

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

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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 junction s with Free Prae Road ywill prevent

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

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

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

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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.

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.

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.

Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and

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.

[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