



JOINT COMMITTEE (RUNNYMEDE)

DATE: 6 July 2021

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

SUBJECT: Results of informal parking consultation in Englefield Green

DIVISION: Englefield Green County Council Division

SUMMARY OF ISSUE:

In the central area of Englefield Green village, the roads are narrow, housing density is relatively high, few properties have enough off-street parking and there is reportedly conflict over the limited amount of on-street parking space.

Royal Holloway University London continues to expand, increasing its student intake and more student accommodation is being built in the village which in turn is bringing in more vehicles. The university is keen to find a solution to parking issues and have offered resource support. Some individual requests had been received from residents, and it was considered by the Englefield Green Parking Task Group that we should gauge the views of the local community about introducing a parking permit scheme which could help ease traffic volumes, improve road safety, better regulate parking and help in the reduction of transport emissions.

RECOMMENDATIONS:

The Joint Committee (Runnymede) is asked to:

- (i) note the content of the Annexes **A and B**, and
- (ii) following an analysis of the results, reconvene the Englefield Green Parking Task Group to decide how to proceed with any on street parking controls associated with the RHUL travel plan.
- (iii) agree that any proposals are taken forward in the 2022 parking review when traffic conditions are more settled.

REASONS FOR RECOMMENDATIONS:

The total number of responses, 117 out of a total of 533 properties invited to participate (22%) has provided insufficient data to progress with a permit scheme with any confidence. We would have liked to see a much higher response rate to get a good representation of resident's views from across the whole consultation area, with a significant majority expressing support.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Both Surrey County Council (SCC) and Royal Holloway University London (RHUL) have declared 'Climate Emergencies'. SCC's declaration includes an aim for a 60% reduction in Transport emissions by 2035 by delivering and promoting an integrated, accessible, affordable and reliable public and active (walking or cycling) transport system across the County, thereby reducing journeys and improving local air quality for improved health and wellbeing of the residents.
- 1.2 An Englefield Green Parking Task Group comprising officers from SCC, RHUL and locally elected members was established in 2018 with the aim of helping to achieve both SCC's and RHUL's reduction in transport emissions and improving alternative means of transport.
- 1.3 Following discussions, the Task Group members thought that parking conflict in Englefield Green could be reduced along with the number of vehicles, vehicle movements and emissions in the area by introducing permit parking.
- 1.4 The first stage of this project would be to informally engage with residents, about the idea of introducing a parking permit scheme in the area.
- 1.5 The first step for the members of the Parking Task Group was to identify the streets in Englefield Green where the demand for on-street parking space was considered highest. With the help of individual requests, these streets were identified as: Albert Road, Alexandra Road, Armstrong Road, Englehurst, Harvest Road and South Road.
- 1.6 The Task Group also considered which adjacent roads could potentially see an increase in on-street parking as a result of vehicles being displaced from the core area. These streets were identified as Barnway, Englehurst Close, Greenacre Court, Parsonage Road and Victoria Street.
- 1.7 Consultation letters were sent to all residential and business addresses in the above named streets in the week commencing 14 December 2020. The letter included:
 - details of the proposed scheme.
 - an explanation as to how the proposed parking controls would work.
 - the types and cost of parking permits available should a scheme be implemented.
 - a statement to indicate that the days and hours of operation of the proposed scheme have yet to be decided and would take account of consultation responses.
 - contact details, should the resident or business require further information about the scheme or consultation process; and
 - details of how to access the on-line questionnaire on SCC's website, in order for the resident or business to submit their views.
- 1.1 A copy of the consultation letter is included in Annex A. The proposed scheme's feedback form was hosted by 'Surrey Says' and was accessed via a link on Surrey County Councils' website, which was referenced in the consultation letter.

- 1.2 One resident requested a paper copy of the questionnaire and this was posted out to them.

2. ANALYSIS:

- 2.1 Overall, the response rate was disappointingly low, at less than 25%, especially as it had been suggested that problems related to parking were a hot topic for most of the residents in the area, and the desire to limit the number of vehicles in the village was popular. The low response rate suggests the introduction of a permit scheme may not be the best way to achieve the desired objectives. A breakdown of the responses for each road follows and is summarised in the table in **Annex B**.
- 2.2 In **Albert Road** 9 houses responded out of 40 properties. Of these, all 9 responded positively to the idea of a parking permit scheme being introduced on their street. Whilst 100% of respondents are in favour, this is only 23% of the total, not the majority and insufficient to make a recommendation to proceed with implementing a permit scheme.
- 2.3 In **Alexandra Road** 15 houses responded out of 68 properties (22%). Of these 7 responded positively (10%) to the idea of a parking permit scheme being introduced on their street. There is insufficient support to proceed.
- 2.4 In **Armstrong Road** 14 houses responded out of 61 properties (23%). Of these 6 responded positively (10%) to the idea of a parking permit scheme being introduced on their street. There is insufficient support to proceed.
- 2.5 In **Barnway** 9 houses responded out of 19 properties (47%). Of these no properties (0%) responded positively to the idea of a parking permit scheme being introduced on their street. All properties have ample off-street parking. If a permit scheme was introduced in adjoining streets, Barnway would likely see a big increase in on-street parking as a result of displacement and that is why the views of these residents was sought.
- 2.6 In **Englefield Close** 3 houses plus the Residents Association responded out of 28 properties (14%). One property responded positively (3%). Properties have their own parking spaces and garages. Like Barnway it was felt appropriate to let these residents have the opportunity to participate in this consultation because if a permit scheme was introduced in adjoining streets, they could experience an increase in on-street parking.
- 2.7 In **Englehurst** 9 houses responded out of 32 properties (28%). Of these 5 properties responded positively (15.5%) to the idea of a parking permit scheme being introduced on their street. There is insufficient support to proceed.
- 2.8 In **Greenacre Court** 2 households responded out of 32 properties (6%). Of these no properties (0%) responded positively to the idea of a parking permit scheme being introduced on their street. Properties have their access to two private parking areas with garages but it was felt appropriate to let these residents have the opportunity to participate in this consultation because if a permit scheme was introduced in adjoining streets, they could experience an increase in on-street parking.

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- 2.9 In **Harvest Road** 24 houses responded out of 80 properties (30%). Of these 18 properties responded positively (22.5%) to the idea of a parking permit scheme being introduced on their street. This is amongst the highest response rates in this exercise but still only 1 in 5 properties is supportive which is insufficient to proceed.
- 2.10 In **Parsonage Road** 16 houses responded out of 27 properties (60%). Of these 12 properties responded positively (44%) to the idea of a parking permit scheme being introduced in their street. This is a reasonably good response rate. Residents of Parsonage Road have engaged with the consultation and replied in numbers. The majority of the properties in Parsonage Road have off street parking. Parsonage Road was included in the consultation as it could potentially experience an increase in displacement parking if other roads in the area opted for a permit scheme. If a scheme was introduced here on its own, it would just displace parked vehicles onto nearby roads increasing competition with those residents who do need to park on street. The desired objective was to improve and regulate parking across Englefield Green village for the benefit of all residents rather than in individual streets. Less than half of the properties in Parsonage Road responded positively to the idea a permit scheme, which is not a significant majority, so it would not be appropriate to proceed with one.
- 2.11 In **South Road** 4 houses responded out of 21 properties (19%). Of these 2 properties responded positively (9%) to the idea of a parking permit scheme being introduced on their street. There is insufficient support to proceed.
- In **Victoria Street** 11 houses responded out of 126 properties (8.5%). Of these 7 properties responded positively (5.5%) to the idea of a parking permit scheme being introduced on their street. There is insufficient support to proceed.

3. OPTIONS:

- 3.1 There are 3 options:
- 3.2 That the Joint Committee asks the Englefield Green Parking Task Group to reconvene to discuss the results, look at how we can better engage with the local community and what other parking controls options would be suitable for the area.
- 3.3 The committee considers that the number of responses and what they say in Englefield Green in relation to parking measures would render this debate closed, with the Joint Committee asked to prioritise other areas for consideration.
- 3.4 Or the Joint Committee decides to implement a permit parking scheme despite the low response rate and recommendations in this report. The scheme could be implemented in full or in part.

4. CONSULTATIONS:

The County Council sent consultation material to all properties in the identified consultation area. 533 letters and information packs were mailed out and results were collected by Surrey Says and post.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Should the recommendation not to proceed with a permit scheme be approved by this committee, there will be no financial cost.
- 5.2 Should the committee decide to proceed in part or completely, the costs of making traffic regulation orders, getting signs installed and the costs of setting up the administrative apparatus to issue permits will have to be calculated. depending on the streets and number of properties to be included.
- 5.3 In addition, as part of the financial calculations, as previously mentioned in meetings of the Joint Committee, consideration will be given to how income forecast to be received through operating such a scheme can be reinvested into parking enforcement within Runnymede.
- 5.4 Should the Parking Task Group reconvene and consider alternative parking control measures in the future, they will be costed accordingly, again with consideration to parking enforcement implications and requirements.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

- 7.1 Should the recommendation be approved by this committee, there will no localism issues.

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

There will be no immediate reduction in Transport emissions. There will be no immediate improvement in sustainability. However more national government policies that will be introduced over the next few years are going to have local impacts that will improve sustainability.

8.3 Corporate Parenting/Looked After Children implications

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8.4 Safeguarding responsibilities for vulnerable children and adults implications

8.5 Public Health implications

The introduction of permit parking can reduce the overall number of vehicles and vehicle movements in a neighbourhood, improving air quality and public health.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The low response rate is disappointing as it was thought this was an issue of concern for the residents of Englefield Green. The low response rate could be in part because there is a number of empty properties whilst University learning takes place remotely, but we had expected more responses from the permanent residents. Of the residents who did reply but objected the two main reasons are the cost of permits, which was viewed as another 'tax' and that they did not consider there to be a parking issue that needed 'fixing'. The conclusion has to be that parking problems are not such a major concern for residents and that only a small minority would like to have a permit parking scheme, which it would not be appropriate to impose on the majority, so no further action should be taken in respect of such a scheme.
- 9.2 The Englefield Green Parking Task Group arranges another meeting to discuss the results of this informal consultation and considers other parking control options for the village. In doing so, it is recommended that the Parking Task Group extended an invitation to officers of Runnymede Borough Council, namely either the Corporate Head of Community Services or other identified officer.

10. WHAT HAPPENS NEXT:

- 10.1 If the recommendation is approved, possible parking control measures will be considered by the Englefield Green Parking Task Group.

Contact Officer:

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Consulted:

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

Annexes:

Annex A – consultation letter
Annex B – consultation responses

Sources/background papers:

Surrey Climate Change Strategy.

Annex B

Street Name	Number of properties	Number of responses	In Favour. (% of total number of properties)	Unsure	Not in favour (% of total number of properties)	How many residents' permits would you buy? (total of those that replied in favour)
Albert Road	39	9	9 (23)	0	0	10
Alexandra Road	68	15	7 (10)	0	8 (12)	13
Armstrong Road	61	14	6 (10)	1	7 (11)	6
Barnway	19	9	0	1	8 (42)	
Englefield Close	28	4	1 (3)	0	3 (11)	1
Englehurst	32	9	5 (15.5)	2	2 (6)	4
Greenacre Court	32	2	0	1	1 (3)	
Harvest Road	80	24	18 (22.5)	1	6 (7.5)	32
Parsonage Road	27	16	12 (44)	1	3 (11)	10
South Road	21	4	2 (9)	1	1 (4.5)	2
Victoria Street	126	11	7 (5.5)	1	3 (2)	5
Total	533	117	67	9	42	83

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