

# Runnymede parking review 2024: Statement of reasons

## A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the borough as part of our Runnymede parking review 2024. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or express support for any of the proposals you must do so either online or by letter by the date given. This information is available on our [Parking news and updates in Runnymede webpage](#).

If you are unsure of the meaning or effect of a parking restriction or control that we have proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Legal and policy information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See

[Annex 3 – General enquiries](#) for guidance.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



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## Addlestone division proposals

The county councillor for this division is [Mr John Furey](#)

### Addlestone

#### Bourneside Road

This proposal is shown in drawing AD 01.

Introduce a length of double yellow line from the boundary of No's 105 and 107 south eastwards to join up with the existing double yellow lines to improve sightlines and road safety on the bend. Vehicles parking in this location obstruct the sightline of through traffic, forcing vehicles out into the on-coming carriageway.

#### Ongar Road

This proposal is shown in drawing AD 02.

Install a length of double yellow line alongside the M25, opposite properties 3 and 5 towards the northern end of Ongar Road, leaving a 5-metre gap at the end of the road to allow vehicles to park. Vehicles parking opposite these properties block in residents' vehicles, preventing them from getting in and out when required. Vehicles parking in this space also prevent it being used for its intended purpose, a turning area. Double yellow lines will keep the space clear of parked vehicles maintaining access at all times.

#### School Lane

This proposal is shown in drawing AD 03.

The recommendation that came out of a Road Safety outside Jubilee High School assessment is to extend the existing Monday to Friday 8.30am to 4.30pm single yellow lines on both side of School Lane northwards up to the boundary of No's 43 and 45 on the west side and the boundary of No's 38a and 40 on the east side. This is because 'gridlock was observed by the assessment team due to parents entering and exiting the school loop at the point where both Primary and Secondary school pupils were arriving. This was exacerbated by a couple of vehicles that were parked on School Lane just to the north of where the existing restrictions end'.

#### Station Road, Church Mews (Traffic Regulation Order Amendment)

This proposal is shown in drawing AD 04 and AD 05.

Following discussions with some residents of Church Mews and subsequently obtaining land registry and highway limit plans, it has come to light that the existing double yellow lines shown on the Traffic Regulation Order drawings extend beyond the boundary of the public highway.

Therefore, the double yellow lines need to be shortened by 2.9 metres on both side of the western access (next to the bike shop), on the Traffic Regulation Order and drawing to bring them in line with the highway boundary.

Additionally, the double yellow lines need to be shortened by 3 metres on both sides of the eastern access (next to the building society), on the Traffic Regulation Order and drawing, as shown in drawing AD 05 to bring them in line with the highway boundary.

## Chertsey division proposals

The county councillor for this division is [Mr Mark Nuti](#).

### Chertsey

#### Bridge Road junction Knights Mead

This proposal is shown in drawing CH 01.

Introduce double yellow lines on the junction of Bridge Road and Knights Mead (private). This will prevent vehicles parking on Bridge Road either side of the entrance to Knights Mead. This will improve sightlines and road safety. As Knights Mead is a private road the double yellow lines will only be installed to a point in line with the back of the footway.

#### Bridge Road junction Rosemead

This proposal is shown in drawing CH 02.

In response to 11 requests received, install double yellow lines at the northern end of Rosemead to prevent vehicles parking close to the junction with Bridge Road. These vehicles block sightlines and restricts the road width to a single lane.

#### Chilsey Green Road

This proposal is shown in drawing CH 03.

Brought to our attention by Runnymede Housing Association, install double yellow lines on the western side of Chilsey Green Road from the junction of Pycroft Road northwards to just past the southern boundary of No.2 Chilsey Green Road. The restrictions are required to stop vehicles parking on the verge behind the knee-high wooden rail and in the dropped kerb access points. The verge is being destroyed blocking access is preventing maintenance taking place.

#### Guildford Street (Traffic Regulation Order Amendment)

This proposal is shown in drawing CH 04.

Revoke a 21-metre length of double yellow line shown on the Traffic Regulation Order from the lay-by outside Compass House in Guildford Street. Replace it with a 21-metre-long parking bay with the restriction Monday to Saturday 8am to 6pm, 2 hours no return 2 hours.

#### High Meadow Place

This proposal is shown in drawing CH 05.

In response to a petition, introduce double yellow lines on the inside of the first bend within High Meadow Place. Also introduce double yellow lines on the junction of High Meadow Place and Gogmore Farm Road, extending into the end eastern end of Erkenwald Close. The restrictions will prevent vehicles parking in these two locations, blocking sightlines, restricting access, and obstructing the footway.

## **Pound Road**

This proposal is shown in drawing CH 02.

Introduce a length of double yellow lines either side of the vehicle access into the office block (Krome Technologies) to improve road safety. This new restriction will prevent vehicles parking either side of the building access, blocking sightlines.

## **Free Prae Road junctions with Free Prae Road Service Road**

This proposal is shown in drawing CH 06.

Install double yellow lines on both sides, and at both ends of Free Prae Road Service Road. Vehicles parking on both sides at each end of the service road are obstructing access for residents, deliveries, emergency services and refuse collection to the properties in the service road. Continue the double yellow lines around the inside of the service road, next to the green to maintain access and manage the displacement of any vehicles. Extend the double yellow lines for 10 metres south of the service road on the western side of the main Free Prae Road to maintain sightlines.

## **Station Road junction Queen Street**

This proposal is shown in drawing CH 07.

Install double yellow lines on the junction of Station Road and Queen Street to prevent vehicles parking on the junction, blocking sightlines and restricting access.

## **Wheatash Road**

This proposal is shown in drawing CH 08.

Install double yellow lines on the inside of the bend alongside No.73 Wheatash Road to improve sightlines and maintain road safety. Currently a row of cars park on the inside of the bend reducing driver visibility and the carriageway to a single lane which is a hazard.

## Egham division proposals

The county councillor for this division is [Mr Robert King](#)

### Egham

#### Crossways

This proposal is shown in drawing EG 01.

Install double yellow lines on the eastern side of Crossways between Barons Way and Thorpe Lea Road to maintain access at all times for through traffic.

#### Barons Way and junctions with Crossways and Bishops Way (Traffic Regulation Order Amendment)

These proposals are shown in drawing EG 01.

Add the existing double yellow lines on all four corners of the crossroads between Barons Way and Crossways to the Traffic Regulation Order.

Add the existing double yellow lines on the junction of Barons Way and Bishops Way to the Traffic Regulation Order.

Add 5.7m of existing double yellow line on the west side of Barons Way, north of the entrance to the garages and opposite the side of No.2 Hythefield Avenue to the Traffic Regulation Order.

All these restrictions improve road safety and sightlines on the junctions in these residential streets.

#### Pond Road junction Harcourt Close

These proposals are shown in drawing EG 02.

Install double yellow lines on the junction of Pond Road and Harcourt Close prevent vehicles parking around the junction, blocking sightlines and restricting access.

Install a length of double yellow line opposite the junction of Harcourt Close to improve access at the junction area and act as a passing place in this heavily parked street.

#### Meadow Gardens

These proposals are shown in drawing EG 03.

Install a length of double yellow line on the southern side of Meadow Gardens filling in an unrestricted gap between existing double yellow lines. Vehicles are parking in this gap and over the footway at certain times of the day, blocking the path and residents' access.

#### Century Road junction Mullens Road and Rowan Avenue

This proposal is shown in drawing EG 04.

Install double yellow lines on the junction of Century Road, Mullens Road and Rowan Avenue to prevent vehicles parking on the junction, blocking sightlines and restricting access.



## **Thorpe Lea Road junction Warwick Avenue**

This proposal is shown in drawing EG 05.

Install double yellow lines on the junction of Thorpe Lea Road and Warwick Avenue to maintain access and improve sightlines on the junction at all times.

## **The Causeway**

This proposal is shown in drawing EG 07

Although there is a peak time (7 to 10am and 4 to 7pm) Urban Clearway restriction along the length of The Causeway (A308). This does not prevent vehicles parking on The Causeway in between the two operating times of the clearway restriction. Recently a takeaway bakery and coffee shop has opened in a new unit adjacent to The Causeway on the Hawthorne Trade Park. This is attracting passing trade with vehicles stopping and parking on The Causeway to visit. Double yellow lines are required to prevent parking at all times along the southern side of The Causeway from the Tyre Garage to Hawthorne Road (private).

These vehicles are causing localised congestion on this busy main through route to the M25, by restricting the road width for through traffic and additionally blocking access and sightlines for vehicles from the neighbouring Tyre Garage and office building.

# Englefield Green division proposals

The county councillor for this division is [Marisa Heath](#).

## Englefield Green

### Albert Road

This proposal is shown in drawing ENG 01

Introduce a length of double yellow lines either side of the entrance to Mary Drew Almshouse's in Albert Road, to prevent vehicles parking right up to the entrance. The refuse collection vehicle has tremendous difficulty gaining access each week and improved access will also assist ambulances.

### Bond Street junction Southcroft

This proposal is shown in drawing ENG 02

Install double yellow lines on the junction of Bond Street and Southcroft to maintain access and improve sightlines at all times.

### Bond Street and junctions with Vegal Crescent

This proposal is shown in drawing ENG 03

On the north side of Bond Street introduce double yellow lines from where they currently end opposite Blays Lane westwards as far as the boundary of No's 62 and 64 Vegal Crescent. This proposal includes extending the double yellow lines into the southern arms of both **Vegal Crescent** junctions.

There is frequent parking along Bond Street restricting the flow of traffic, causing localised congestion. Vehicles travelling eastwards have to do so on the wrong side of the road. A length of double yellow lines on the north side will prevent this from happening and keep all parking to the southern side only. This will improve access and road safety along Bond Street at all times.

Vehicles are parking right up to the southern junctions of Vegal Crescent resulting in dangerous manoeuvres from people either trying to enter or exit Vegal Crescent, in breach of the Highway Code. Double yellow lines on the junctions will improve sightlines, residential access, and road safety for everybody.

### Harvest Road

This proposal is shown in drawing ENG 04

Extend the double yellow lines southwards on the eastern side of Harvest Road as far as the boundary of No's 72 and 74. The double yellow lines will improve residential access and help traffic flow along Harvest Road.

### Victoria Street

This proposal is shown in drawing ENG 04

Revoke a 5 metre length of the Monday to Saturday 8am to 6pm 2 hours, no return 2 hours parking bay outside No's 2 and 2a Victoria Street. This site is due to be developed and removing this parking bay is a planning condition.

## **Egham**

### **Wetton Place**

This proposal is shown in drawing ENG 05

Revoke the restriction 'disabled badge holder only, 3 hours no return 1 hour' from three parking spaces on the eastern side of Wetton Place alongside the Estate Agents. Introduce the restriction Monday to Saturday 8am to 6pm 30 minutes, no return 30 minutes on these spaces instead.

The redevelopment of Station Road North has seen 4 new disabled bays introduced. There are now more disabled bays than there is regular demand for, so it recommended to make these three parking spaces available to all vehicles for short term visits to the town centre.

# Foxhills, Thorpe and Virginia Water division proposals

The county councillor for this division is [Mr Jonathan Hulley](#)

## Longcross

### Longcross Road junction Kitsmead Lane

This proposal is shown in drawing FTV 01

In response to petition received, install double yellow lines on both sides at the southern end of Kitsmead Lane alongside the Post House. The wording from the petition states:

Vehicles park too close to the junction on Kitsmead Lane, forcing vehicles to drive on the wrong side of Kitsmead Lane as they turn in from the junction with Longcross Road. Parked vehicles block the sightlines.'

## Lyne

### Lyne Lane junction Almnors Road

This proposal is shown in drawing FTV 02

Install double yellow lines on the junction of Lyne Lane and Almnors Road to maintain access and improve sightlines at all times.

### Almnors Road

This proposal is shown in drawing FTV 03.

Install a length of double yellow line on the southern side of Almnors Road from where the current restrictions end westwards as far as the driveway of No:77. The double yellow lines will maintain access to residential and commercial properties and improve the flow of traffic along Almnors Road at all times.

## Ottershaw

### Brox Road

This proposal is shown in drawings FTV 04 and FTV 05.

Install double yellow lines on the western side of Brox Road from outside No:76 southwestwards to join up with the existing restrictions on the junction of Chaworth Close.

Install double yellow lines on the western side of Brox Road from outside No:116 southwestwards to 1 metre past the boundary of No's 122 and 124.

By installing these double yellow lines parked vehicles will be kept to one side of Brox Road only. This will improve access and improve traffic flow on this bus route section of Brox Road at all times.

## **Slade Road**

This proposal is shown in drawing FTV 06.

At the eastern end, install double yellow lines on both sides of the bend within Slade Road to maintain access and improve sight lines at all times. Extend the double yellow lines into **Wheatsheaf Close** to also maintain access and sightlines on the junction at all times.

## **Virginia Water**

### **Trumps Green Road junction Home Close**

This proposal is shown in drawing FTV 07.

Install double yellow lines on the junction of Trumps Green Road and Home Close to maintain access and improve sightlines at all times.

# Woodham and New Haw division proposals

The county councillor for this division is [Mr Scott Lewis](#)

## Row Town

### Katherine Close

This proposal is shown in drawing WNH 01

Install double yellow lines on the western side of the junction of Liberty Rise and Katherine Close.

Install double yellow lines on the inside of the junction within Katherine Close.

Vehicles parking on the junction and the bend within Katherine Close are blocking sightlines and causing access issues. Installing double yellow lines in these two places will improve road safety for all.

## New Haw

### The Broadway

This proposal is shown in drawing WNH 02

An informal consultation was carried out from 7 until 28 October 2023, asking people if they wanted limited waiting introduced on the two service roads of The Broadway. Participants were able to nominate hours of operation and days of the week, if they were in favour of a time limit being introduced.

174 people participated in the consultation over the three weeks. Of those, 132 were in favour of introducing limited waiting. 80 of those participants nominated Monday to Saturday as their preferred days of operation. 115 participants nominated 8am to 6pm 2 hours, no return 2 hours as the hours of operation.

The recommendation is therefore to formally advertise the introduction of limited waiting on the two service roads that operate Monday to Saturday, 8am to 6pm, 2 hours, no return 2 hours.

It is also recommended to introduce some double yellow lines at the northern end of the two service roads to prevent long term parking around the junction, maintaining access and sightlines at all times.

### Farleigh Road

This proposal is shown in drawing WHN 03

Install double yellow lines on the western side of Farleigh Road, alongside No.359 Woodham Lane and No.19 Farleigh Road. Continue the double yellow lines along the north side of Farleigh Road, around the bend into the eastern end of both sides of the **Orchard Avenue** junction.

Install a length of double yellow line on the southern side from the boundary of No's 4 and 6 Farleigh Road west and southwards around the bend and opposite the junction with Orchard Avenue.

Vehicles parking on Farleigh Road, particularly opposite the Orchard Avenue junction block sightlines, creating a hazard for drivers and pedestrians alike. The additional restrictions will

manage any potential displaced parking which may relocate to another inconsiderate location and improve road safety and visibility across this whole junction area.

### **Keston Avenue and Selsdon Road junctions with Fullbrook Avenue**

This proposal is shown in drawing WNH 04

Install double yellow lines on the junction of Selsdon Road with Fullbrook Avenue to maintain access and improve sightlines on the junction at all times.

Install double yellow lines on the junction of Keston Avenue with Fullbrook Avenue to maintain access and improve sightlines on the junction at all times.

### **New Haw Road junction Rivermead Close**

This proposal is shown in drawing WNH 05

Install double yellow lines on the junction of New Haw Road with Rivermead Close to maintain access and improve sightlines on the junction at all times.

### **Byfleet Road Access Road**

This proposal is shown in drawing WNH 06

Install a length of double yellow line across the dropped kerb where the yellow box hatching used to be to prevent vehicles parking in front of it preventing pedestrians from using it.

## **Borough wide**

### **Business Permits**

It is recommended to introduce Business Permits in all Controlled Parking Zone and Permit Areas across the borough.

Business permits would be valid for a year at a cost of £150. This cost is to cover the administration and enforcement of the scheme. They will be issued on the following criteria.

The maximum number of business permits that could be issued to a business is calculated by the number of vehicles registered to that business minus the number of off-street parking spaces available at that business premises. For example, if there were 3 registered vehicles and 1 off street parking space it would mean that business could apply for up to 2 business permits. Garages will not necessarily be counted as off-street parking, as it is recognised many are not large enough to accommodate modern vehicles.

Those businesses that have adequate off-street parking cannot have business permits.

The existing price of £50 for the first Business Permit and £75 for all subsequent Business Permits in Area D will be revoked from the Traffic Regulation Order and replaced with this new charge to bring Area D into line with the rest of the Borough.



## Annex 1 – Explanation of restriction types

### No waiting at any time

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no signs are needed (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', in which no road markings are needed but upright signs are required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

### No waiting (at a time non-continuous throughout the year)

An example may be 'No waiting Monday to Friday 8am to 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing showing the times of operation. The only exemption to this would be within a controlled parking zone (see below).

### No loading

A loading restriction is indicated through small yellow marks, called blips on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/ days, a double kerb blip means loading is prohibited at all times. They are always accompanied by an upright sign showing the times of operation.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for parking by blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be easily moved very far, such as a refrigerator.

### Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e., when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays are signed and marked in the normal way and may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

### Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

## Permit parking schemes

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

## Traffic signs and road markings

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

## On-street electric vehicle charge points

Further information on the introduction of electric vehicle charge points in Surrey can be found on our Electric vehicles and our [on-street charge point rollout webpage](#).

## Annex 2 – Legal and policy information

### Policy and Strategy

There is a framework of policies and strategies which help steer our decisions around parking schemes.

#### Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

#### Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles.
- Help enable greener and more sustainable travel choices.
- Make best use of the parking space available.
- Enforce parking regulations fairly and efficiently.
- Provide appropriate parking where needed.

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

## Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the [parking review process](#) to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval.

Engineers consider a number of factors when assessing those requests, including, but not limited to:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

## Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

- Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Preventing damage to the road or to any building on or near the road.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- Preserving or improving the amenities of the area through which the road runs.
- Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g., parking bays, permit schemes etc.

## **Annex 3 – General enquiries**

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals but are generally things that are not considered within a parking review, or not possible to consider at that time.

### **Speed limits, traffic calming, and speed enforcement**

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

[Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

### **Road safety and sustainable travel for schools**

Surrey County Council provides a range of services to help schools on this matter, more information can be found at:

[Road safety and sustainable travel for schools](#)

### **Creation of additional parking space on verges or grassed areas**

This is not something that is considered by the parking team or within a parking review. Unfortunately, the council has little to no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page.

### **Requests for permit parking schemes**

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes cannot be considered based on only one or two requests. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at:

[Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form (petition), as explained online at:

[The parking review process](#)

### **Requests for additional parking controls**

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at:

[The parking review process](#)

## Enforcement

Parking controls on street in Runnymede are administered and enforced by NSL on behalf of the County Council. If you have any queries or questions about enforcement, you can find answers by visiting the [parking enforcement and fines webpage](#).

## General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

[Contact our roads and transport service](#)

Or using the contact details below:

- **Email:** [contactcentre@surreycc.gov.uk](mailto:contactcentre@surreycc.gov.uk)
- **Textphone** (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **VRS:** [Sign Language Video Relay Service](#)
- **FAX:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Dakota, De Havilland Drive, Weybridge, Surrey, KT13 0YP
- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays).

Calls to 03 numbers from any network will cost no more than those to 01 and 02 numbers and count as part of any call package. The cost of calls per minute depends on the network. Please check with your provider. BT customers may be able to call 03 numbers for free.

**Please note:** Calls may be recorded for training and monitoring purposes.

**END**

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