



OFFICER REPORT TO LOCAL COMMITTEE (SPELTHORNE)

ANNUAL REVIEW OF ON-STREET PARKING IN SPELTHORNE

11 JULY 2011

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders for proposed amendments to on-street parking restrictions in the Spelthorne borough.

SUMMARY

Officers have completed a review of on-street parking in Spelthorne, and identified changes in restrictions which would benefit road safety and reduce instances of obstruction and localised congestion. This report does not include any proposals for on street parking charges.

OFFICER RECOMMENDATIONS

The Local Committee (Spelthorne) is asked to agree:

- (i) That the proposed amendments to on-street parking restrictions in Spelthorne as described in this report and shown in detail on drawings presented at this committee meeting as annex A are agreed.
- (ii) The Local Committee allocates funding as detailed in paragraph 6.1 of this report to proceed with the introduction of the parking amendments.

- (iii) That 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 Spelthorne as shown on the drawings in annex A be advertised and that if no objections be maintained, the Orders be made.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (Parking Team) carry out annual reviews of on-street parking restrictions across Surrey.
- 1.2 An assessment list comprising over 240 requests for parking restrictions from residents, councillors, emergency services and SCC engineers over the last year were collated and used as the basis for the annual Spelthorne parking review. In addition, the 30 locations where parking restrictions were agreed in principal by this committee in April 2009 were also reassessed as part of this 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 REVIEW OF RESTRICTIONS

- 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 progressed due to there being insufficient evidence to suggest there was parking a problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions maybe of benefit are listed below.

3 PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

STAINES

Laleham Road j/w Park Avenue (0189)

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

Moor Lane (0112)

Extend double yellow lines on north side and revoke previous proposal to extend double yellow lines on south side. Traffic needs to be prevented from parking on both sides here but it is more appropriate for parking to be prevented on the north side rather than the south side where the footway is. Jewsons' staff and the police currently place traffic cones on the north side and the double yellow lines will formalise this. This will ensure vehicles can pass each other at this most congested part of Moor Lane.

Moormede Estate (0113)

Introduce a residents parking scheme to give priority to residents over commuters and shop workers who currently park in the estate for most of the day.

In accordance with our latest Parking Strategy (part of Local Transport Plan 3 published April 2011), the permit provision criteria and associated costs are to be as follows: -

- 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.
- Every household is entitled to apply for up to 120 daily visitor permits per year, regardless of whether they have off-street parking or not.
- Cost of first resident permit: £50 per annum.
- Cost of any subsequent resident permit: £75 per annum.
- Cost of each daily visitor permit: £2
- Cost to replace a resident permit: £15

Kingston Road (0117)

Upgrade single yellow lines to double between Rosefield Road and Leacroft to maintain sight lines and road safety at all times of the day and night. Convert unrestricted gap by Buckingham Court to double yellow lines to maintain sight lines for residents entering and exiting the court.

Gresham Road (0119)

Upgrade single yellow line to double between the Railway Station steps and the Taxi Ranks to maintain sight lines and road safety on the bend.

Leacroft and Raleigh Court (01104)

Introduce double yellow lines on bends, junctions and narrow sections to maintain sight lines and road safety and improve traffic flow by preventing obstructive parking.

Budebury Road (0121, 0122)

Convert unrestricted gap outside Budebury Court to double yellow lines to improve traffic flow and maintain sight lines and manoeuvrability for the access to number 11. Extend double yellow lines to property 'Keresforth' to prevent parking by access. Extend double yellow lines opposite number 15 to allow vehicles to enter and exit number 15 as the previous occupant did not own a car and therefore it has not become an issue until recently. Introduce double yellow lines across the access to number 21a (lines already on ground – legal order amendment only). Make the existing advisory disabled parking bay outside number 29 an enforceable disabled bay to prevent parking from non-blue badge holders.

STAINES SOUTH AND ASHFORD WEST**Stainash Crescent (0123)**

Upgrade single yellow lines to double to maintain sight lines and road safety at all times of the day and night on its junctions with Kingston Road.

Woodthorpe Road j/w West Close (0186)

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

Woodthorpe Road j/w Stanwell Road (0186)

Introduce double yellow lines by the traffic island to allow buses and large goods vehicles to pass the traffic island without obstruction.

Berryscroft Road (0174)

Introduce double yellow lines on the junction with Thickthorne Lane to maintain road safety and sight lines. Introduce a single yellow line on the south side of Berryscroft Road extending from the school keep clear marking to the junction with Brightside Avenue to prevent parking during the day to maintain traffic flow for school traffic. Introduce double yellow lines on the corner of Brightside Avenue to meet up with the proposed single yellow line.

Stanwell Road j/w Wellington Road (01105)

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

ASHFORD**Chaucer Road j/w Ford Road (01105)**

Introduce double yellow lines to maintain road safety and sight lines on this crossroads junction.

Fordbridge Road j/w Ford Close (0194)

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

School Road (0172)

Extend double yellow lines from The Coppice towards number 12 School Road, to maintain sight lines for the access to number 12.

Feltham Road j/w Oakfield Road (0131)

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

Feltham Hill Road (0129)

Make existing advisory school keep clear marking for St Michael's Catholic School enforceable.

Clarendon Road j/w Albert and Princes Road (0128)

Introduce double yellow lines to maintain road safety and sight lines on the junctions.

Dudley Road j/w Wolsey Road (0128)

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

Ford Road j/w Clarendon Road (0127)

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

Knapp Road (0127)

Extend existing single yellow line restriction to improve traffic flow and access.

SUNBURY COMMON AND ASHFORD COMMON**Staines Road West j/w Chertsey Road (01107)**

Introduce double yellow lines to maintain road safety and sight lines on approach to the signalised junction.

Staines Road West j/w Hughes Road (01107)

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

Scotts Avenue j/w Cadbury Road (01106)

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

Saddlebrook Park j/w Cadbury Road j/w (01100)

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

Staines Road West j/w Alexandra Road (01100)

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

The Parade (0137)

Remove part of the parking bay outside 45 to 49 and replace with double yellow lines to improve traffic flow and access by the narrow section of kerb build out, particularly for larger goods vehicles.

Wychwood Close (0134)

Introduce double yellow lines on the north side up to number 1 to prevent parking on both sides of the road to improve traffic flow and access.

Alexandra Road (0133)

Convert the existing disabled parking bay outside number 82 to an enforceable disabled bay to prevent parking by non-blue badge holders.

Chertsey Road (0133)

Formalise existing single yellow line restriction on revised road alignment, which currently protects the bus stop from being parked in during the day.

LOWER SUNBURY AND HALLIFORD**Brackenwood / Broomfield / Pine Wood / Furzewood (01101, 0139)**

Introduce double yellow lines on all parts of these roads where parking would obstruct sight lines, inhibit access or compromise two-way traffic flow.

Nursery Road (0178)

Reduce the length of double yellow lines outside numbers 7 and 9 to allow residents without off street parking to park outside their homes.

Green Street (0145)

Reduce the length of double yellow lines near to number 2 to allow parking to take place in the end of the layby.

Saxonbury Avenue (0143)

Revoke a 20m section of single yellow line on the north side to allow unrestricted parking for 4 vehicles. This will take pressure away from The Avenue, which has seen an increase in the number of on street parking since charges were applied to the nearby car park.

Hanworth Road (0136)

Introduce additional sections of double yellow lines on the south side to improve traffic flow.

LALEHAM AND SHEPPERTON

Studios Road (0176, 01108)

Introduce double yellow lines on all parts of the road where it would be obstructive or hazardous to park, to maintain traffic flow and access. Shepperton Studios creates a significant amount of vehicular traffic in this area at certain times, and the restrictions have been agreed with the management of the studios and Surrey Police.

Note – Shepperton Studios are currently applying for planning permission to park vehicles on the field situated opposite the studios (currently owned by Thames Water) for a period of 6 months to 3 years (to be decided). Should this planning permission be granted, it would mean that most vehicular traffic for the studios would be kept off street. However, due to the temporary nature of the planning permission, permanent parking controls will still be required.

Green Lane j/w Bruce Avenue (0197)

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

Laleham Road j/w Wood Road (0167)

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

Watersplash Road (0167)

Extend the double yellow lines on the eastern side to improve traffic flow for vehicles entering and exiting the road at the same time. In addition, introduce double yellow lines on the junction with Ford Close to maintain sight lines and road safety.

Sheepwalk j/w Mandeville Road (0167)

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

Govett Avenue j/w Station Approach (0166)

Upgrade single yellow line to double on the junction to maintain sight lines and road safety at all times of the day and night, and to prevent parking on the existing dropped pedestrian crossing (uncontrolled).

Broadlands Avenue j/w Green Lane (0166)

Extend double yellow lines further into Broadlands Avenue to improve two-way traffic flow on approach to the junction.

Broadlands Avenue j/w Glebeland Gardens (0164)

Introduce double yellow lines on the remaining unrestricted bend to maintain road safety and sight lines.

Mere Road (0165)

Introduce double yellow lines to prevent parking on both junctions and also on the southern side of the road to maintain sight lines, road safety and access to the road at all times, particularly by emergency service vehicles.

Manor Farm Avenue (0165)

Introduce double yellow lines on to maintain sight lines and road safety on the bend.

STANWELL AND STANWELL MOOR**St Mary's Crescent (0169)**

Convert the existing advisory disabled parking bay outside number 18 to an enforceable disabled bay to prevent parking by non-blue badge holders.

Falcon Drive (0168)

Revoke the school keep clear marking as the school no longer exists following a site redevelopment.

Horton Road (01103)

Introduce double yellow lines in the vicinity of Vermeulens Garden Centre, to maintain traffic flow and road safety on the bend and on approach to the junction with Stanwell Moor Road.

Bedfont Road (0102)

Reduce the length of single yellow line on the north side opposite Deridene Close, to allow those residents without off street parking to park near to their homes.

Clare Road j/w Bedfont Road (0103)

Upgrade single yellow lines to double to maintain sight lines and road safety on the junction at all times of the day and night, and to prevent parking from vehicles visiting the garage.

Long Lane (0107)

Upgrade single yellow line to double opposite and north of Short Lane to prevent parking at all times of the day and night in the vicinity of the width restriction.

Clare Road j/w Hadrian Way (0110)

Upgrade existing single yellow line restriction to double to maintain sight lines and road safety on the junctions at all times of the day and night. Introduce double yellow lines on the currently unrestricted junction with Hadrian Way to maintain sight lines and road safety on the junction and on approach to the pedestrian crossing (controlled).

Ensign Way j/w Ensign Close (0110)

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

PERMIT SCHEMES AND CRITERIA**Resident Permits**

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 all resident parking schemes currently in Spelthorne (Lammas Close and George Street, Staines), and also the proposed permit scheme for the Moormede Estate, Staines as detailed above.

Visitor Permits

In accordance with Surrey's latest Parking Strategy, increase the visitor permit annual allocation limit from 30 permits to 120 permits. This would apply to all resident parking schemes currently in Spelthorne (Lammas Close and George Street, Staines), and also the proposed permit scheme for the Moormede Estate, Staines as detailed above.

Lammas Close, Staines

Allow the following properties situated on Moor Lane to be able to purchase and use both resident and visitor permits within Lammas Close: 1 and 2 Claremont Villa; 1 to 4 Great Western Cottages and 1 and 2 Perivale Villas.

These properties have no off street parking and residents find it difficult to park near to their homes. As most properties within Lammas Close have off street parking, the number of resident permits sold for this zone is minimal, and therefore there is adequate space for additional permit holders to be invited to park in the close.

APRIL 2009 PROPOSALS NOT BEING PROGRESSED

Following a reassessment of the 30 locations agreed in principal by this committee in April 2009, it is recommended not to proceed with the following locations and restrictions for the reasons given below.

Ashford Road j/w Spelthorne Lane, Ashford – Double yellow lines

These restrictions are already on the Traffic Regulation Orders for Spelthorne and are already on the ground.

Ashford Road (near Jack Lilly's Motorcycles), Ashford

There are vehicles parking on both sides of the road and on the footways at this location, believed to belong to staff of the many businesses that front this part of Ashford Road. Although this situation is far from ideal, the road is wide enough for two-way traffic flow to be easily maintained, even for large goods vehicles that use this road, and there is a very minimal amount of pedestrian traffic. Therefore restricting parking at this location is likely to be met with strong and valid objections, and the displacement of vehicles would be both significant and unnecessary.

85/87 Feltham Road, Ashford

The local county councillor has spoken with residents who have said that they do not want restrictions here.

Clare Road (layby opposite Argosy Lane), Stanwell

The single yellow line extending across the parking bay opposite Argosy Lane is an error on the ground and not on the Traffic Regulation Order. Therefore this is required groundwork only.

119 Kenyngton Drive, Sunbury – Enforceable Disabled Parking Bay

The residents for which this disabled bay was provided for have stated that non-blue badge holders are no longer abusing the bay and therefore it is not necessary to make the bay enforceable.

Other Locations Assessed

The following list provides the locations 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 locations on this list that will be re-visited as part of the next review. While every effort has been made to ensure this list is as accurate as possible, there may have been requests that do not appear in this list due to the fact the request was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Street Name	Town	Street Name	Town
Ashford Road	Ashford	Broadlands Avenue	Shepperton
Blackthorne Court	Ashford	Bruce Avenue	Shepperton
Brownrigg Road	Ashford	Cranwell Grove	Shepperton
Cambridge Road	Ashford	Dockett Eddy Lane	Shepperton
Chaucer Road	Ashford	Dorly Close	Shepperton
Chestnut Road	Ashford	Glebeland Gardens	Shepperton
Church Road	Ashford	Gordon Drive	Shepperton
Clockhouse Lane	Ashford	Govett Avenue	Shepperton
Coleridge Road	Ashford	Green Lane	Shepperton
Doris Road	Ashford	Halliford Road	Shepperton
Echelforde Drive	Ashford	Laleham Road	Shepperton
Elmsway	Ashford	Manor Farm Avenue	Shepperton
Fairholm Road	Ashford	Manygate Lane	Shepperton
Feltham Road	Ashford	Mervyn Road	Shepperton
Ford Road	Ashford	Russell Road	Shepperton
Glenfield Road	Ashford	Squires Bridge Road	Shepperton
Gordon Road	Ashford	Station Approach	Shepperton
Harrow Road	Ashford	Towpath	Shepperton
Lodge Way	Ashford	Wood Road	Shepperton
Maxwell Road	Ashford	Wright Gardens	Shepperton
Meadway	Ashford	Bramley Close	Staines
Metcalf Road	Ashford	Bremner Road	Staines
New Park Road	Ashford	Burges Way	Staines
Old Nursery Place (Private)	Ashford	Church Street	Staines
Park Road	Ashford	Edgell Road	Staines
Parkland Grove	Ashford	Hale Street	Staines
Poplar Road	Ashford	Millers Close	Staines
Queens Walk	Ashford	Northfield Road	Staines
Scotts Way	Ashford	Penton Road	Staines
Selby Road	Ashford	Rosefield Road	Staines
Station Crescent	Ashford	Stainash Parade	Staines
Thorne Close	Ashford	Wheatsheaf Lane	Staines
Tudor Road	Ashford	Worple Road	Staines

Charlton Road	Charlton Village	Laleham Road	Staines
Berryscroft Road	Laleham	Clare Road	Stanwell
Edinburgh Drive	Laleham	Everest Road	Stanwell
Grange Place	Laleham	Hannibal Road	Stanwell
Hereford Close	Laleham	Hillingdon Avenue	Stanwell
Riverway	Laleham	Northumberland Close	Stanwell
Shaftesbury Crescent	Laleham	Russell Drive	Stanwell
The Broadway	Laleham	Scotts Close	Stanwell
Benen-Stock Road	Stanwell Moor	Lower Hampton Road	Sunbury
Upper Halliford Green	Upper Halliford	Nursery Road	Sunbury
Avon Road	Sunbury	Oakington Drive	Sunbury
Brooklands Close	Sunbury	Saxonbury Road	Sunbury
Bryan Close	Sunbury	Scotts Avenue	Sunbury
Burgoyne Road	Sunbury	Staines Road East	Sunbury
Cavendish Road	Sunbury	Stile Path	Sunbury
Church Street	Sunbury	Tadmor Close	Sunbury
Harfield Road	Sunbury	The Avenue	Sunbury
Hawkewood Road	Sunbury	The Parade	Sunbury
Heathlands Close	Sunbury	Vicarage Road	Sunbury
Kingsmead Avenue	Sunbury	Windmill Road West	Sunbury
Loudwater Road	Sunbury	Windsor Road	Sunbury

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 Subject to approval and budget provision being made available for 2011/12, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Autumn/Winter 2011.
- 4.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Spelthorne Borough Council offices during this time. This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 4.3 The Chairman, Divisional Member and the Parking Strategy and Implementation Group Manager will consider and try to resolve any objections. If there are unresolved objections, they will be considered in accordance with the county council's constitution.
- 4.4 Subject to approval, notices will then appear in local newspapers confirming that the County Council has made the Traffic Regulation order.
- 4.5 Finally, the new and amended parking restriction road markings and associated time plates will be installed on the ground in Spring 2012.

5 OBJECTIONS

- 5.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 5.2 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.
- 5.3 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.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 A budgetary provision will need to be made available by the Local Committee for the cost of the traffic regulation order and the installation of any signs and lines. This is estimated to be approximately £35,000.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

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

8 CRIME AND DISORDER IMPLICATIONS

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

9 CONCLUSION AND REASONS FOR 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
- Ease traffic congestion
- Better regulate parking

10 WHAT HAPPENS NEXT

- 10.1 Subject to approval of the committee and budgetary provision being made available, the Traffic Regulation Order will be advertised and the restrictions implemented.

**LEAD/CONTACT
OFFICER:
TELEPHONE
NUMBER:
E-MAIL:**

Jack Roberts, Engineer
0300 200 1003
Parking@surreycc.gov.uk

**BACKGROUND
PAPERS:**

Review of Requests for Amendments to Waiting
Restrictions – 20 April 2009 (Spelthorne
Committee).