

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 30 September 2013

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy & implementation team)

SUBJECT: Runnymede Parking Review

DIVISION: RUNNYMEDE

**SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking 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. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments or objections from members of the public.

RECOMMENDATIONS:**The Local 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 agreed.
- (ii) the local 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.

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
- Better compliance

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 An assessment list comprising 165 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated 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 and bus operators and levels of support e.g. supported by county member, local borough/district council, high resident demand etc.

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 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 in Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 EGHAM

Coopers Close j/w Chertsey Lane (73)

Introduce double yellow lines on the junction and up to lay-by north of Coopers Close on Chertsey Lane to maintain road safety and sight lines on the junction.

Derwent Road j/w Thorpe Lea Road and Borrowdale Close (84)

As a result of a petition, introduce double yellow lines in Derwent Road and on the junctions with Thorpe Lea Road and Borrowdale Close to prevent all day parking close to the junction with the B388. Vehicles enter Derwent Road at some speed and are confronted immediately by parked vehicles and a reduced carriageway width compromising safety.

Keswick Road j/w Thorpe Lea Road and Thirlmere Close (84)

As a result of a petition, introduce double yellow lines in Keswick Road and on the junctions with Thorpe Lea Road and Thirlmere Close to prevent all day parking close to the junction with the B388. Vehicles enter Keswick Road at some speed and are confronted immediately by parked vehicles and a reduced carriageway width compromising safety.

3.2 ENGLEFIELD GREEN

St Judes Road (09)

As an agreed resolution from the objections report of 2011, revoke the 30 minute limited waiting restriction from the parking bay outside No.19 southwards to the end of the bay. This will allow residents to park outside their properties unrestricted during the day. In addition, it will relieve parking pressure within nearby Englehurst, where these St Judes Road residents currently have to park.

High Street, Egham (13)

On the north side of High Street upgrade the existing single yellow line to double yellow lines across the entrance to Strodes College and the Crown Hotel. This will improve sight lines and road safety for vehicles exiting Strodes College.

At the request of the disability access group, on the south side of High Street convert the existing limited waiting bay outside Elvaco House into a disabled parking bay. There are currently no disabled bays on the south side or the western end of High Street.

Wetton Place (13)

Upgrade all the existing single yellow lines to double yellow lines in Wetton Place to maintain access at all times.

Albany Place (15)

Revoke some double yellow line to allow on-street parking where it is safe to do so without blocking access. Demand for on-street parking is high in this vicinity.

Grove Court (16)

Introduce double yellow lines from the existing restrictions alongside No.11 to the end of the Court, to maintain access to the residential development at the end of the Court.

Middle Hill (83)

Introduce lengths of double yellow lines at various points along Middle Hill between Egham Hill and The Retreat to maintain traffic flow, improve road safety and create a passing place for through vehicles.

3.3 CHERTSEY

Pycroft Road (36)

Introduce double yellow lines opposite entrance to Pycroft Grange Primary School to maintain access for through traffic during school drop off and pick up times.

Colonel's Lane j/w Abbey Green and Abbey Gardens (37)

Introduce double yellow lines on the cross roads of Colonel's Lane, Abbey Green and Abbey Gardens to improve road safety and sight lines for pedestrians and vehicles.

London Street (38)

Revoke enforceable disabled bay outside No.21a. The premises this bay was installed for has closed and a disabled bay at this location is no longer required.

Fox Lane North (41)

Introduce double yellow lines throughout Fox Lane North to maintain access. TRO amendment only. Lines on ground.

Guildford Road j/w Kings Arms Way (41)

Introduce double yellow lines on the junction to improve road safety and maintain access for pedestrians and vehicles.

Station Road j/w King Street (41)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Mead Lane j/w Springfield Close (43)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Victory Road j/w Eastworth Road and j/w Station Road (45)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Queen Street j/w Eastworth Road (45)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Station Road j/w Laburnum Road (North Junction) (45)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Highfield Road j/w Eastworth Road (45)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Station Road j/w Highfield Road (46)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Station Road j/w Laburnum Road (South Junction) (46)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Station Road j/w Queen Street (46)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Bridge Road j/w Weir Road (86)

Introduce double yellow lines on the junction and extending eastwards on the south side up to the boundary of numbers 46 and 48 Bridge Road. This will prevent vehicles from parking on the southern side on the approach to Weir Road. Vehicles parking here can disrupt access to the left turn only lane resulting in congestion and delays.

Wheatash Road j/w Chertsey Road (A320) (87)

Introduce double yellow lines on the junction to improve road safety and maintain access. Extend the existing single yellow lines on either side of A320. Lines already on ground, amendment for TRO only.

Chertsey Road (A320) (87)

Introduce a length of double yellow lines from outside numbers 205 to 215 to prevent vehicles from parking and overhanging the narrowest part of the parking layby. This will also help maintain access, sight lines and road safety for these properties entering and exiting their driveways.

Little Green Lane j/w Sandalwood Avenue (88)

Introduce double yellow lines on the junction to improve road safety and maintain access.

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Little Green Lane j/w Ferndale Avenue (88)

Introduce double yellow lines on the junction to improve road safety and maintain access.

3.4 FOXHILLS, THORPE AND VIRGINIA WATER

The Orchard (32)

Introduce double yellow lines on the corner opposite number 39 to improve road safety and maintain access.

Timsway and j/w Chertsey Lane (73)

Introduce double yellow lines on the junction to improve road safety and maintain access. Introduce double yellow lines at the end of Timsway to maintain access for large vehicles to the boat yard.

Delta Way (74)

Introduce double yellow lines on the corner to improve road safety and maintain access, particularly for large goods vehicles.

Lambly Hill jct Stroude Road (85)

Introduce double yellow lines on the junction and bend to improve road safety and maintain access.

3.5 ADDLESTONE

Chapel Park Road j/w Green Lane (50)

Introduce double yellow lines on the junction to improve road safety and maintain access.

Burn Close (51)

Introduce a residents permit scheme using entry signs 'permit holders only beyond this point' to give residents priority over non residents. There is strong support for a residents scheme here which has been determined through consultation.

Alexandra Road (51)

Revoke the single yellow line from outside No's 2 to 6 Alexandra Road to allow unrestricted parking for these residents. Upgrade the remaining length of single yellow line to the north of this to improve access and road safety.

Burleigh Road and Burleigh Road j/w Brighton Close (56)

Introduce double yellow lines on the sharp bend within Burleigh Road to improve road safety and on the corner of Burleigh Close to maintain sightlines on the junction.

Introduce double yellow lines on the junction of Burleigh Road and Brighton Close to improve road safety and maintain access.

Garfield Road j/w Essex Close (69)

Revoke the existing restriction across the entrance to Essex Close and in its place introduce double yellow lines into the junction to improve road safety and maintain access.

Crockford Park Road (69)

Introduce double yellow lines on both sides of the road by the entrance to Cedar Court and extending up to the existing double yellow lines on the south side by Oakley Close. This will maintain access and sightlines for vehicles entering and exiting Cedar Close and create a passing place for through traffic. In addition, it will maintain sightlines for a number of driveways and accesses in this particular part of the road.

Wey Meadows, Bridge Road (Weybridge Lock) (89)

Introduce double yellow lines on the access road to maintain access to properties across the bridge. Lines already on the ground, TRO amendment only.

3.6 WOODHAM AND NEW HAW

New Haw Road j/w Meadway Drive (64)

Introduce double yellow lines on the junction and on the north corner within Meadway Drive to improve road safety and maintain access.

Row Town j/w Franklands Drive (90)

Introduce double yellow lines on the junction to improve road safety and maintain access.

3.7 GENERAL / RUNNYMEDE BOROUGH

Amendment to Permit Criteria

In accordance with Surrey's latest Parking Strategy, amend the resident permit criteria to the following: -

The number of resident permits that can be applied for would be the sum of the number of vehicles registered to residents of the household minus the number of off street parking spaces for that property. For example: 3 registered vehicles and 2 off street parking spaces would mean the members of the household could apply for 1 resident permit.

This would apply to the current resident parking scheme in Runnymede (The Hythe, Egham Hythe) and also the proposed permit scheme for Runnymede (Burn Close, Adlestone).

Visitor Permits

In accordance with Surrey's latest Parking Strategy, increase the visitor permit annual allocation limit from 30 permits to 120 permits per household per year. This would apply to all resident parking schemes currently in Runnymede.

Costs

Existing permit costs that currently apply in Surrey are as follows.

- Cost of first resident permit: £50 per annum.
- Cost of any subsequent resident permit: £75 per annum.
- Cost to replace a resident permit: £15
- Cost of each daily visitor permit: £2

3.8 PLAN BASED TRAFFIC REGULATION ORDER

The Traffic Regulation Orders (TRO) governing parking restrictions in the Borough are currently text based. This means the locations of waiting and parking restrictions are written down in the orders. This system is not easy to understand or administer and it is proposed to change to a plan based system in conjunction with this review. This will make future reviews easier to manage and administer. This change requires committee approval.

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.

Garfield Road	Addlestone	Medlake Drive	Egham
Franklands Drive (eastern junction)	Addlestone	Nightingale Shott	Egham
Selbourne Avenue	Addlestone	Aymer Drive	Egham Hythe
Riverdale Close	Addlestone	South Avenue	Egham Hythe
Roakes Avenue	Addlestone	St Judes Road	Englefield Green
Rowhurst Avenue	Addlestone	Alexandra Road	Englefield Green
Woburn Avenue	Addlestone	Wick Lane	Englefield Green
The Glen	Addlestone	Crimp Hill	Englefield Green
Canford Drive	Addlestone	Bishopgate Road	Englefield Green
Albert Road	Addlestone	Brackendale Close	Englefield Green
Garden Close	Addlestone	Brays Lane	Englefield Green
Victoria Close	Addlestone	Barley Mow Road	Englefield Green
Victory Park Road	Addlestone	Paddocks Way	Chertsey
Orchard Way	Addlestone	Hillcrest Avenue	Chertsey

Birchfield Close	Addlestone	Pretoria Road	Chertsey
Hamm Moor Lane	Addlestone	Hanworth Lane	Chertsey
Princess Mary Drive	Addlestone	Free Prae Road	Chertsey
Liberty Lane	Addlestone	Willow Walk	Chertsey
Addlestone Park Road	Addlestone	Cornhill Close	Chertsey
Church Road	Addlestone	Grove Road	Chertsey
Westfield Parade	Addlestone	Alwyns Lane	Chertsey
New Haw Road	Addlestone	Thames Close	Chertsey
School Lane	Addlestone	Stepgates	Chertsey
Amis Avenue	Woodham	Salesian Gardens	Chertsey
Fairlawns	Woodham	Meadow View	Chertsey
Stoneylands Road	Egham	Longbourne Way	Chertsey
Wesley Drive	Egham	Sandhills Court	Virginia Water
Tempest Road	Egham	Luddington Avenue	Virginia Water
Garfield Road	Addlestone	Medlake Drive	Egham

4. CONSULTATIONS:

4.1 Addlestone Informal Consultation

During May 2013 the Parking Strategy & Implementation Team undertook an informal consultation with residents in Burn Close, Garden Close and Albert Road asking if they wanted to make these streets 'Permit Holders Only Beyond This Point'. The response was mixed. In Albert Road and Garden Close there was no clear majority support for residents parking and it is therefore recommended not to proceed with any such proposal in these streets. However, there was strong support for residents parking in Burn Close and a proposed scheme is included in this report and its associated plans.

Road Name	Number of Properties	Number of responses	Response Rate	Of those who responded in favour	Of those who responded against
Albert Road	48	27	56.2%	44.4%	55.6%
Burn Close	20	15	75%	86.6%	13.4%
Garden Close	24	10	41.6%	30%	70%

- 4.2 A recent consultation about parking at **The Broadway, New Haw** had a low and inconclusive response. It is therefore not appropriate to make any changes here as part of this parking review but we will work with the divisional member to look at ways of better engaging local residents.
- 4.3 Surrey CC's Parking Team has instructed Atkins Engineering Consultants to commence feasibility work on three possible Controlled Parking Zones: two in Egham and one in Englefield Green. These include the Crown Street, Egham area; the Rusham Park Avenue and North Street, Egham area and the Victoria Street and South Road, Englefield Green area. Work is due to commence in October with car counting surveys, looking at possible options and consulting with residents. An update on this project will be presented to this committee in December.
- 4.4 Subject to approval and budget provision being made available for 2013/14, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Autumn/Winter 2013.

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- 4.5 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Runnymede Borough Council offices during this time.
- 4.6 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.11 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in the early part of 2014.

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. However, implementation costs in total are likely to be £20,000. This will be financed jointly from Local Committee and Parking Team budgets. £10,000 has been allocated this year by the committee towards the cost of the Egham CPZ studies and a further £10,000 will be required in 2014/15 to help implement this parking review.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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 effected parties to get involved and comment 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)	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.

8.1 Crime and Disorder implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 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
- Better compliance

10. 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 those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with 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 signings works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted:

All proposals have been discussed with the Runnymede Parking Task Group. This task group consists of two county members and two borough members as well as officers

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from Surrey CC's parking team and Runnymede BC's parking team. The task group goes through each proposal and provides constructive criticism where needed in order to help finalise the proposals and to provide a more local view.

Annexes:

Annex A.

Sources/background papers:

There are none.
