the Traffic Regulation Order (TRO) shows a double yellow line. On the ground this length of Bagshot Road is currently an unsigned single yellow line. It is the intention of the Council to install the double yellow lines that are shown on the TRO.

Bagshot Road (3282_09)

Install a length of double yellow line on the eastern side of Bagshot Road, filling in the gap between the existing no waiting at any time restrictions. Vehicles parked on street at this point and those on the garage forecourt narrow the footway substantially. Parents walking to and from the two schools beyond have to detour into the carriageway to pass by.

Victoria Street (3282_10)

Extend the parking bay outside No's 2 and 2a on the south side of the road by 5 metres. Having researched the history, it appears this parking bay was shortened in anticipation of a redevelopment that didn't happen. Residents would like the bay reinstated. It is the only unrestricted parking in Victoria Street and attract commercial vehicles parking long term.

Victoria Street (3282_11)

Electric Vehicle Charging Point. Convert a length of the existing parking bay into x4 Electric Vehicle charging points and two build out on which to place the equipment, totalling 27.4 metres on the southern side at the eastern end of the parking bay opposite Victoria Street car park. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 4 hours.

Stoneylands Road (3282_12)

Install a 9 metre length of double yellow line at the southern end of Stoneylands Road on the west side to stop vehicles parking and maintain access to The Hub and Holloway House beyond at all times.

Clarence Street (3282_12)

Install double yellow lines on the north side of Clarence Street outside No.81 and No's 1-3 Clarence Court for a length of 21 metres. Preventing vehicles parking in this location will improve access around the 90 degree bend.

Spring Rise junction with Malt Hill (3282_12)

Install double yellow lines on the junction of these two roads as vehicle tend to crowd around the junction area. Introducing these restrictions will maintain access and improve sightlines.

Manor Farm Lane (3282_16)

Introduce 18 metres of double yellow lines south of the access to St John's Church Centre car park on the western side of Manor Farm Lane. Vehicles parking on this section of road which narrows and bends block the sightlines when exiting the car park.

High Street, Egham (3282_16)

Electric Vehicle Charging Point. Convert a length of the existing parking bay into x4 Electric Vehicle charging points and a build out on which to place the equipment, totalling 26 metres on the northern side, outside No's 77 – 80 High Street immediately east of the disabled bay. The footway adjacent to this parking bay widens significantly at the western end. It should be possible to place the necessary equipment for two of the bays on the footway. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 2 hours.

Harvest Road (3282_68)

Introduce a length of double yellow line on the eastern side of Harvest Road from the boundary of No. 68 south to a point 3.5 metres south of the northern boundary of No. 72. Vehicles have started parking at this location, restricting resident's vehicle access.

Northcroft Road (3282_71)

Introduce double yellow lines on the inside of the sharp bend outside No.7. Vehicles parking on or close to the bend block sightlines and force through traffic onto the wrong side of the road as they navigate the corner.

Spring Rise (3282_91)

Fill in the small gap in the existing restrictions alongside No.15 Ripley Avenue to prevent a double parking pinch point.

Crimp Hill (3282_113)

Fill in the gap in the double yellow lines on the eastern side of the road alongside properties 'Holmwood' and Cedar House'. Vehicles parked here on busy visitor days are obstructive to higher number of vehicles, pedestrians, cyclist's and horse riders sharing the road space.

3.5 In the COUNTY COUNCIL DIVISIONS OF ENGLEFIELD GREEN AND FOXHILLS, THORPE AND VIRGINIA WATER

During the Covid pandemic Windsor Great Park and Virginia Water have experienced significantly higher visitor numbers and it has been necessary to introduce temporary parking restrictions to help maintain access and road safety. These temporary restrictions, described below, now need to be made permanent as part of the parking review process.

Accordingly, the restrictions described below which were introduced by Temporary Traffic Regulation Orders (TTRO) on **Bishopsgate Road, Blacknest Road, Christchurch Road, Crimp Hill, Ridgemead Road, Wick Road, Wick Lane, and Woodside Way** should now be added to the Permanent Traffic Regulations Orders. One TTRO was made on 12 August 2020 for: **(Drawing numbers 3282_01, 3282_29, 3282_30, 3282_113, 3282_114, 3282_115, 3282_116, 3282_117, 3282_120, 3282_121, 3282_122, 3282_123)** - shown in Annex G.

- (1) **A329 Blacknest Road**, Virginia Water, both sides from County Boundary to A30 junction.
- (2) **B389 Christchurch Road** both sides from its junction with Woodside Way to the eastern property boundary of Woodside Cottage.
- (3) **Crimp Hill**, Englefield Green, west side from its junction with Bishopsgate Road, to a point 15m north of Ridgemead Road
- (4) Crimp Hill, Englefield Green, east side from a point 15m north of Ridgemead Road southwards for a distance of 63m
- (5) Crimp Hill, Englefield Green, east side from a point 12.5m south of the common property boundary of "Cedar House" and "Holmwood" to its junction with Bishopsgate Road
- (6) **Ridgemead Road**, Englefield Green, both sides from its junction with Crimp Hill eastwards for a distance of 15m
- (7) **Bishopsgate Road**, Englefield Green, south side from its junction with Wick Lane to its junction with Hamm Lane
- (8) Bishopsgate Road, Englefield Green, north side across the entrance to The Dell, to the terminal points of the existing double yellow lines
- (9) Bishopsgate Road, Englefield Green, north side across and for 5m either side of the entrance to Bishopsgate School Lodge
- (10) Bishopsgate Road, Englefield Green, north side across and for 5m either side of the entrance to Bishops Heath
- (11) Bishopsgate Road, Englefield Green, north side from the eastern boundary of the tennis court opposite the pond eastwards for a distance of 83m
- (12) **Wick Lane**, Englefield Green, east side from the existing double yellow lines at the southern property boundary of "The Dell Cottage" to its junction with Prospect Lane
- (13) The 37.56 metre School Keep Clear marking installed on the north side of **Bishopsgate Road** between the accesses to the school, that operates Monday to Friday 08:15 – 09:15 and 14.30 – 16:00.

And the second TTRO was made on 5 March 2021 for:

- (1) **Woodside Way**, Virginia Water (west side), from a point 7.5 metres north of the property boundary of properties 'Viburnum' and No.1 to a point 4.5 metres south of the property boundary of No's 3 and 5; (2) Woodside Way, Virginia Water (east side) south of the driveway of property No.9 for a

distance of 9.5m; (3) **Christchurch Road** (B389), Virginia Water (south side) from the existing waiting restriction outside the property “Shutteroaks” to the roundabout at its junction with Wellington Avenue; (4) Christchurch Road (B389), Virginia Water (north side), from a point 5m west of the property boundary of the property “Silver Spring” and the Telephone exchange to a point 10m west of the property boundary of the property “Santana” and Christ Church; (5) Christchurch Road (B389), Virginia Water (north side), from a point 7.2 metres west of the vehicular entrance to Christ Church to the roundabout at its junction with Wellington Avenue; (6) **Wick Lane**, Englefield Green (west side), from a point 45m south of its junction with Bishopsgate Road to the access road to the properties “Middle Gates” and “Orchard House”.

In the COUNTY COUNCIL DIVISIONS OF ENGLEFIELD GREEN AND FOXHILLS, THORPE AND VIRGINIA WATER

Introduce on-street parking charges in the following locations (shown in Annex H). This is intended to help manage demand for parking in the area and reduce the number of vehicles driving around Virginia Water and Englefield Green looking for free parking. The charges will apply everyday between the hours of 9am and 6.30pm. Payment will be by phone or phone app only. There will be no service charge to the user for this payment facility.

The proposed parking tariff will be the same as the charge applied by the Royal Parks and is as follows.

1 hour = £3.00, 1-2 hours = £6.00, 2-3 hours = £9.00. Over 3 hours = £12.
Motorcycles & Cyclists = Free.

Additional information about the Royal Parks facilities:

1. Car parks are open daily from 7am to 7pm or sunset when earlier.
2. All car parks only accept debit and credit cards for payment.
3. Car parking is free at The Savill Garden car park with paid entry into The Savill Garden.

Bishopsgate Road (3282_01) The length of the two lay-bys on the southern side of the road, either side of the Fox and Hounds Public House.

Wick Lane (3282_03). Formalise the verge parking area to create 16 formal car parking spaces, 1 disabled bay and a Solo Motorcycle Parking Area making it a more suitable all year-round sustainable parking area.

Wick Road (3282_06). The length of the layby adjacent to the west bound carriageway that starts opposite Park Lodge and extends 82 metres westwards on the southern side of the road.

A30 London Road. (3282_124). The length of the lay-by on the east bound carriageway opposite Portnall Drive.

A30 London Road. (3282_119). The length of the lay-by on the west bound carriageway opposite the main Crown Estates Virginia Water Car Park.

A30 London Road. (3282_119). The length of the lay-by on west boundary carriageway opposite the Virginia Water Crown Estate, 168 metres east of the layby listed above.

3.6 **COUNTY: FOXHILLS, THORPE AND VIRGINIA WATER
BOROUGH: LONGCROSS LYNE & CHERTSEY SOUTH, OTTERSHAW,
THORPE AND VIRGINIA WATER**

Western Avenue junction Midway Avenue, Thorpe (3282_25)

It is recommended to install double yellow lines on this junction to maintain access at all times. Vehicles park randomly on both sides of Western Avenue around the junction area restricting access for through traffic and some residential properties.

Station Parade, Virginia Water (3282_31)

Electric Vehicle Charging Point. Convert a length of the existing parking bay into x4 Electric Vehicle charging points and x2 build outs on which to place the equipment, totalling 27.4 metres at the northern end of the parking bay outside Building 1-6 Virginia Court. The operating hours will be Monday - Saturday 8am – 6pm Max Stay 2 hours.

Crown Road junction Trumpsgreen Road, Virginia Water (3282_33)

Install double yellow lines on the southern side of the junction where Trumpsgreen Road and Crown Road met. Install a short length of double yellow line on the opposite side of the junction. These restrictions are proposed to maintain road safety and sightlines at school drop off and pick up times when vehicles gather around Trumps Green Infant School.

Almners Road junction with Hardwick Road and Lyne Crossing Road, Lyne (3282_36)

Install double yellow lines on both sides of Almners Road at the junction with Hardwick Road/ Lyne Crossing Road. Vehicles associated with the nursery at Almners Priory have taken to parking close to the junction raising concerns about road safety.

Tringham Close, Ottershaw (3282_63)

Extend double yellow lines into Tringham Close to improve access and maintain sightlines from Fox Hills Road. A lot of commercial vehicles are crowding around the junction area in Tringham Close restricting the width of the road.

3.7 **COUNTY: WOODHAM AND NEW HAW
BOROUGH: NEW HAW, WOODHAM AND ROW TOWN**

Amis Avenue junction Copthall Way (3282_65)

Install double yellow lines on the junction with Copthall Way to improve sightlines and road safety on the junction.

The Avenue (3282_67)

Follow a road safety outside school's assessment it was recommended to extend the double yellow lines on both sides of The Avenue northwards for 5

metres beyond the crossing point. This will improve sightlines and road safety for both pedestrians and drivers.

Farleigh Road (3282_95)

Install double yellow lines on the inside of the bend outside No.21 to maintain access and improve sightlines on the junction.

Install double yellow lines around both the inside and outside of the bend outside No.'s 28 and 37. The bend is quite acute and cars park randomly on both sides around it, restricting access and creating an obstacle course. Double yellow lines will maintain access for two-way traffic at all times enhancing road safety and improving sightlines.

New Haw Road (3282_127)

Install double yellow lines on the junction with **Westerham Close** to improve road safety and sightlines.

Install double yellow lines on the junction with **Burcott Gardens** to improve road safety and sightlines on the junction.

Within Burcott Gardens install double yellow lines on both sides of the 90-degree bend outside No.25 and No.24 opposite. Vehicles parking on-street around this bend restrict vehicular access to the far end of Burcott Gardens.

3.8 Borough wide Traffic Regulation Order Amendment.

Amend the Traffic Regulation Order to make the permit parking areas apply to the whole of the highway and not just the carriageway, in order to ensure that a vehicle parked anywhere in the areas needs to display a permit during operational hours.

3.9 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			
Canford Drive	Roakes Avenue	Astor Close	Church Road
Prairie Road	Garden Close	Alexandra Road	Victoria Road
Hollies Court	Wallace Walk	Rickman Crescent	Meadow Way
CHERTSEY			
London Street	Lasswade Road	Barker Road	Vincent Road
Hillcrest Avenue	Waverley Drive	Chertsey Road	Highfield Road

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Erkenwald Road			
EGHAM			
Woodhaw	The Glanty	Mead Close	Vicarage Road
Rochester Road	Clandon Avenue	Wapshott Road	Bowes Road
Derwent Road	Hythefield Avenue	South Avenue	Jutland Place
ENGLEFIELD GREEN			
Bulkeley Close, Englefield Green	Oak Tree Drive, Englefield Green	The Crescent, Egham	Grove Court, Egham
Corby Drive, Englefield Green	The Green, Englefield Green	Queens Road, Egham	St Cuthberts Close, Englefield Green
Coopers Hill Lane, Englefield Green	Spring Avenue, Egham	The Grove, Egham	Larchwood Drive, Englefield Green
FOXHILLS, THORPE AND VIRGINIA WATER			
Rosemary Lane, Thorpe	Aymer Drive, Egham Hythe	Crown Road, Virginia Water	Bousley Rise, Ottershaw
Muckhatch Lane, Thorpe	Cabrera Avenue, Virginia Water	The Lane, Virginia Water	Crofton Close, Ottershaw
Weir Place, Egham Hythe	Harpesford Avenue, Virginia Water	Brox Road, Ottershaw	Tucker Road, Ottershaw
Slade Road, Ottershaw	Wheatsheaf Close, Ottershaw		
WOODHAM AND NEW HAW			
Fairwater Drive, New Haw	Queen Mary's Drive, New Haw	Leigh Close, Row Town	Malus Drive, Row Town
King George's Drive, New Haw	High Tree Close, Row Town	Ongar Hill, Row Town	Regent Drive, New Haw
Copthall Way, New Haw	Ongar Close, Row Town	Franklands Drive, Row Town	Orchard Avenue, Woodham

4. CONSULTATIONS:

- 4.1 Subject to approval, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in September/ October 2021. We will letter drop properties that front on to any of the proposals.
- 4.2 Subject to any Covid-related restrictions, 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.
- 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 spring of 2022 Coronavirus and weather permitting.

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 £12,000 for the general proposals in the review and will be funded by the Parking Team revenue works budget.
- 5.2 There was no parking surplus in Runnymede during 19/20. The accounts have not been finalised for 20/21; however, it is very unlikely that there will be a parking surplus from on-street Civil Parking Enforcement to contribute towards any of the proposals in this report.
- 5.3 The proposed parking management works around Virginia Water and Englefield Green include extensive road marking (yellow lines), new signs, a residents parking scheme, improvements to existing parking facilities and associated design costs. The total is likely to be approximately £70,000 and will be funded by the Highways revenue budget. It is also likely that RBC will need to employ additional enforcement resources to manage the new parking arrangements in the area. An additional CEO (Civic Enforcement Officer) would cost approximately £45,000 per year to employ and equip. The purchase of an electric vehicle so the CEO can patrol the on-street charging locations and additional parking controls in the area would cost approximately £30,000 and could also be funded from the parking revenue.
- 5.4 The income from the proposed parking charges around Virginia Water and Englefield Green is estimated at around £150,000 per year. The proposed payment method will be by phone or phone app only to reduce the need for pay and display machines which could be vulnerable to theft in relatively rural and isolated locations. It is proposed that any fees payable to the 'pay by phone' operator will be deducted from the parking tariff rather than paid by the user.
- 5.5 It is also proposed that the cost of installing the parking management scheme around the Great Park (approximately £70,000) is refunded from the first two years revenue from the parking charges.
- 5.6 The ORCS funding for the EV charging bays covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however user demand and therefore revenue is uncertain, but it is likely to increase over time. There are no budgetary implications for the Runnymede Joint Committee regarding the proposed EV bays.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 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 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. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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	Set out below.

8.1 Crime and Disorder implications

There may be instances of anti-social parking behaviour.

8.2 Sustainability implications

The introduction of on-street Electric Vehicle Charging Points around the borough will help encourage Runnymede residents to purchase Electric vehicles confident they’ll be able to charge them up.

8.3 Corporate Parenting/Looked After Children implications

8.4 Safeguarding responsibilities for vulnerable children and adults implications

8.5 Public Health implications

More Electric vehicles in use and a reduction in petrol/ diesel powered vehicles will help reduce Carbon Dioxide emissions improving local air quality.

9. CONCLUSION AND 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 compliance

10. WHAT HAPPENS NEXT:

Further discussions will take place with the Royal Parks team to finalise parking management proposals along the A30.

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 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. It is possible poor weather over the autumn/ winter means the target for implementation is the spring of 2022.

Contact Officer:

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

David Curl – Manager – Parking Strategy & Implementation Team

Consulted:

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

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
Annex G - Windsor Great Park Pay & Display proposals
Annex H - Windsor Great Park TTRO to TRO
Annex I - EV proposed sites
Annex J – EV FAQ sheet

Sources/background papers:

None
