



## OFFICER REPORT TO LOCAL COMMITTEE SPELTHORNE

### STAINES PROPOSED RESIDENTS PARKING SCHEMES - CONSIDERATION OF FORMAL OBJECTIONS

15 MARCH 2010

#### KEY ISSUE

To acknowledge the result of the formal consultation and consider any resultant objections, following the advertising of the proposed schemes and to decide how to proceed with the parking schemes in Staines.

#### SUMMARY

The Local Committee resolved on 6 November 2009, the resident parking schemes in Staines should be progressed.

#### OFFICER RECOMMENDATIONS

**The Local Committee (Spelthorne) is asked to agree:**

- (i) That the schemes proposed for George Street and for Lammas Close are implemented as advertised.
- (ii) That the County Council makes amendments to existing traffic regulation orders and introduces new traffic regulation orders as necessary for the parking schemes to be implemented.
- (iii) The parking schemes are implemented.

#### 1 INTRODUCTION AND BACKGROUND

- 1.1 On 16 March 2009, the committee agreed to advertise residents permit parking schemes in George Street, Lammas Close and on the Moormede Estate. Following this meeting an informal consultation exercise was

carried out and feedback from residents led to changes being made to the original proposals.

- 1.2 The report from 16 March 2009 also referred to the criteria for eligibility for residents and visitors permits, but there were no details included on the report, and the committee made no decisions on these matters.
- 1.3 On the 6 November 2009 the committee agreed to formally advertise the residents parking schemes in George Street, Lammas Close and on the Moormede Estate with the following permit eligibility and charges. The allocation of resident's permits is that any one household can apply for a maximum of 2 permits if there is no off street parking available, and for 1 permit if they have one off street parking space. Residents are not eligible for any permits if they have 2 or more off street parking spaces available. Permits will be £30 each per annum. Eligibility for visitor permits is the same as for residents permits and the normal allocation is for 30 per annum per household, followed by further allocations of no more than 20 at a time, at the discretion of the issuing authority.

## 2 ANALYSIS

- 2.1 Where objections are received after proposed parking controls have been formally advertised, the council has a duty to consider any objections and decide whether to accede to them or not. In respect of George Street and Lammas Close, a summary of main points raised by each objector and the response to those points is listed below for each proposed scheme in turn. In these two cases officers consider that the objections should not stop the implementation of the schemes. In respect of the Moormede Estate, for which there were the greatest number of objections, they are not listed individually as officers consider, given the level of opposition, that they should be acceded to and implementation of the scheme abandoned.

- 2.2 **George Street.** 3 objections received.

- 2.2.1 Objection: Parking is not easy due to office workers and there will not be enough bays for all the residents to park in which will mean that they will end up paying for a permit but not being able to park (in an almost empty road full of double yellow lines) and this could potentially lead to conflict between residents.

Response: the aim of the controlled zone is to prevent daytime non-residential parking. An informal consultation with residents during July 2009, resulted in the length of the parking bays being extended, increasing capacity, and providing enough spaces for the number of residents vehicles likely to be parked during the controlled hours. The double yellow lines are essential for safety and emergency vehicle access. Monitoring of the scheme will take place once implemented.

- 2.2.2 Objection: The scheme will severely reduce the current parking area. The number of vehicles residents can park will be limited.

It makes no improvement to the situation after 18:30, when many people return from work.

It restricts loading and unloading.

It makes no provision for parking elsewhere if no space is available, but residents are still expected to pay for a permit.

The method and timing of communication was unacceptable.

Response: Following the informal consultation with residents during July 2009, the length of the parking bays was extended and the capacity maximised, taking into account road safety and access, particularly for larger vehicles.

A controlled zone is a tool used to manage the number of vehicles in residential areas with limited on-street parking capacity. Controls on the number of permits issued is an additional tool to managing the number of vehicles parked. This scheme will give residents equal opportunities and exclusive access to park on street in George Street during operational hours.

As far as possible the scheme has been designed to formalise safe and considerate parking.

The scheme does not restrict loading and unloading. There is no loading ban proposed and loading is permitted both on the double yellow lines and in the bays.

The scheme only covers George Street and is not a guarantee of a parking space. If George Street is full an alternative parking location will need to be found in a nearby car park or street without parking restrictions. However it must be remembered that the scheme is being introduced to help residents park in their road.

The scheme was formally advertised over the Christmas and New Year period; as a result an additional week was given beyond the statutory notice period to allow for public holidays. Notices and drawings were placed on every available lamp column in George Street. The drawings and legal notice were available to view on the Surrey County Council website with full details of how to contact the council. The drawings and legal notice were available to view at Staines Library and the Spelthorne Borough Council Office.

2.2.3 Objection: Residents have not been consulted about the proposal since 2007, and during that previous consultation no terms of the scheme were discussed.

The proposal is identical to the one made in July 2009.

Not enough parking is being allowed under the present scheme.

There appears to be no consideration for visitor or disabled parking.

There will be a double yellow line across the vehicle access to my garage.

Response: The report to this committee presented on 30 June 2008 and titled 'Controlled parking zone for Staines – outcome of (2007) public consultation', placed George Street in zone 8 and states 'although response rates were low, residents of zone 8 generally favoured the proposal' and recommends further consultation with these residents is carried out.

The July 2009 consultation used the original proposed drawing as a starting point to work from, and develop jointly with residents. Residents have fed back to Surrey County Council and it has resulted in the length of the parking bays being extended and the capacity maximised.

The allocation of visitor permits is laid out in paragraph 1.3 above, and disabled badge holders are entitled to park on the yellow lines for up to 3 hours and in the bays for an unlimited time.

An on-street parking bay will end at the common boundary of No.21 George Street and No.6 Station Path and then another bay will be on the opposite side of the street from the prolongation of the common boundary of No's 5 & 6 Station path north-eastwards. In order to allow the free passage of vehicles a section of double yellow line has to be installed across the vehicle access of No.5 Station Path.

### 2.3 **Lammas Close.** 2 Objections received

- 2.3.1 Objection 1: How can the council decide how many cars the owners of houses can have, and what do we tell visitors and tradesmen. My wife is permanently on shift work at the airport and does not work regular 9 to 5 hours. The scheme does not fit in with our lifestyle.

Response: The council is not deciding how many vehicles people can have. Residents are entitled to have as many vehicles as they like, but living in a controlled zone there will be limits to the number of vehicles they can park on-street during operational hours. The limit on the number of permits each household can acquire is an important tool in controlling the number of vehicles that will be left on street in an area where pressure on parking space has been identified as an issue.

The allocation of visitor permits is laid out in paragraph 1.3 above. Visitor permits can be given to guests and tradesmen who wish to park on street in Lammas Close during the zone operational hours.

The zone operates 08.00 to 18.30, 7 days a week, which reflects the wishes of the residents.

- 2.3.2 Objection 2: The on-street notice contained some errors.

This is not the scheme that residents agreed with Councillor Saliagopoulos.

The restriction of residents' parking permits depending on the number of parking spaces at properties is unacceptable and imposes an unnecessary and rigid restriction.

The provision of 30 visitor permits per household per year is insufficient.

Response: There was an error in the numbering of the paragraphs displayed on the street notice. However the street notice is not the full legal document only a summarised version, and the aim of the notice was to inform people that a scheme was being proposed for the street - an aim that the notice adequately fulfilled.

The scheme being introduced is in line with county policy on Controlled Zones.

The allocation of visitor permits is laid out in paragraph 1.3 above.

## 2.4 **Moormede Estate.**

A petition of 290 signatures against the proposed scheme was received. A separate petition of 19 signatures from Plover Close was received with 17 signatures against the scheme.

20 individual objection letters were also received.

11 individual letters requesting alternatives to a Controlled Zone have been received.

- 2.5 As with all new schemes of this nature, they will be subject to review within 6-12 months of their implementation to monitor their effectiveness and scope to ensure they are achieving their aims. Likewise the situation on the Moormede Estate will continue to be reviewed and consideration given to other possible solutions to the pressure on the available parking space.

## 3 **FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 3.1 Funding for these schemes has already been allocated in the Integrated Transport Schemes budget for 2009/10.

## 4 **EQUALITIES AND DIVERSITY IMPLICATIONS**

- 4.1 There are no specific equality and diversity implications.

## 5 **CRIME AND DISORDER IMPLICATIONS**

- 5.1 Inconsiderate parking is a major cause of concern for residents and the police, which these proposals would help to address.

## 6 **CONCLUSION AND RECOMMENDATIONS**

- 6.1 If the committee agrees to the recommendations, the proposed resident permit schemes will be implemented.
- 6.2 The recommendation is that the committee approves the implementation of the schemes in George Street and Lammas Close and does not proceed with the scheme for the Moormede Estate at this time.

## 7 **REASONS FOR RECOMMENDATIONS**

- 7.1 The schemes will benefit the residents by curbing non-residential parking.

## 8 **WHAT HAPPENS NEXT**

- 8.1 Subject to available funding the schemes will be implemented.

**LEAD/CONTACT  
OFFICER:**

Rikki Hill, Parking Projects Manager

**TELEPHONE  
NUMBER:** 03456 009 009

**E-MAIL:** Parking@surreycc.gov.uk

**BACKGROUND  
PAPERS:** Proposed residents permit scheme in George Street, Lammas Close and Moormede Estate. 6 November 2009.  
Proposed Controlled Parking Zone (Residents Permits) George Street, Moormede Estate And Lammas Close' 16 March 2009  
Controlled parking zone for Staines – outcome of public consultation' 30 June 2008.