Agenda

6.30 pm
Wednesday, 6 December 2017
Council Offices, Knowle Green, Staines-upon-Thames
TW18 1XB

Discussion

- Staines Town Centre: Improving traffic flow.
- Highways Drainage and Gulley Maintenance.
- Spelthorne Parking Review.

Get involved

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the joint committee a question about it. The joint committee provides an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting officially starts. If an answer cannot be given at the meeting, it will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the joint committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Spelthorne and have a local issue of concern, you can petition the joint committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Joint Committee meeting

Your Partnership officer is here to help.

Email: carys.walker@surreycc.gov.uk
Tel: 01483 517530 (text or phone)
Website: www.surreycc.gov.uk/spelthorne

Follow *@SpelthorneJC* on Twitter

This is a meeting in public.

Please contact **Carys Walker, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, eg access**
- If you would like to talk about something in today's meeting or have a local initiative or concern

Surrey County Council Appointed Members

Mr Richard Walsh, Laleham and Shepperton (Vice-Chairman)
Mr Robert Evans, Stanwell and Stanwell Moor
Mr Tim Evans, Lower Sunbury and Halliford
Miss Alison Griffiths, Sunbury Common & Ashford Common
Mr Naz Islam, Ashford
Mrs Sinead Mooney, Staines
Ms Denise Turner-Stewart, Staines South and Ashford West

Borough Council Appointed Members

Cllr Ian Harvey, Sunbury East (Chairman)
Cllr Maureen Attewell, Laleham and Shepperton Green
Cllr Mark Francis, Staines
Cllr Alfred Friday, Sunbury East
Cllr Joanne Sexton, Ashford North & Stanwell South
Cllr Richard Smith-Ainsley, Laleham & Shepperton Green
Cllr Howard Williams, Ashford Common

Chief Executive
Daniel Mouawad

Acting Chief Executive
Julie Fisher

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

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It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

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Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the representative of Community Partnerships Team at the meeting.

Thank you for your co-operation

OPEN FORUM
Before the formal Committee session began, the Chairman invites questions from members of the public attending the meeting. Where possible, questions receive an answer at the meeting, or a written response will be provided subsequently.

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES FROM PREVIOUS MEETING

To approve the Minutes of the previous meeting on 2 October 2017 as a correct record.

3 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

(i) Any disclosable pecuniary interests and / or
(ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting.

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

4 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

Agenda item only

5 VICE CHAIRMAN'S ANNOUNCEMENTS

To receive any Vice Chairman's announcements.

Agenda item only

6 PETITIONS & PETITION RESPONSES

To receive any petitions in accordance with Standing Order 14.1. Notice must be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's or Spelthorne Borough Council's e-petitions website as long as the minimum number of signatures has been reached 14 days before the meeting.

Petition response 1:

Petition to reduce speed limit to 30 mph on Staines Road East (A308) and repair the damaged drains, cracks or resurface with sound dampers.

This petition was heard by Joint Committee on 17 July. This item will report on the subsequent site visit to the road in question and any actions to be taken.

Petition response 2:

Petition to re-instate 441 and 555 bus services between Stanwell and Heathrow Terminal 5.

This petition was heard by the Joint Committee on 2 October and a representative from Abellio bus company has been invited to address the Committee on this issue.

7 WRITTEN MEMBER QUESTIONS

To receive any written questions from members under Standing Order 13. The deadline for members' questions is 12 noon four working days before the meeting.

8 WRITTEN PUBLIC QUESTIONS

To answer any questions from residents or businesses within Spelthorne borough area in accordance with Standing Order 14.2. Notice should be given in writing or by email to the Partnership Committee Officer by 12 noon four working days before the meeting.

9 DECISION TRACKER (FOR INFORMATION) (Pages 1 - 6)

To review any outstanding decisions from the Joint Committee.

10 SPELTHORNE PARKING REVIEW [FOR DECISION] (Pages 7 - 58)

The recommendations in this report follow a comprehensive review of requests for new restrictions overseen by the Spelthorne Parking Task Group and will be presented by members of the Surrey County Council parking team.

11 HIGHWAYS UPDATE [FOR DECISION} (Pages 59 - 96)

To receive an update from the Highways Area Team Manager (North East) and consider budget projections for the financial year 2018/19.

12 HIGHWAYS: IMPROVING TRAFFIC FLOW IN STAINES TOWN CENTRE [FOR DISCUSSION] (Pages 97 - 104)

A discussion on improving traffic flow in Staines town centre, assessing current traffic system and considering future needs.

13 HIGHWAYS DRAINAGE & MAINTENANCE [FOR INFORMATION, NO REPORT]

A presentation given by the Area Highways Manager outlining the county council's approach to tackling highways drainage and wet spots.

14 FORWARD PROGRAMME 2017/18

To review the forward programme 2017/18, indicating any further preferences for inclusion.

Subjects suggested for inclusion:

- Early Help Hub and related services
- Highways Update
- Economic Development: Impact of traffic flow, retail chains, parking.
- Enhancing Volunteering Opportunities in Spelthorne
- Update from Surrey County Council Cabinet Member for Highways

15 DATE OF NEXT MEETING

To be held on Monday 19 March, 2018 at 6.30pm in the Council Chamber, Spelthorne Council Offices, Knowle Green, Staines-upon-Thames TW18 1XB.

(6.30pm – 7pm: Open Forum, informal public question time)

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ITEM 9: Joint Committee Decision Tracker

This Tracker monitors progress against the decisions that the previous Local Committee and the new Joint Committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

Green: Actions are on track and progressing as expected towards the agreed deadline.

Amber: Action is off track but corrective measures are in place to meet the original or updated deadline.

Red: Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision / Action	Due By	RAG	Officer	Comment or Update
18 July 2016	Informal Public Questions	Mr Richard Walsh and local Borough Councillors to meet with Mr Ken Snaith, to follow up on Mr Snaith's written question on the ditches in Sheep Walk, Shepperton.	None agreed	Green	Area Highways Manager (NE)	**COMPLETED** The Area Highways Manager has reported that the larger items that had been fly-tipped on to the site have been cleared. Mr Walsh is pleased with outcome and will continue to monitor the site.
18 July 2016	Informal Public Question	Additional action supporting the decision above	As above	Green	Lee O'Neil	The unauthorised occupiers on Land to the West of Sheep Walk did not comply with the Injunction obtained by the borough council on 25 September 2017, which stated that the land should be vacated by 24 October 2017. A few days before 24 October 2017, occupiers made an application to set aside or vary the Injunction. The Council opposed this and at the same time made an

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						application for contempt of court for non-compliance of the Injunction. The Court has dismissed the occupiers' application to set aside/vary the Injunction as the application has been certified as being totally without merit. The Court are now dealing with the application for contempt of court.
17 July	Written Public Questions	Public footpaths on either side of St Anne's Avenue are impassable. SCC Countryside Access Team, to follow up	Next meeting	**Green**	Steve Mitchell/ Hannah Gutteridge	Contractors commissioned to clear debris.
2 October	Petition	Invitation to be issued to Abellio Bus Company on behalf of the Joint Committee.	Next meeting (6 Dec)		Carys Walker	Representative from Abellio confirmed for next meeting

JOINT COMMITTEE (SPELTHORNE)

DATE: **6 DECEMBER 2017**

LEAD OFFICER: **JACK ROBERTS (ENGINEER, PARKING STRATEGY & IMPLEMENTATION TEAM)**

SUBJECT: **ON STREET PARKING REVIEW OF SPELTHORNE**

DIVISION: **ALL DIVISIONS IN SPELTHORNE**

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 Spelthorne 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, support or objections from members of the public.

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked to agree that:

(i) the proposed amendments to on-street parking restrictions in Spelthorne as described in this report and shown in detail on drawings in annex A are agreed.

(ii) 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 are advertised and that if no objections are maintained, the orders are made.

(iii) 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. An additional member may be invited for comment.

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 135 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 Spelthorne 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 STAINES

Church Street (0111)

South of the junction with Wraysbury Road, on the eastern side, introduce a short length of double yellow lines to prevent parking on a pinch-point part of the road that is created by the presence of a lamp column on the other side of the street. This is particularly problematic for large vehicles trying to pass between the lamp column and parked cars.

Church Street (0115)

On the south side, east of The Maltings, convert the single yellow line (no waiting Monday to Saturday 8.30am to 6.30pm) to double yellow lines. This will maintain two way traffic flow, particularly when large vehicles are involved, and will ensure that all parking in Church Street takes place within the designated parking bays. In addition, on the south side outside 76 to 80, convert the single yellow line (same times as above) to double yellow lines to prevent parking by the vehicular entrance and to again keep parking within the designated parking bays.

Richmond Road (0119)

Outside number 49, reduce the length of double yellow lines so that they are not in front of the driveway for number 49. This will allow parking to take place by the resident or their visitors in front of their driveway, whilst still maintaining sight lines on the junction.

Augur Close (0119)

On the eastern side, outside numbers 1 to 3, introduce double yellow lines extending from a point in line with the end of the existing double yellow lines up to the start of the granite sets. This will prevent highly obstructive parking from taking place on both sides of the street, which has happened in the past here resulting in a complete road blockage.

Murdoch Close (0119)

By the entrance to Murdoch Close, convert the existing single yellow line (no waiting Monday to Friday 7-10am) on the right hand side as you drive into the close to double yellow lines, continuing up to and around the bend. These double yellow lines will ensure that access into Murdoch Close is maintained at all times, whilst still allowing parking to take place where possible. In addition, on the left hand side of Murdoch Close as you drive into the close, revoke the overhang of single yellow line (no waiting Monday to Friday 7-10am) to allow unrestricted parking to take place up to the existing double yellow lines on the junction, which have been deemed to be sufficient in terms of maintaining access.

Gresham Road (0120)

On the north side, near to the junction with Kingston Road, extend the existing double yellow lines up to a point beyond the bollarded traffic island. This will involve a revocation of the existing single yellow line (no waiting Monday to Saturday 8.30am to 6.30pm). This is to prevent parking from taking place near to the junction, opposite the school's exit, and in the vicinity of the bollarded traffic island, particularly during pick up and drop off times, and will help to maintain road safety, sight lines and access for both drivers and pedestrians.

Richmond Road j/w Gresham Road (0121)

Within Richmond Road, convert the existing single yellow line (applying Monday to Saturday 8.30am to 5pm) adjacent to number 52 Gresham Road to double yellow lines, and also on the opposite side as well to the same termination point. This will maintain access and sight lines on the junction at all times.

Wheatsheaf Lane j/w Penton Hook Road (Private) (0149)

On the eastern side of the junction, reduce the existing double yellow lines slightly, in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER PLANS ONLY.

Penton Road j/w Argosy Gardens (Private) (0183)

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

Riverfield Road (Private) j/w Laleham Road (0189)

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

Leacroft (01104)

Either side of the entrance to Lawford House, introduce double yellow lines extending up to the existing yellow lines going southwards, and up to number 12 going northwards. This will prevent parking from taking place on the footways here, which has been obstructive for pedestrians. It will also maintain access and sight lines for vehicles of Lawford House and will maintain traffic flow for through traffic. In addition, directly outside the Red Lion Pub, introduce double yellow lines extending from the existing double yellow lines to the east of the pub, in order to maintain access, traffic flow and sight lines at all times.

Silverdale Court, Leacroft (01104)

Introduce a 'permit holders only' scheme in Silverdale Court, applying every day from 8am to 6.30pm and extending from the existing double yellow lines on the two entrance/exit points and incorporating all of the public highway within Silverdale Court.
This follows a petition received from residents of Silverdale Court back in 2015, which was considered as part of the 2015 Spelthorne Parking Review. During that review, it was stated that having a permit scheme just for Silverdale Court would set a precedent for the area as a whole, and that the opinions of Leacroft residents should be obtained before any proposal is made. The local county

councilor has carried out a door to door survey of a selected number of nearby Leacroft properties, in order to determine the general feeling towards a potential permit scheme in Silverdale Court only, and whether such a scheme would be wanted in Leacroft as well.

The vast majority of residents surveyed stated that they had no issue with Silverdale Court having a permit scheme for those residents only. In addition, there were slightly more Leacroft residents not in favour of permit parking for Leacroft than those in favour, bearing in mind the costs involved. Therefore, a permit scheme for Silverdale Court in isolation is now deemed to be a suitable proposal, in order to give residents priority over non-residents, particularly commuters.

The criteria and costs for permits would be the same standard currently applied throughout the borough, which is as follows: -

The number of permits that can be applied for would be the sum of the number of vehicles belonging to a household, minus the number of off street parking spaces for that property. For example if a household has 3 cars and one off street parking space, then they will be allowed to apply for up to 2 residents' permits. In addition, a maximum of 120 visitor permits can be purchased per annum.

The first resident permit costs £50, with additional residents' permits costing £75 each. Visitor permits cost £2 per daily permit.

Permits will be available to any resident with a Silverdale Court address (1-18 Silverdale Court).

Staines Railway Station (River Thames Side) Parking Consultation

As reported to this committee as part of the 2016 Spelthorne Parking Review, residents of Richmond Road, Augur Close and Eton Court submitted a petition for residents parking to be introduced in these streets. In response, it was stated in the parking review report, that permit parking for these streets in isolation could not be progressed without first establishing whether other nearby, and adjoining streets, would also want permit parking.

As part of this 2017 parking review, over 550 letters were hand delivered to residents of Richmond Road, Augur Close, Eton Court, Gresham Road (part), Beehive Road, Budebury Road, Laleham Road (part), Edgell Road, Wyatt Road and Langley Road. Residents were asked to complete an online survey on the topic of permit parking. The key question being asked was 'would you be in favour of permit parking in your street?' Residents were provided with all the information regarding the cost and criteria of permits as part of the letter drop. Residents were asked to submit one response per household.

The part of Gresham Road referred to above is between Budebury Road and Laleham Road. The part of Laleham Road referred to above is between the Railway Bridge and Park Avenue.

179 households completed the online survey, which is approximately a third of all those letter dropped. This response rate was quite low overall, especially considering that the topic being consulted upon affects every resident in one way or another. A breakdown of the responses is shown in the table overleaf.

Road	Household Responses	Response Rate	For Permits	Against permits	Not sure	% For Permits
Richmond Road	56	High	52	3	1	93%
Augur Close	1	Low	1	0	0	100%
Eton Court	9	Moderate	6	2	1	67%
Gresham Road	29	Moderate	11	16	2	38%
Beehive Road	6	Moderate	3	3	0	50%
Budebury Road	14	Moderate	4	10	0	29%
Laleham Road	15	Low	6	9	0	40%
Edgell Road	25	Low	19	6	0	76%
Wyatt Road	10	Low	6	2	2	60%
Langley Road	14	Moderate	8	6	0	57%
All Roads	**179**	**Low**	**116**	**57**	**6**	**65%**

The vast majority of **Richmond Road** residents are clearly in favour of permit parking being introduced in their street. Although the response rate from the two cul-de-sacs located off Richmond Road (**Eton Court** and **Augur Close**), was not as high, there is also support for permits in these streets. Fundamentally, any permit scheme for Richmond Road would really need to include Eton Court and Augur Close in order for such a scheme to be most feasible. These were also the streets that submitted the original petition.

With regards to the other streets consulted, only **Edgell Road** showed strong support for permit parking (76% in favour). However, taking into account the total number of properties in Edgell Road, the response rate was still low, therefore this did not represent the majority of households in the street as a whole. It also has to be considered that a standalone permit scheme for Edgell Road, situated within a generally unrestricted residential area and adjoining four other streets, lacks feasibility.

It is therefore proposed to introduce permit parking in Richmond Road, Augur Close and Eton Court as shown on drawings 0119 and 0121, in the form of a 'permit holders only past this point' type scheme. The scheme would apply every day, 8am to 6.30pm (which is what the majority of residents agreed with on the survey). With only two entry points into this area, from Laleham Road and Gresham Road, entry signing would be simple to install and operate for these streets as a permit area.

Any resident with a Richmond Road, Eton Court or Augur Close address would be eligible for permits. Permits cost £50 per year for the first permit and £75 per year for additional permits. Visitor permits cost £2 per daily permit and 120 are available per year.

The number of permits that can be applied for would be the total number of vehicles registered to a property, minus the total number of off street parking spaces at that property. For example if you have 3 cars and 1 off street parking space, then you can apply for up to 2 residents' permits.

The permit identification letter would be the same as currently in use in Prospect Place (D). Bearing in mind that this letter is already in use in this particular part of

Staines, for simplicity, it makes sense to keep the area under the same permit identifier. Whilst it would technically be allowed for 'D' permit holders to park in either area, it would be unlikely that there would be any need for Prospect Place residents, or residents of the proposed new permit area, to park in each other's street(s).

3.2 STANWELL AND STANWELL MOOR

Long Lane, Stanwell (0107)

Convert the single yellow line (no waiting 9-10am) north of Brook Close to double yellow lines. This will maintain sight lines for vehicles exiting Brook Close and will maintain two way traffic flow on this narrow part of Long Lane.

Horton Road (Cul-de-sac) (01103)

On the existing 'permit holders only' parking area, revoke the existing times of 8am to 6.30pm in order to make the permit area apply 'at any time'. Whilst this is not standard practice for permit schemes, due to the remote location and proximity to Heathrow Airport, this area is still being parked in by taxis and other non-residents after 6.30pm. Therefore having the permit area apply at any time has been deemed to be the only way to rectify this. It will also match the current signing layout on the ground following unauthorised removal of the time period on the sign.

Spout Lane (01120)

Outside property 'Sarnen', revoke a length of the existing double yellow lines to allow parking to take place outside this property, as requested by the resident following a late objection, which was not able to be included in the objections report when these restrictions were first advertised. The lines already terminate at the reduced point on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER PLANS ONLY.

3.3 STAINES SOUTH AND ASHFORD WEST

Thetford Road j/w Ashford Crescent (0126)

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

The Wickets j/w Woodthorpe Road (0186)

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

Glebe Road j/w Kingston Road (0190)

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

Ethel Road j/w St Hilda's Avenue (0194)

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

3.4 ASHFORD

Reedsfield Road j/w Clockhouse Lane (0195)

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

Stanwell Road j/w Stanley Road (01105)

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

Coolgardie Road j/w Sundown Road and Park Road (1123)

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

3.5 SUNBURY COMMON AND ASHFORD COMMON

Bryony Way (0173)

On the access road between numbers 32 and 58, introduce double yellow lines on both sides, including its junction, in order to prevent parking from taking place on the pedestrian crossing points on the corner and to maintain access and sight lines for vehicles using the access road and adjacent driveways. This is particularly important during school pick up and drop off times.

Cleves Way j/w Burgoyne Road (01106)

Introduce double yellow lines to maintain road safety and sight lines on the junction, extending further on the eastern side to prevent parking on both sides of the road to maintain traffic flow and access at all times.

Alexandra Road (01110)

Make the existing advisory disabled parking bay outside number 86 into an enforceable disabled bay without time limit. This will resolve issues of abuse regarding parking without displaying a blue badge.

Feltham Hill Road j/w Saxon Road (1118)

Introduce double yellow lines to maintain road safety and sight lines on the junction, extending on the eastern side across the entrance to the church car park to maintain sight lines and access.

3.6 LOWER SUNBURY AND HALLIFORD

Downside (0139)

On the eastern side, near to the junction with Green Street, revoke a length of single yellow line (no waiting Monday to Saturday 8.30am to 6.30pm) in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER PLANS ONLY.

Meadows End (0139)

On the south side, extending the existing double yellow lines up to number 6 in order to prevent parking from taking place on both sides of the street to maintain traffic flow and access.

Manor Lane j/w The Avenue (0179)

Introduce double yellow lines on this crossroads junction to maintain access and sight lines and to prevent parking from taking place on adjacent verges and across all pedestrian crossing points.

3.7 LALEHAM AND SHEPPERTON

Church Square (0162)

On the north side of the square, make the two existing advisory disabled parking bays into enforceable disabled bays without time limit. This is to address issues regarding parking without a blue badge being displayed.

High Street j/w Glebeland Gardens (0164)

Convert the existing single yellow line on the junction (no waiting Monday to Saturday 8am to 6.30pm) to double yellow lines in order to maintain road safety and sight lines at all times.

Marion Avenue j/w Old Charlton Road (0166)

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

Manygate Lane (0180)

On the eastern side, introduce double yellow lines between the two existing school keep clear markings, and extending from the southern end of the southernmost school keep clear marking, past the entrance to the current Halliford Studios up to the driveway to number 28. This will keep parking on the western side of the road only, particularly during school pick up and drop off times, in order to maintain traffic flow.
In the vicinity of number 28 and 30, the lines will prevent parking on the inside of the bend to maintain sight lines for through traffic. Finally, the lines extending in front of the Halliford Studio entrance will maintain access and sight lines for that entrance, which is due to be redeveloped serving new residential properties on the Halliford Studios site.

Govett Avenue (0197)

On the north side, opposite numbers 8 and 9, introduce a length of double yellow lines to act as a passing place by breaking up the long line of parked cars persistently parked on this side of the street.

Walnut Tree Road j/w Charlton Road (1124)

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

Bush Road j/w Briar Road (1125)

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

Briar Road (1125)

On the north side, extend the existing double yellow lines on the corner outside number 38 to 42 in order to prevent parking in the vicinity of the new pedestrian crossing point.

Thornhill Way (1125)

Introduce double yellow lines to maintain road safety and sight lines on the junction, extending on the south side to the end of the street to prevent parking on both sides of the road to maintain traffic flow and access, particularly during school pick up and drop off times.

Ford Close (0167)

Extend the existing double yellow lines on the junction with Watersplash Road on both sides of Ford Close up to the boundary of 1 and 3 Ford Close on the south side and up to the end of the existing row of cast iron bollards on the north side. Since the installation of the double yellow lines on the junction, non-residents have begun to park adjacent the bollards on the north side, resulting in complete obstruction of that north side carriageway lane, and creating significant difficulties for residents entering and exiting their driveways on the opposite side. The proposed extension of double yellow lines are to prevent this obstructive parking from taking place and to prevent it simply transferring to the south side.

Blacksmith's Lane j/w Shepperton Road, Laleham (0175)

On the southern corner of Blacksmith's Lane where it meets the War Memorial, introduce a short length of double yellow lines to prevent parking on this corner which can be obstructive to through traffic, particularly larger vehicles. It will also ensure that only three car lengths can park in the layby outside 2 and 2a, keeping the above mentioned corner clear from this side as well.

3.8 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.

STAINES		
Moor Lane	New Road	Bremer Road
Georgian Close	Rosefield Road	Victoria Road
Broadacre	Hale Street	Eton Court
STANWELL AND STANWELL MOOR		
Christlaine Close	Park Road	St Anne's Avenue
STAINES SOUTH AND ASHFORD WEST		
Pavilion Gardens	Stainash Crescent	
ASHFORD		
Wrens Avenue	Exeforde Avenue	Normanhurst
Chesterfield Road	Feltham Road	Coleridge Road
School Road	Fordbridge Road	Bancroft Close
Coleridge Road	Laurel Gardens	
SUNBURY COMMON AND ASHFORD COMMON		
Beechwood Avenue	Wychwood Close	Scotts Avenue
Brooklands Close	Windmill Road West	Napier Road
Hogarth Avenue	Woodlands Parade	Chertsey Road
LOWER SUNBURY AND HALLIFORD		
Peregrine Road	Sunmead Road	Elizabeth Gardens
The Ridings	Stratton Road	Lower Hampton Road
Saxonbury Avenue	Broomfield	
LALEHAM AND SHEPPERTON		
Western Drive	Hawthorne Way	Russell Road
Rectory Close	Wright Gardens	Barton Close
Catlin Crescent	Upper Halliford Road	Petts Lane
Sheep Walk	Greeno Crescent	Pentland Avenue
Beech Tree	Laleham Road	Busbridge Road

4. CONSULTATIONS:

4.1 It is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in spring 2018.

4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Spelthorne Borough Council offices during this time.

4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.

4.4 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.

4.5 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.

4.6 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.

4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.

4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in summer 2018.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 As reported to committee on 2 October 2017, £20,000 of the total parking surplus for Spelthorne has been allocated to the 2017-18 parking review. This will cover the cost of advertising and installing all of the agreed restrictions.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 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 and anti-social behaviour 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:

10.1 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.

10.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signing work required on the ground. Around the same time Traffic Regulation Orders will be made with a ‘go live’ date for enforcement to begin.

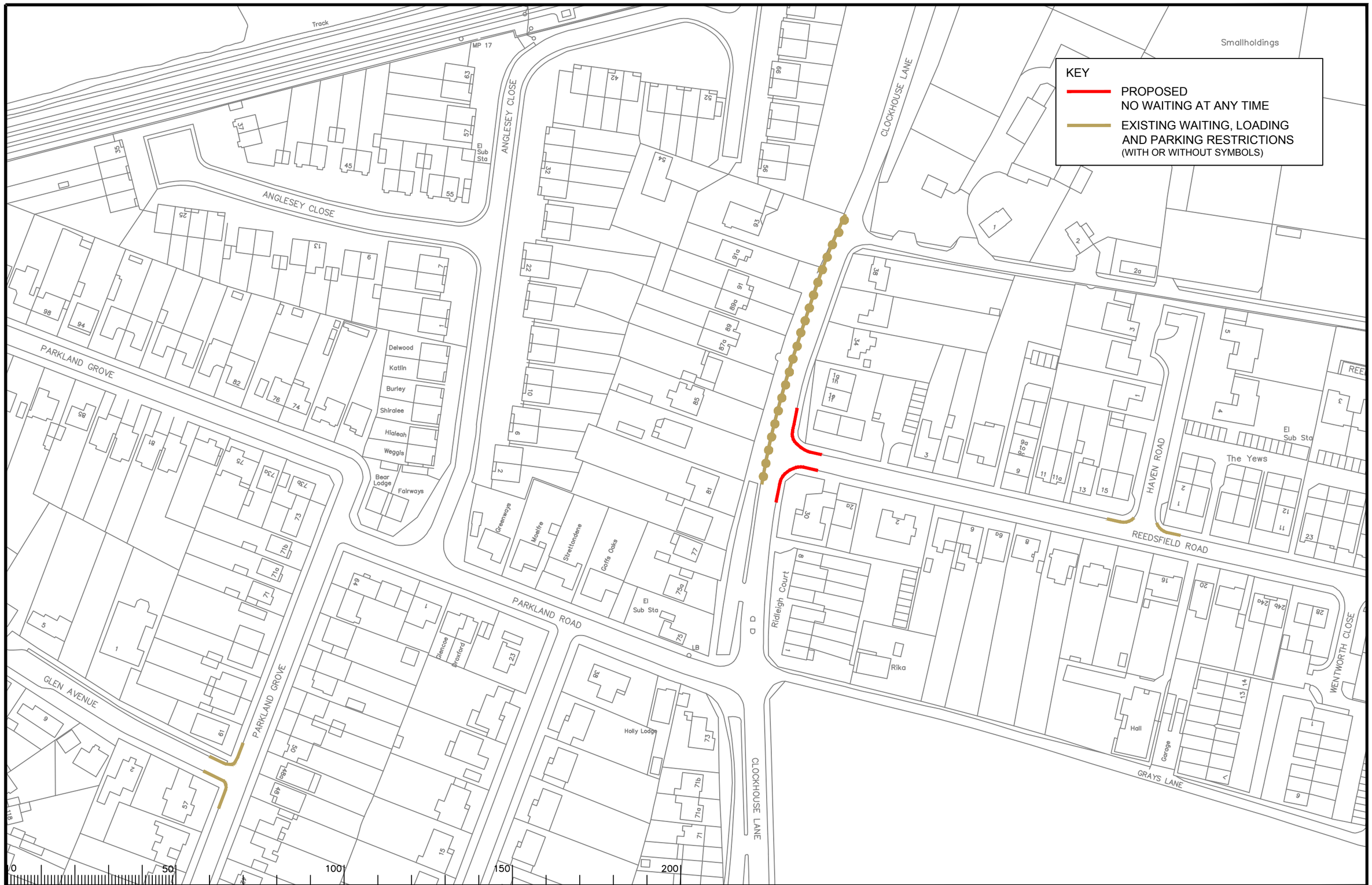
Contact Officer:
Jack Roberts (Engineer – Parking Team)

Consulted:
Local members and residents (whenever necessary at this pre-advertisement stage).

Parking restriction requests and issues are regularly discussed with the Spelthorne On Street Parking Task Group, who have quarterly meetings each year.

Annexes:
Annex A.

Sources/background papers:
None.



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Project: Borough of Spelthorne
Ashford

Drawing: Implemented Traffic Orders

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SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bdg(Name) GU(n)F GU(n) NICE PINT

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Drawing No. 0195
Rev. C
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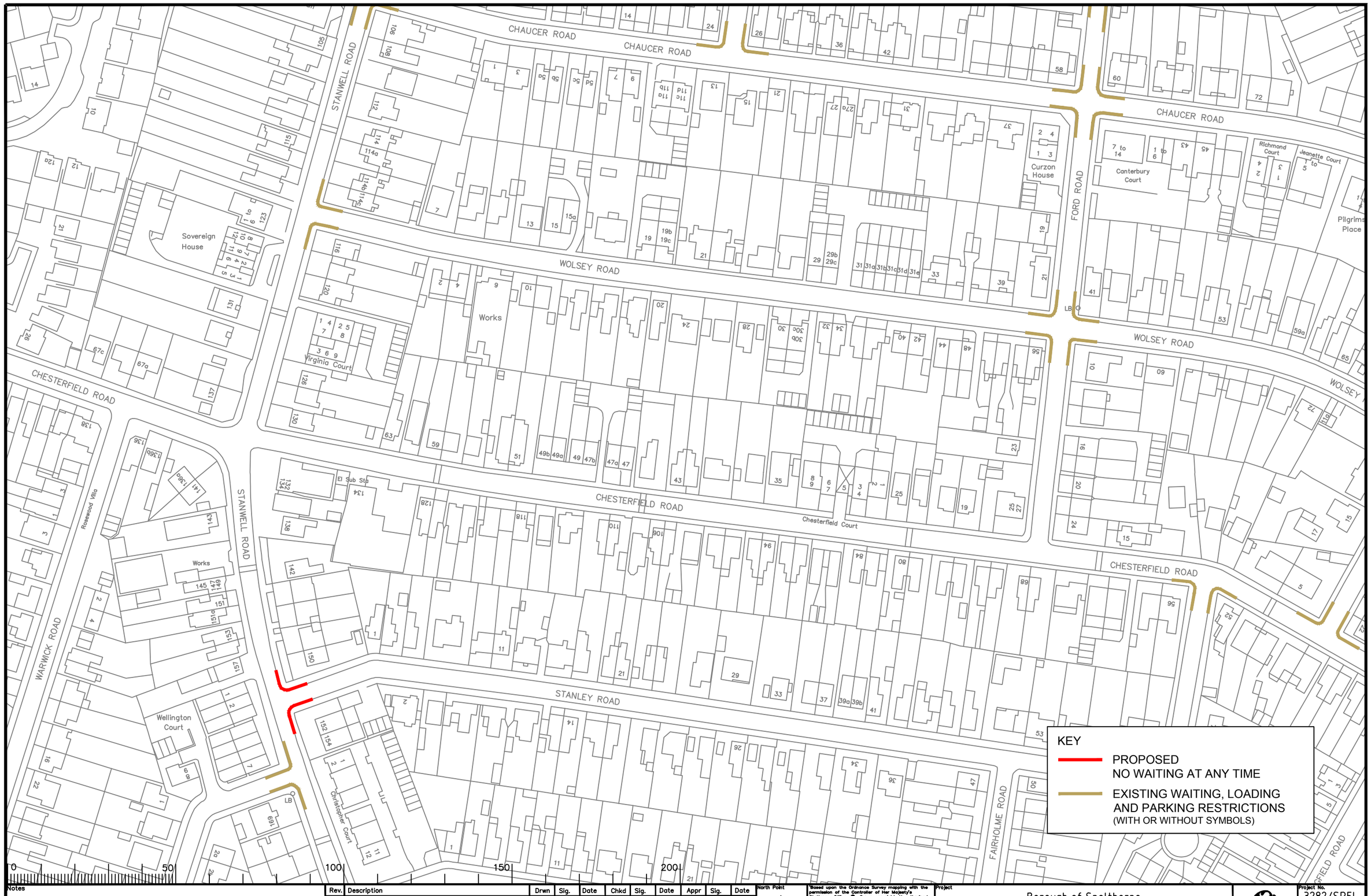
A3



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D	RESTRICTIONS AMENDED	CAH	CAH	09.16	JAR	JAR	09.16	RH	RH	09.16
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Project: Borough of Spelthorne Ashford

Drawing: Implemented Traffic Orders

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Sustainable Development
Head of Transportation
R.J. Lee
BSc(Hons) CEng MCE FHT

Project No. 3282/SPEL

Contract Sheet No.

Drawing No. 01105

Rev. D

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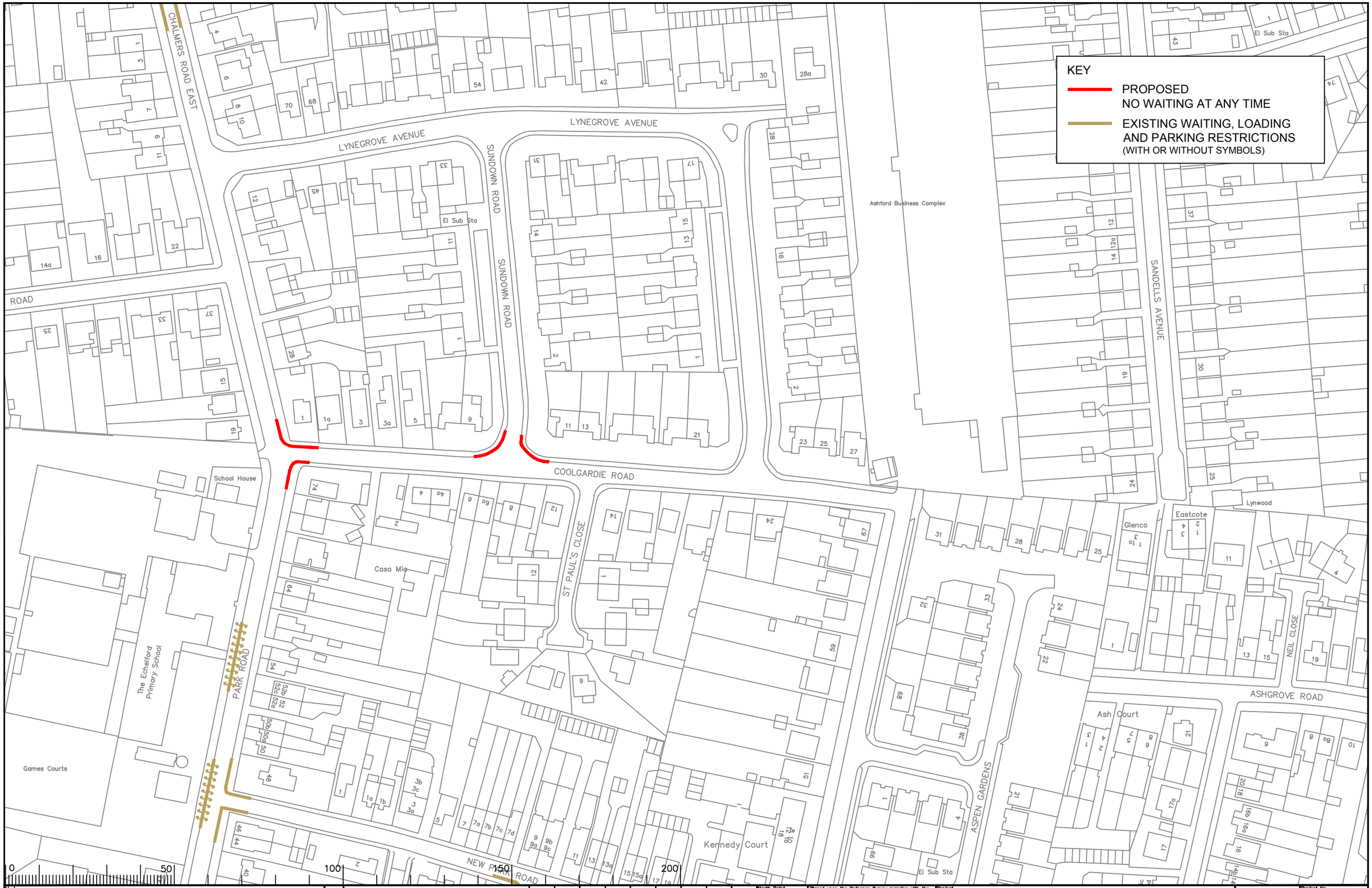

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Project: Borough of Spelthorne Ashford

Drawing: Implemented Traffic Orders

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Head of Transportation
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Bliss(Hons) CCIpAF CEng MICE FHT

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Contract Sheet No.

Drawing No. 1123

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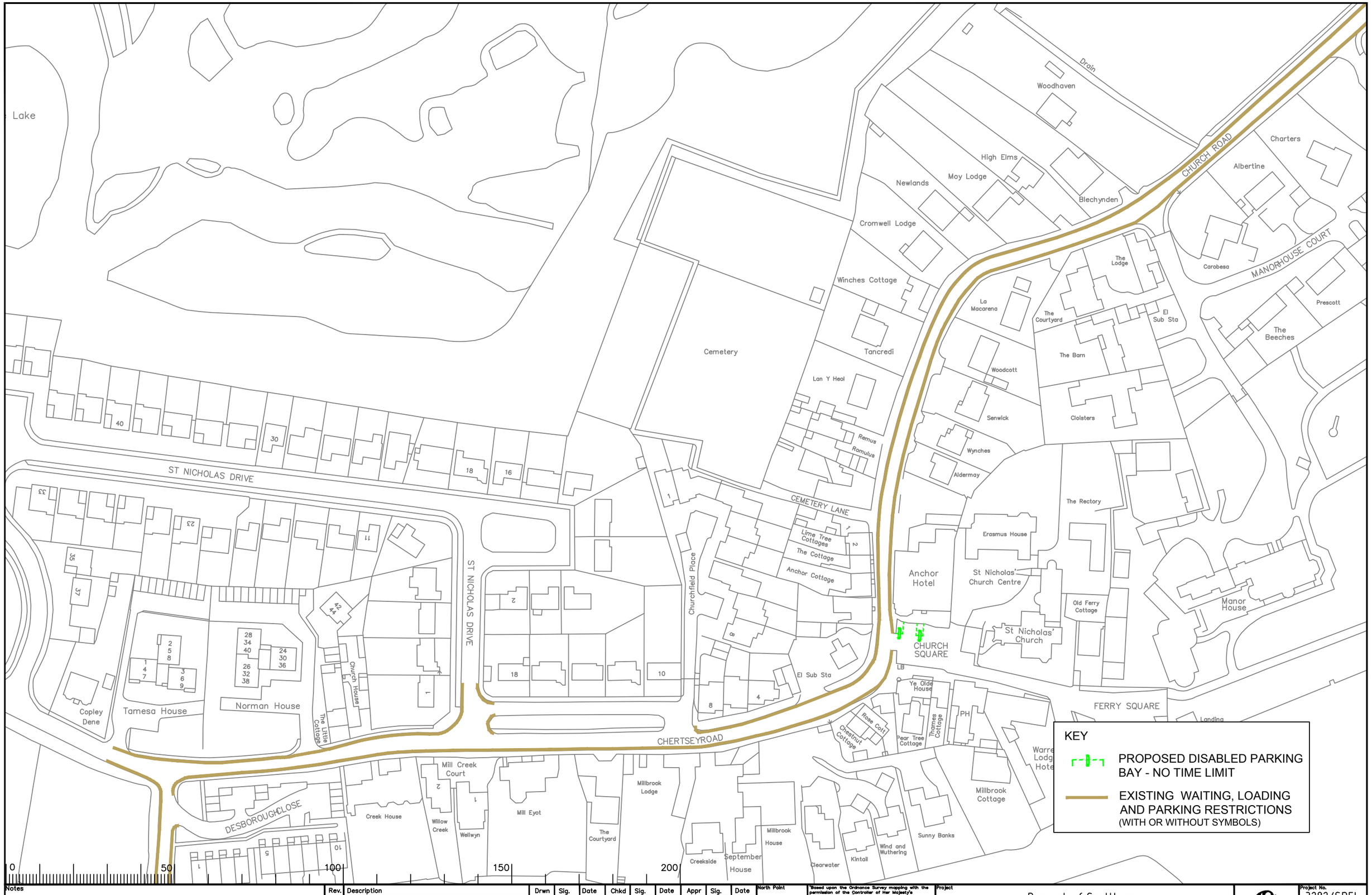

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Project: Borough of Spelthorne Shepperton

Drawing: Implemented Traffic Orders

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Bliss(Hons) CDipAF CEng MICE FMT

Project No. 3282/SPEL

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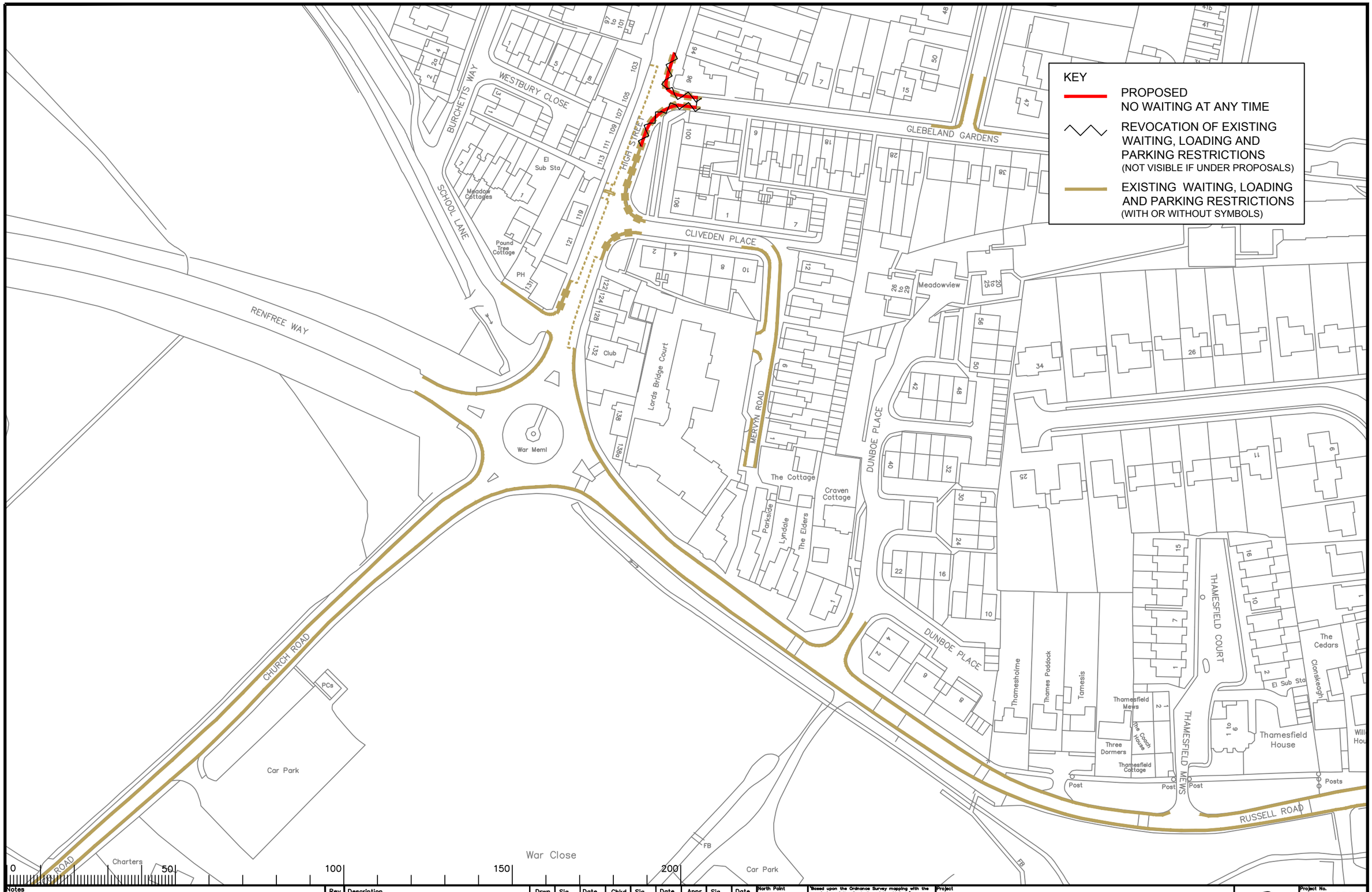

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Project: Borough of Spelthorne
Shepperton

Drawing: Implemented Traffic Orders

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Head of Transportation
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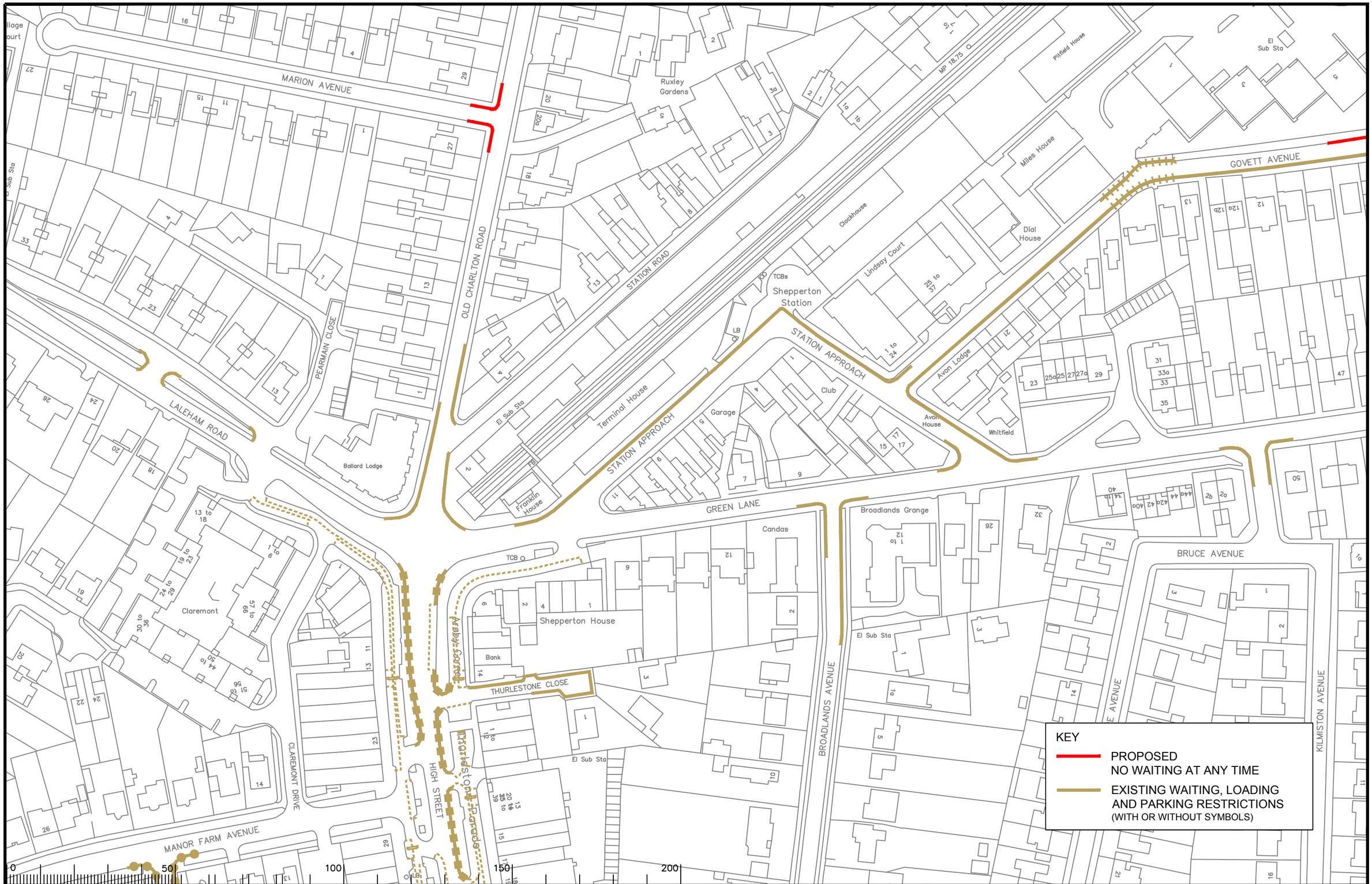

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Project: Borough of Spelthorne
Shepperton

Drawing: Implemented Traffic Orders

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Head of Transportation: S.J. Lee
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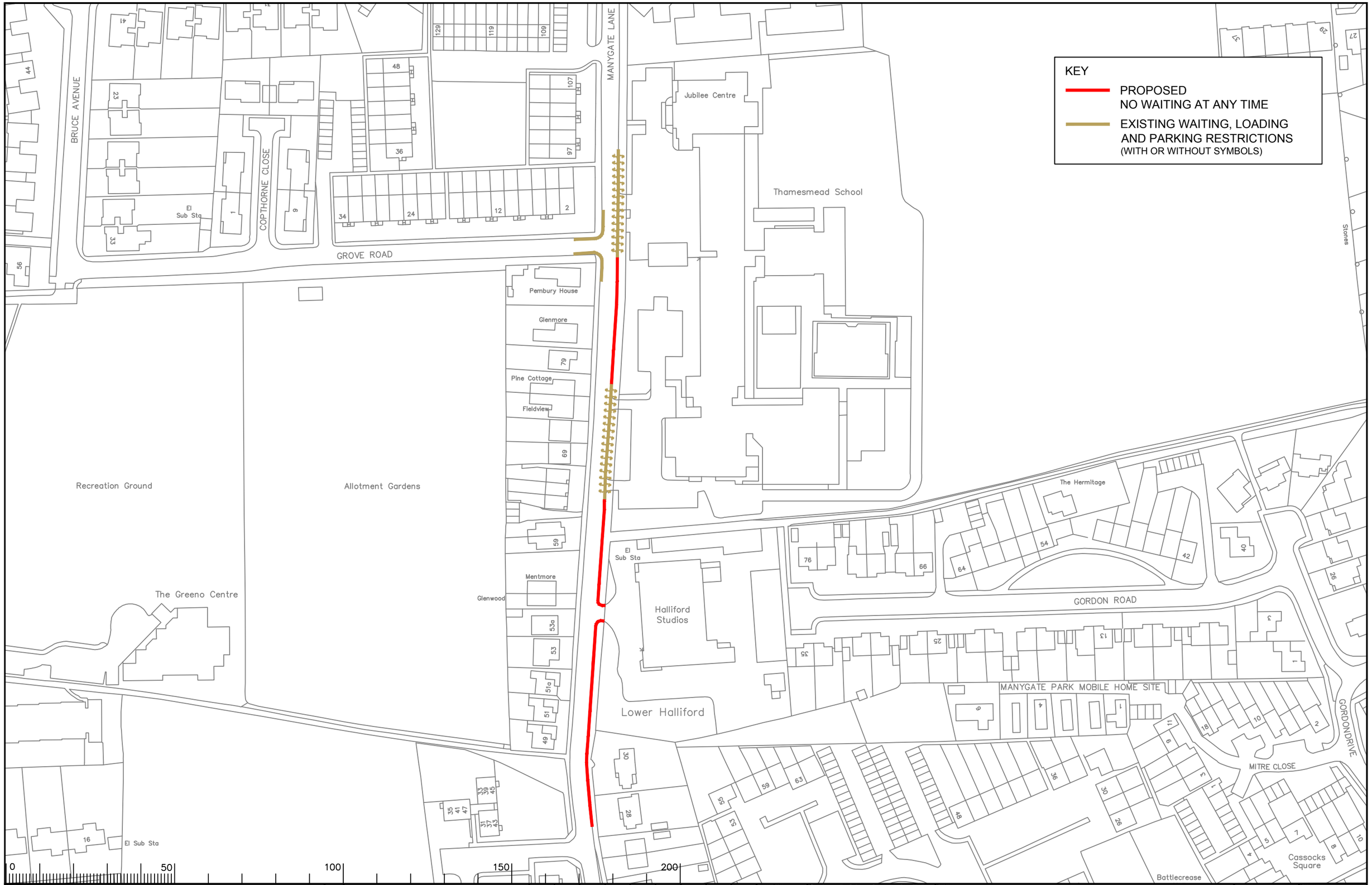

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Shepperton

Drawing: Implemented Traffic Orders

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Head of Transportation: R.J. Lee

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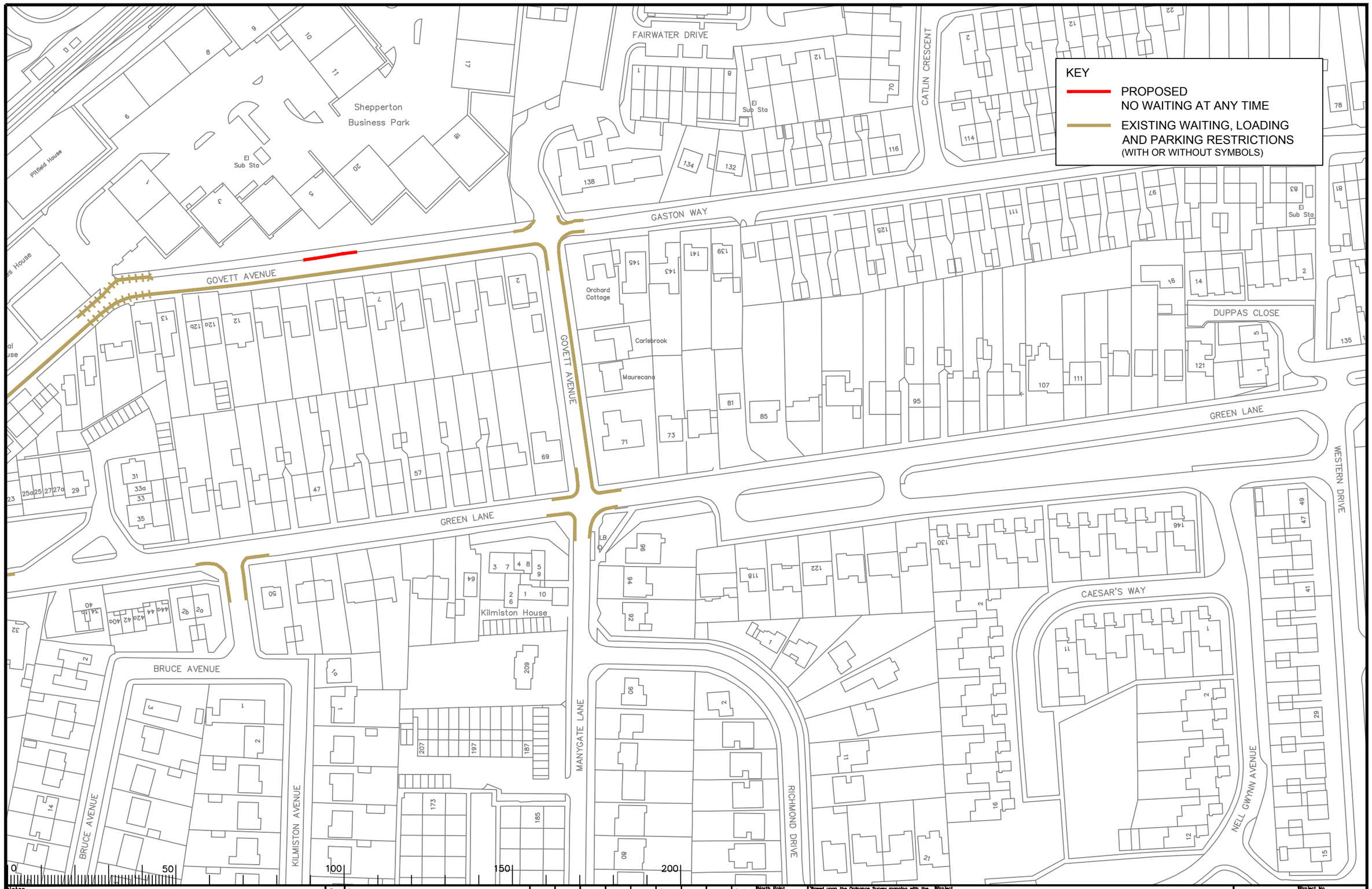

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Project: Borough of Spelthorne Shepperton

Drawing: Implemented Traffic Orders

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Sustainable Development
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S.J. Lee
Bfn(Hons) CEng MCE FHT

Project No. 3282/SPEL

Contract Sheet No.

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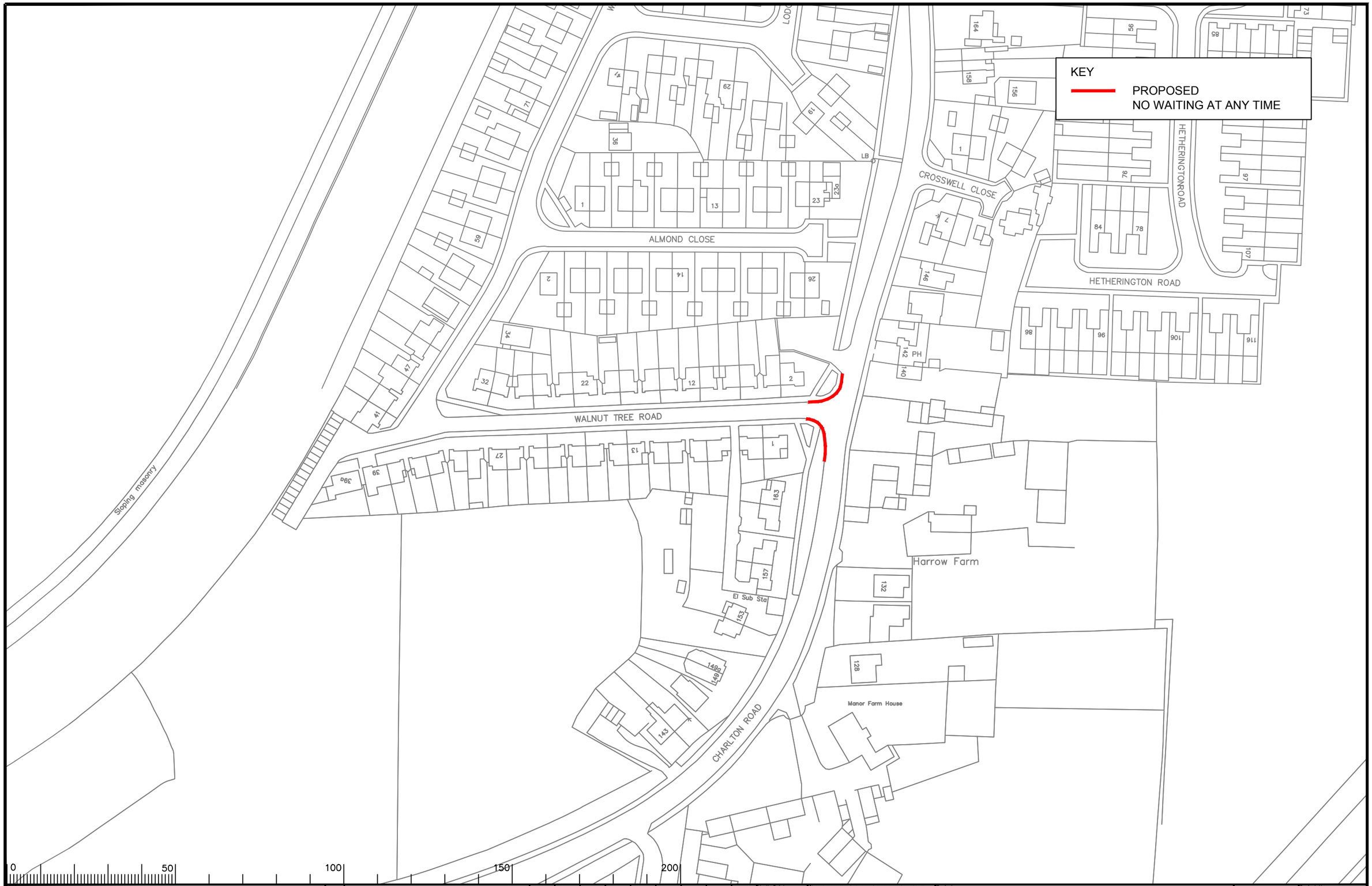

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Project: Borough of Spelthorne
Shepperton

Drawing: Implemented Traffic Orders

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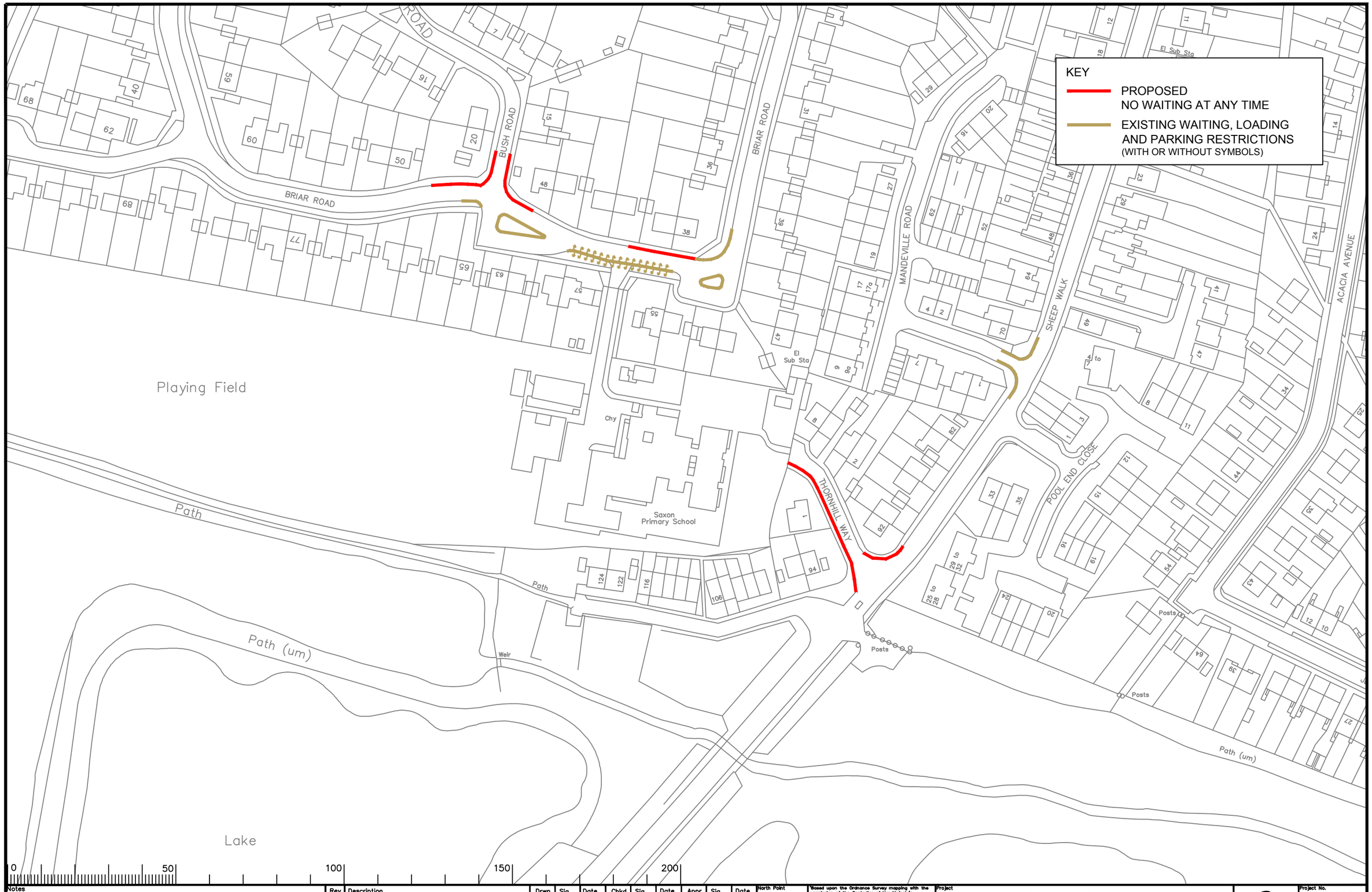

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Project: Borough of Spelthorne Shepperton

Drawing: Implemented Traffic Orders

SHEET OF

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Head of Transportation
D.A. Lee
BSc(Hons) CEng MICE FIHT

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Contract
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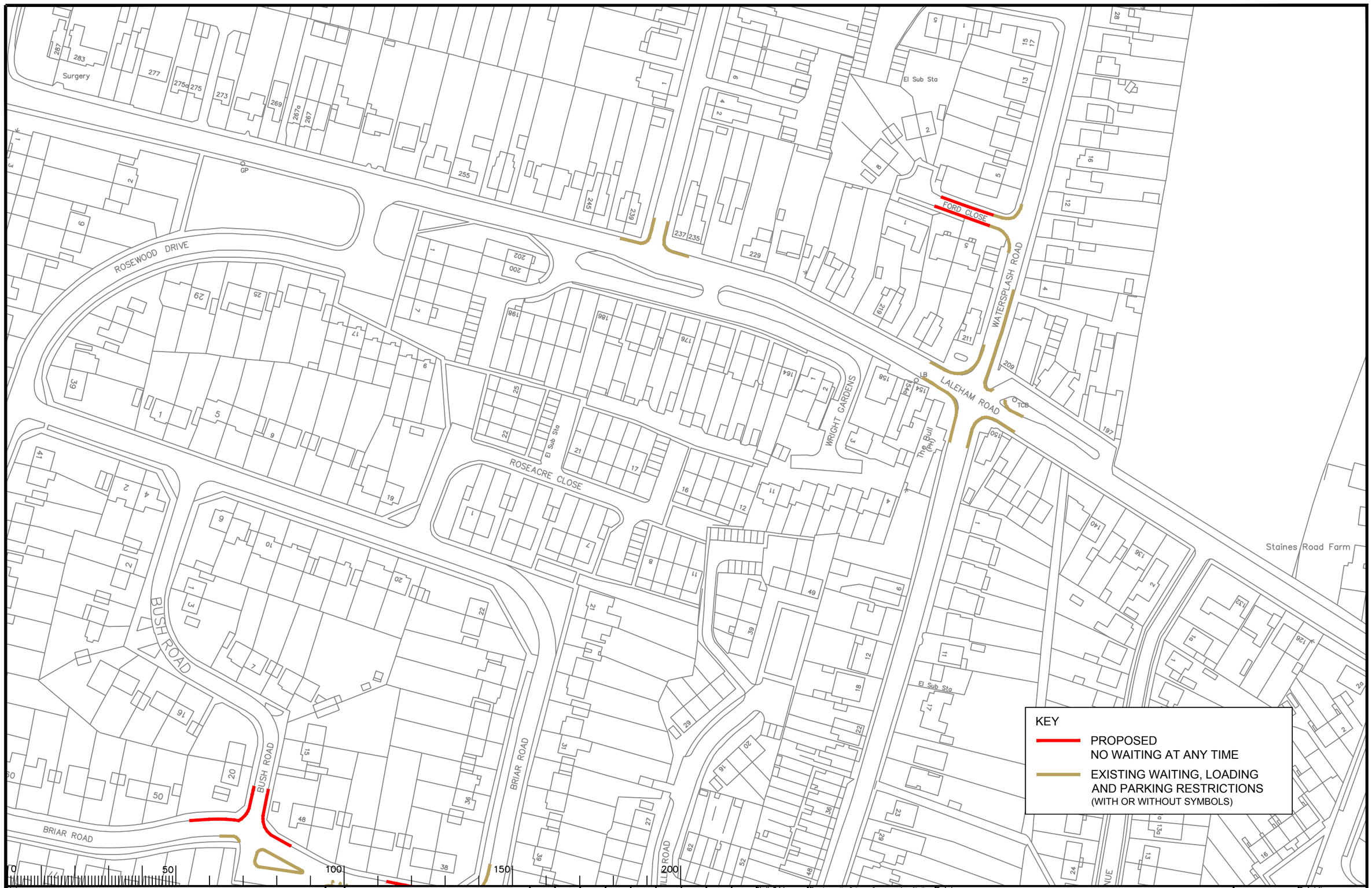

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Project: Borough of Spelthorne
Shepperton

Drawing: Implemented Traffic Orders

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Head of Transportation
Bld(Name) GU(nf) (City) MK(E Pnt)

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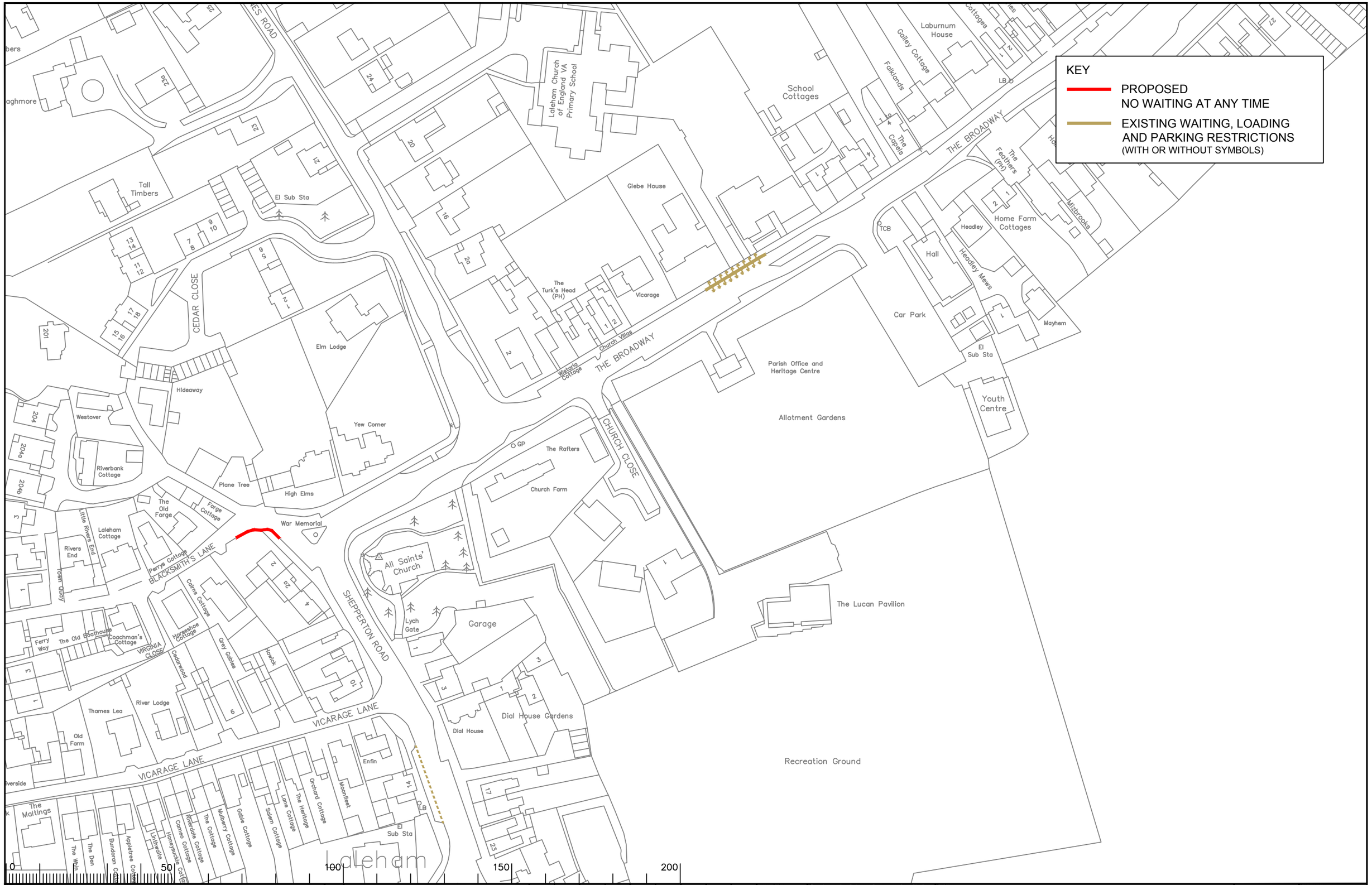

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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0175_B.dwg

Scale 1:1250

North Point

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Drawn by	JR	Sig. JR	Date 02.05
Checked by originator	SDC	Sig. SDC	Date 03.05
Approved by	TPC	Sig. TPC	Date 03.05

Project: Borough of Spelthorne Laleham

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
S.J. Lee
Bfn(Hons) CEng MICE FHT

Project No. 3282/SPEL

Contract Sheet No.

Drawing No. 0175 Rev. B

Classification PROPOSAL

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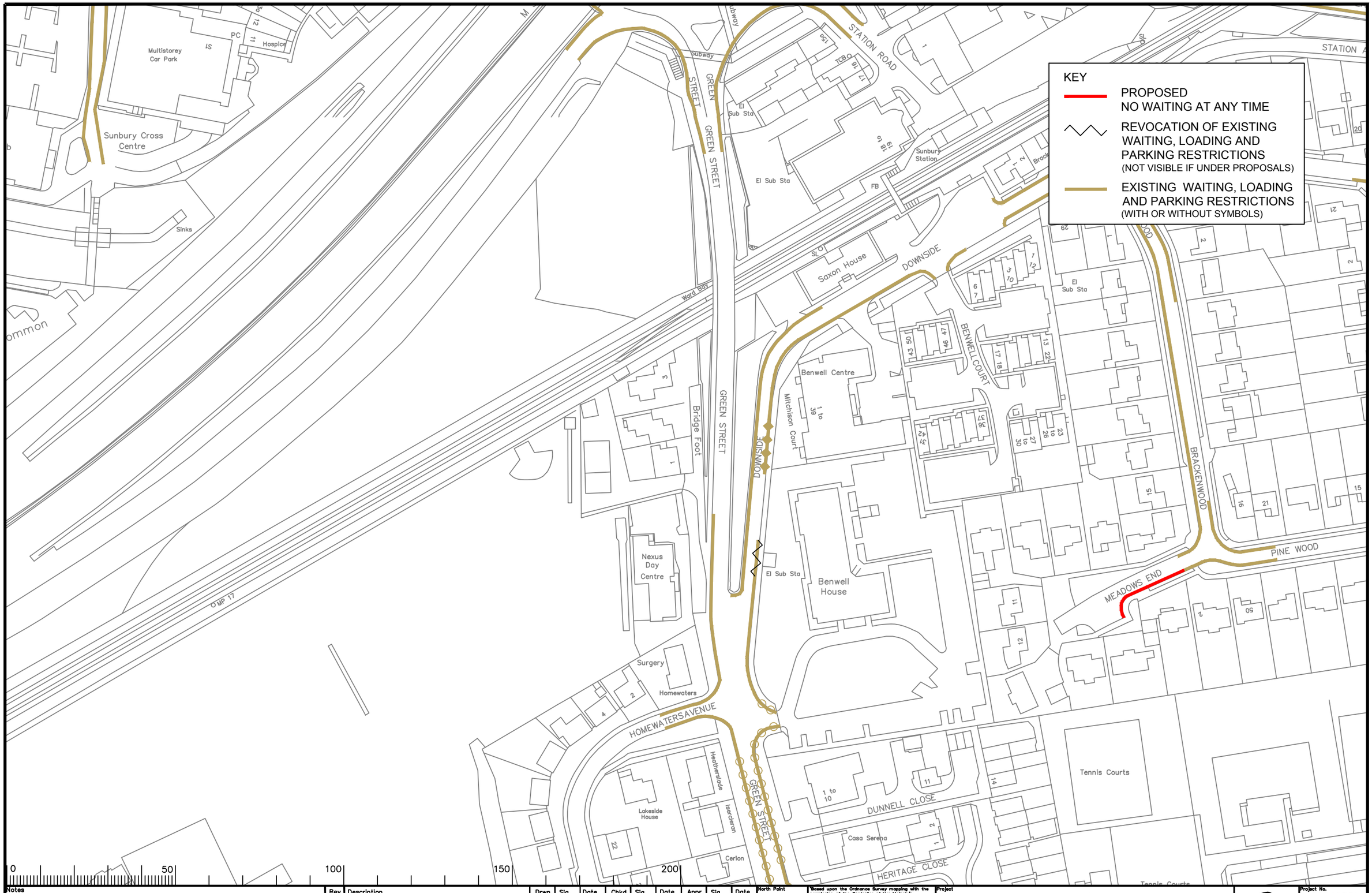

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.9.05	TPC	TPC	13.9.05	TPC	TPC	04.06
B	ADDDED RESTRICTIONS TO BENWELL COURT AND DOWNSIDE	AJM	AJM	01.02.07	TPC	TPC	02.07	TPC	TPC	02.07
C	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
D	RESTRICTIONS AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
E	RESTRICTIONS AMENDED	CAH	CAH	07.11	JAR	JAR	07.11	TPC	TPC	07.11
F	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
G	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0139_G.dwg

Scale 1:1250

North Point

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Drawn by JR	Sig. JR	Date 02.05
Checked by originator SDC	Sig. SDC	Date 03.05
Approved by TPC	Sig. TPC	Date 03.05

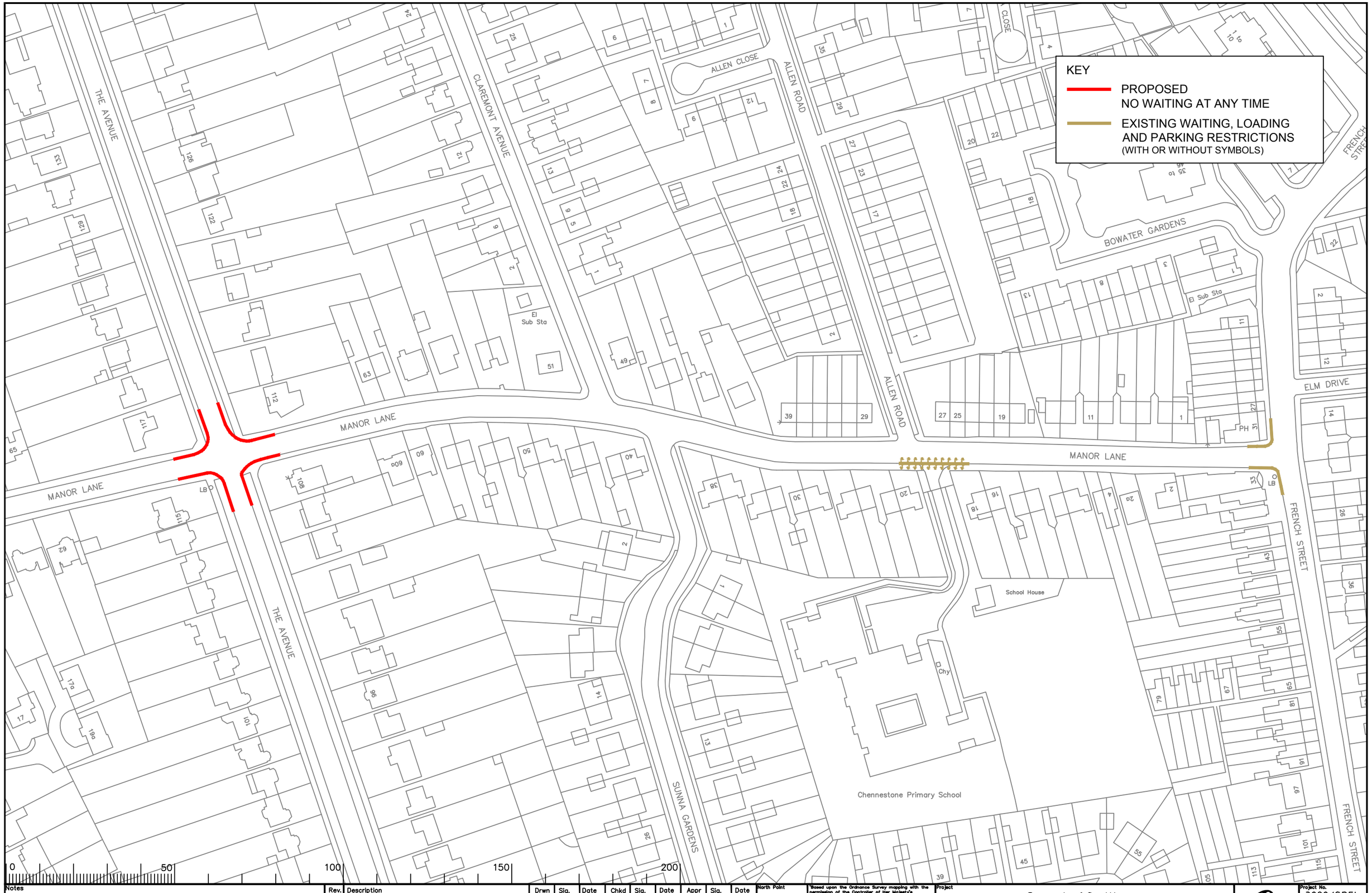
Project: Borough of Spelthorne Sunbury

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation: S.J. Lee
BSc(Hons) CEng MICE FIHT

Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 0139
Rev. F
Classification AS MADE



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	AMENDED RESTRICTIONS AT MANOR LANE AND FRENCH STREET	AJM	AJM	01.02.07	TPC	TPC	02.07	TPC	TPC	02.07
B	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
C	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0179_C.dwg

Scale 1:1250

North Point

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Drawn by	JR	Sig. JR	Date 02.05
Checked by originator	SDC	Sig. SDC	Date 03.05
Approved by	TPC	Sig. TPC	Date 03.05

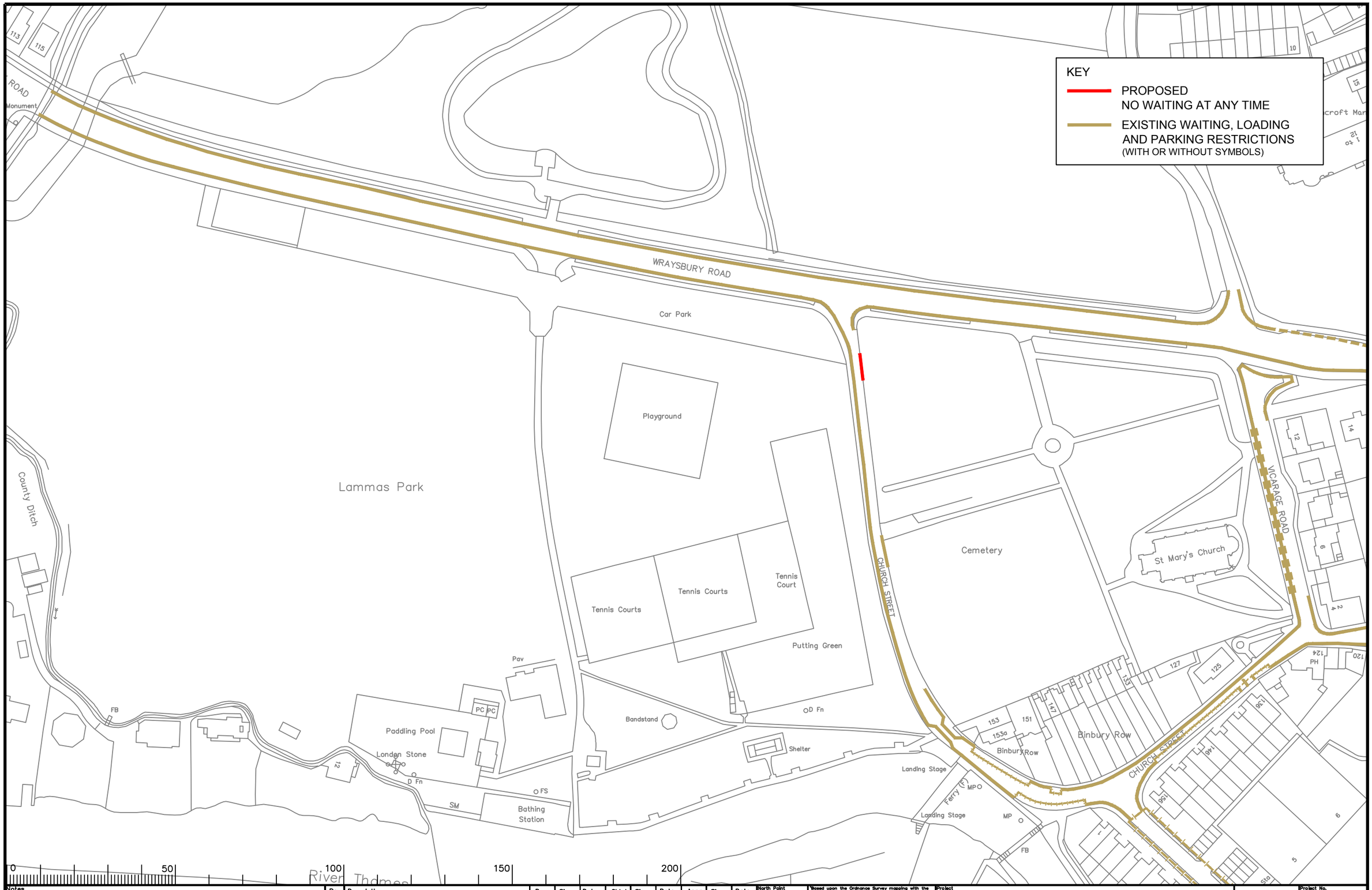
Project: Borough of Spelthorne Sunbury

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bull Lab
Bibs(Home) CD(ref CD)eg 18XX FINT

Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 0179
Rev. C
Classification PROPOSAL



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.09.05	SDC	SDC	13.09.05	TPC	TPC	04.06
B	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	SDC	SDC	24.01.08	TPC	TPC	24.01.08
C	RESTRICTIONS AND MAPPING AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
D	RESTRICTIONS AMENDED	CAH	CAH	10.15	JAR	JAR	10.15	RH	RH	10.15
E	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0111_E.dwg

Scale 1:1250

North Point

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Drawn by	CAH	Sig. CAH	Date 10.09
Checked by originator	SDC	Sig. SDC	Date 10.09
Approved by	TPC	Sig. TPC	Date 10.09

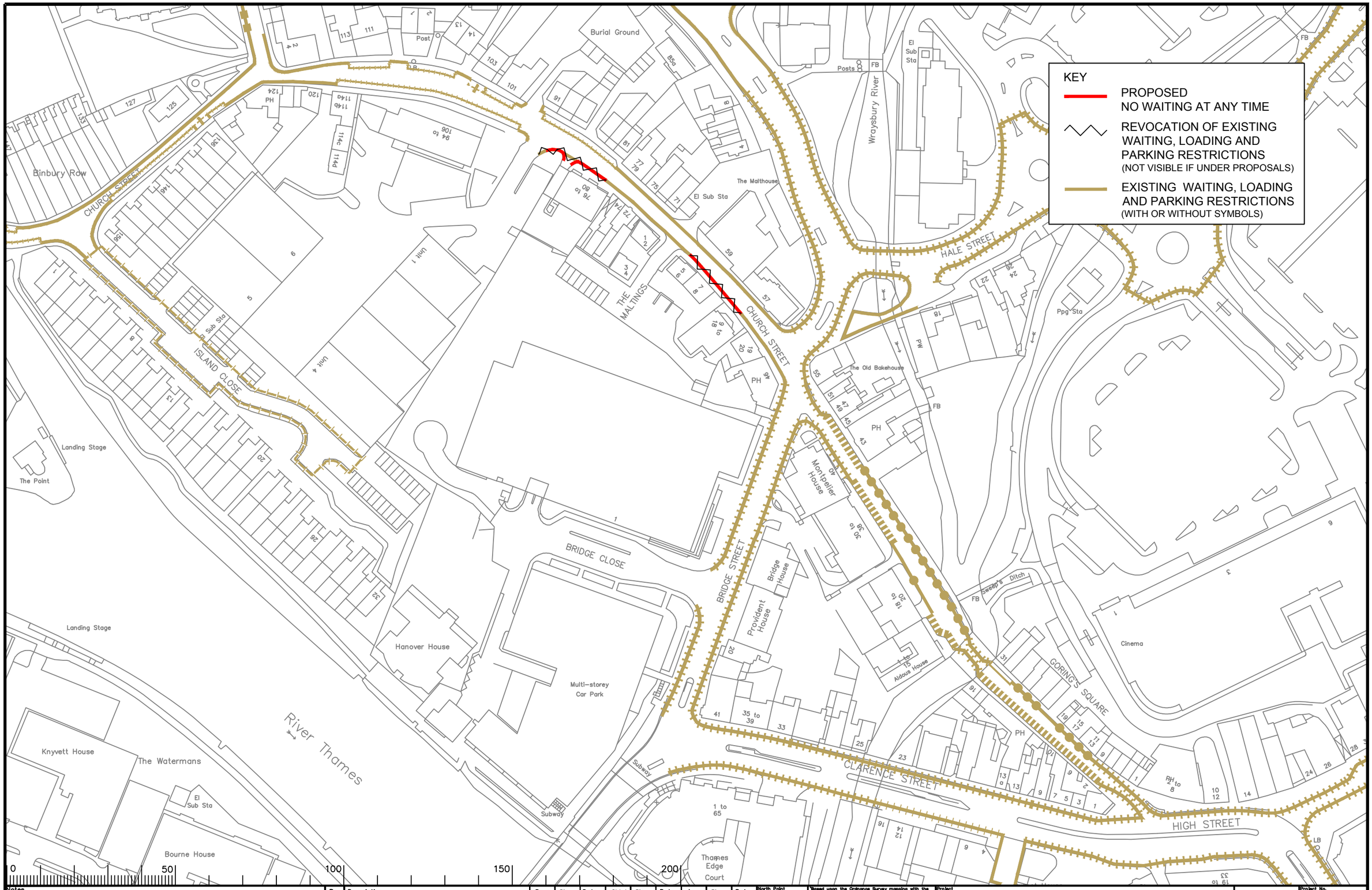
Project: Borough of Spelthorne Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bk Lbl
Blk(Hom) 020pF 03mg WOZ FNT

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0111
Rev. E
Classification PROPOSAL



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.9.05	TPC	TPC	13.9.05	TPC	TPC	04.06
B	AMENDED RESTRICTIONS AND PARKING IN CHURCH STREET	AJM	AJM	01.02.07	TPC	TPC	02.07	TPC	TPC	02.07
C	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
D	RESTRICTIONS AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
E	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
F	RESTRICTIONS AMENDED	CAH	CAH	02.14	JAR	JAR	02.14	RH	RH	02.14
G	RESTRICTIONS AMENDED	CAH	CAH	10.15	JAR	JAR	10.15	RH	RH	10.15
H	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0115_H.dwg

Scale 1:1250

North Point

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Drawn by	JR	Sig. JR	Date 02.05
Checked by originator	SDC	Sig. SDC	Date 03.05
Approved by	TPC	Sig. TPC	Date 03.05

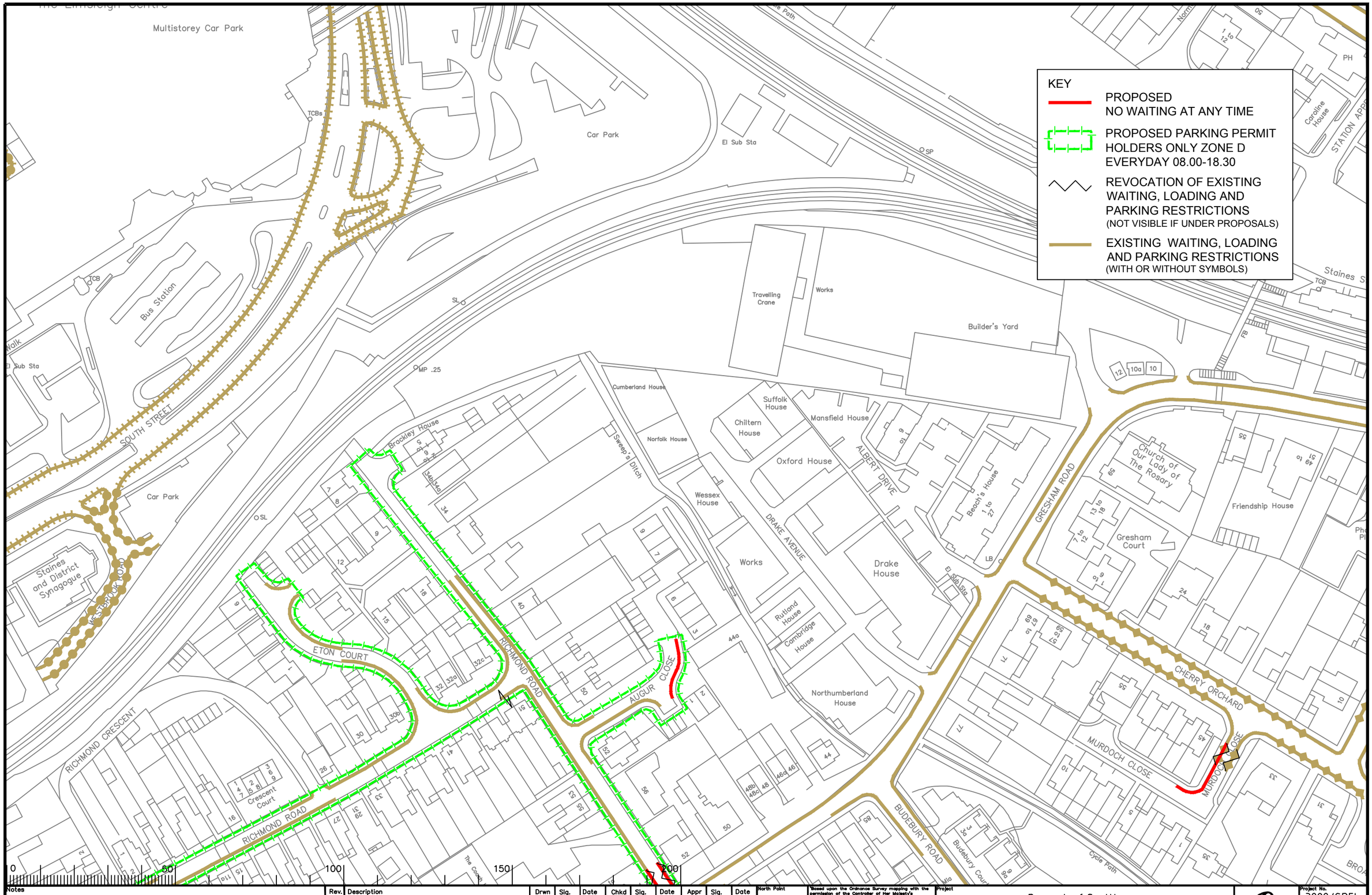
Project: Borough of Spelthorne
Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0115
Rev. H
Classification PROPOSAL



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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.9.05	TPC	TPC	13.9.05	TPC	TPC	04.06
B	AMENDED RESTRICTIONS IN WESTBROOK ROAD	AJM	AJM	01.02.07	TPC	TPC	02.07	TPC	TPC	02.07
C	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
D	RESTRICTIONS AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
E	RESTRICTIONS AMENDED	CAH	CAH	07.11	JAR	JAR	07.11	TPC	TPC	07.11
F	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
G	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
H	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0119_H.dwg

Scale 1:1250

North Point

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Drawn by	JR	Sig. JR	Date 02.05
Checked by originator	SDC	Sig. SDC	Date 03.05
Approved by	TPC	Sig. TPC	Date 03.05

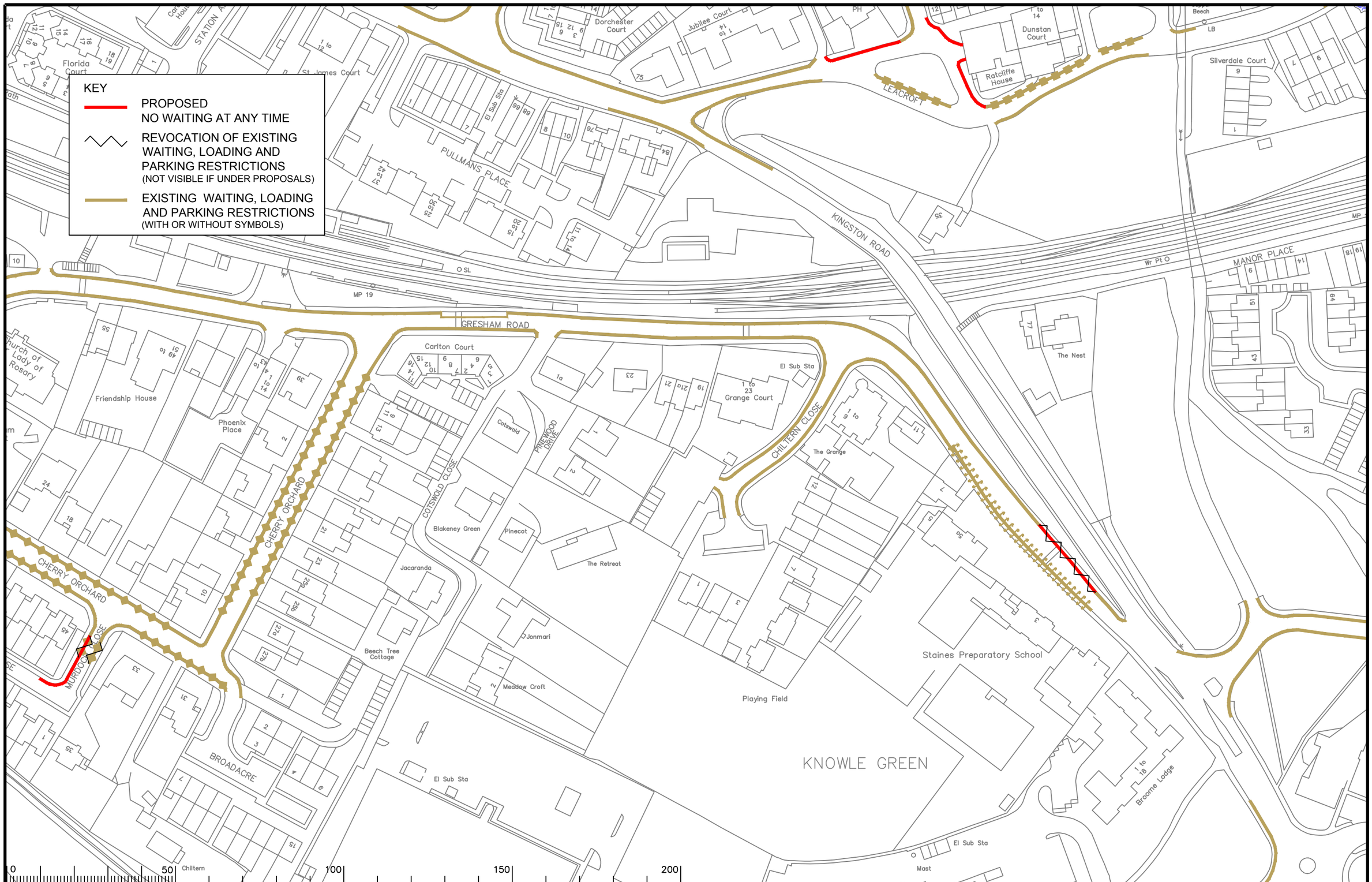
Project: Borough of Spelthorne Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0119
Rev. H
Classification PROPOSAL



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.9.05	TPC	TPC	13.9.05	TPC	TPC	04.06
B	AMENDED RESTRICTIONS IN GRESHAM ROAD AND CHILTERN CLOSE	AJM	AJM	01.02.07	TPC	TPC	02.07	TPC	TPC	02.07
C	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
D	RESTRICTIONS AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
E	RESTRICTIONS AMENDED	CAH	CAH	07.11	JAR	JAR	07.11	TPC	TPC	07.11
F	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
G	RESTRICTIONS AMENDED	CAH	CAH	02.14	JAR	JAR	02.14	RH	RH	02.14
H	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
I	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0120_I.dwg

Scale 1:1250

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Drawn by	JR	Sig. JR	Date 02.05
Checked by originator	SDC	Sig. SDC	Date 03.05
Approved by	TPC	Sig. TPC	Date 03.05

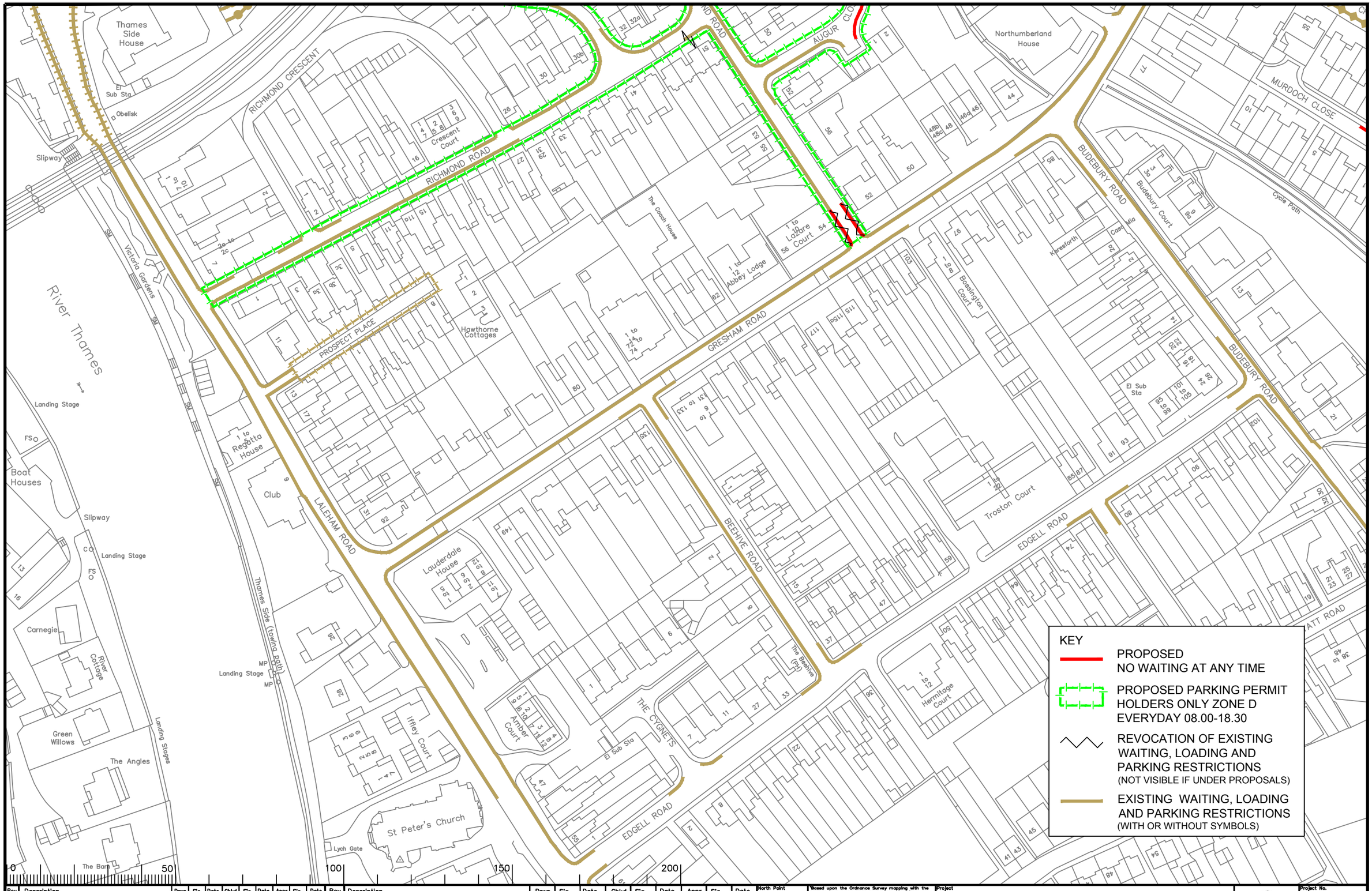
Project
Borough of Spelthorne
Staines

Drawing
Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bs4 1AA
Bldg(Name) CB&/F CBng ERSE PINT

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0120
Rev. I
Classification PROPOSAL



KEY

- PROPOSED NO WAITING AT ANY TIME
- PROPOSED PARKING PERMIT HOLDERS ONLY ZONE D EVERYDAY 08.00-18.30
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	09.05	TPC	TPC	09.05	TPC	TPC	04.06
B	ADDED RESTRICTIONS TO EDGELL ROAD, BEEHIVE ROAD, WYATT ROAD, BUDEBERRY ROAD, LANGLEY ROAD AND AUGER CLOSE	AJM	AJM	02.07	TPC	TPC	02.07	TPC	TPC	02.07
C	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	.01.08	TPC	TPC	01.08	TPC	TPC	01.08
D	RESTRICTIONS AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
E	RESTRICTIONS AMENDED	CAH	CAH	07.11	JAR	JAR	07.11	TPC	TPC	07.11
F	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
G	RESTRICTIONS AMENDED	CAH	CAH	02.14	JAR	JAR	02.14	RH	RH	02.14
H	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
I	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0121_I.dwg

Scale 1:1250

North Point

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Drawn by JR	Sig. JR	Date 02.05
Checked by originator SDC	Sig. SDC	Date 03.05
Approved by TPC	Sig. TPC	Date 03.05

Project: Borough of Spelthorne Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bs4 1aa
Bldg(Name) CB/A/F CBng WISE PINT

Project No.	3282/SPEL
Contract Sheet No.	
Drawing No.	0121
Rev.	I
Classification	AS MADE

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.9.05	TPC	TPC	13.9.05	TPC	TPC	04.06
B	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
C	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
D	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0149_D.dwg

Scale 1:1250

North Point

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Drawn by JR	Sig. JR	Date 02.05
Checked by originator SDC	Sig. SDC	Date 03.05
Approved by TPC	Sig. TPC	Date 03.05

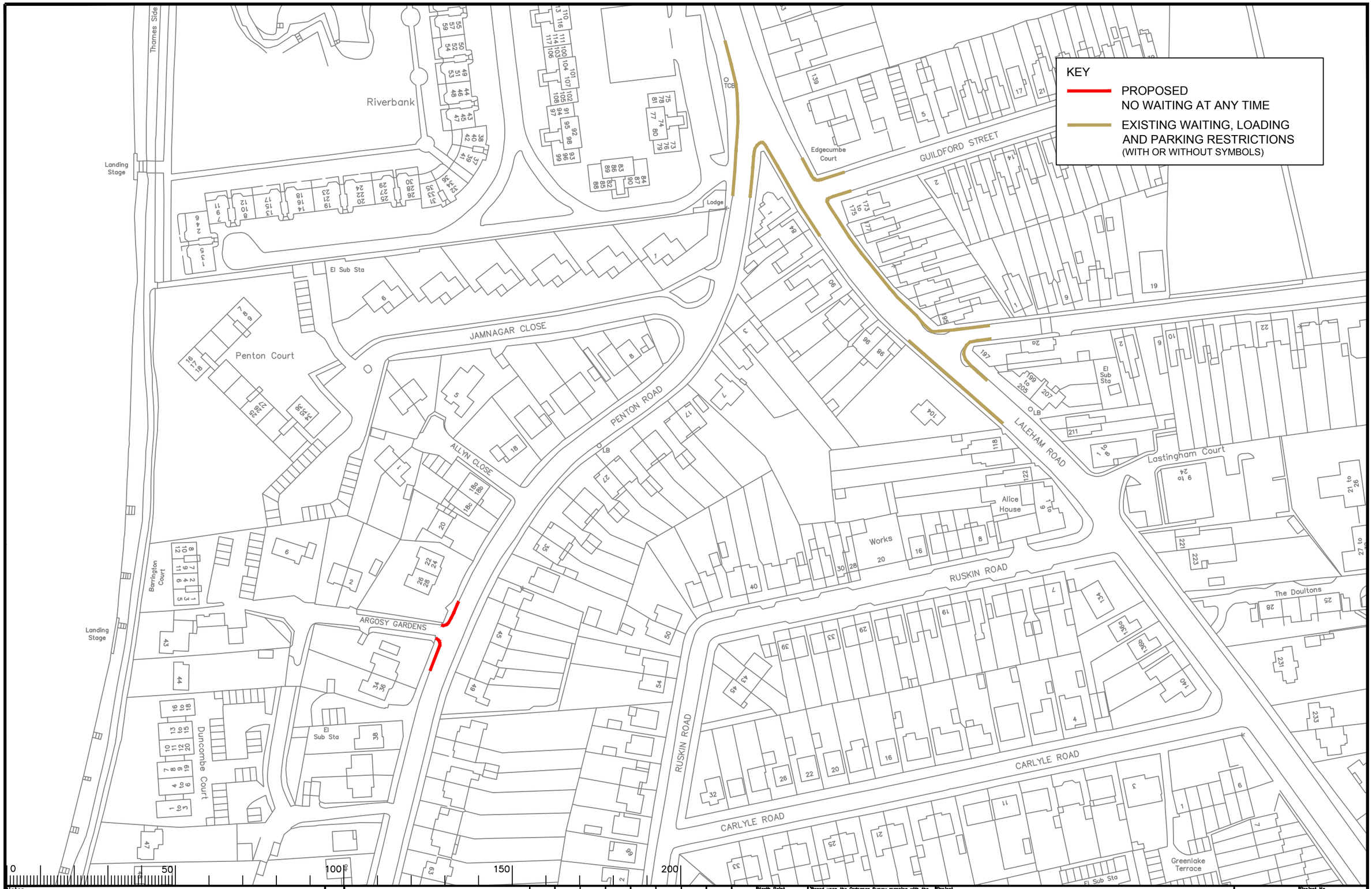
Project: Borough of Spelthorne
Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bs4 1AG
Bth(Hons) CEng MICE FHT

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0149
Rev. D
Classification PROPOSAL



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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
C	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
D	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File Name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0183_D.dwg

Scale 1:1250

North Point

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Drawn by	JR	Sig. JR	Date 02.05
Checked by originator	SDC	Sig. SDC	Date 03.05
Approved by	TPC	Sig. TPC	Date 03.05

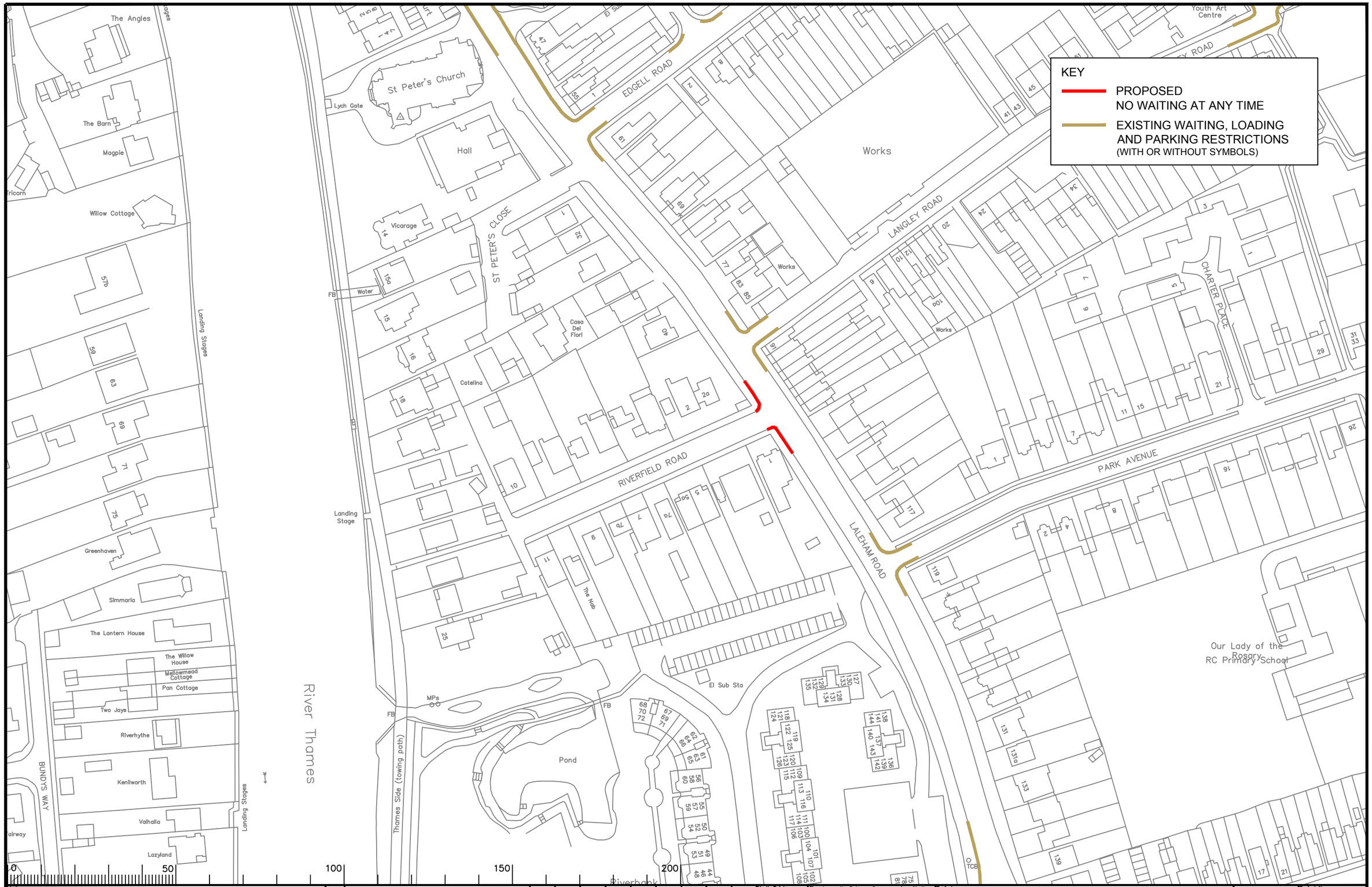
Project: Borough of Spelthorne Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bryan Leyland BA MSc(Trans) CMILT CEng MICE FIHT

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0183
Rev. D
Classification PROPOSAL



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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
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B	RESTRICTIONS AMENDED	CAH	CAH	12.12	JAR	JAR	12.12	RH	RH	12.12
C	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

File name: S:\Project-current\3282\SPEL\CAD Drawings\ADVERTISED\5 2017\3282 SPEL 0189_C.dwg

Scale 1:1250

North Point

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Drawn by	CAH	Sig. CAH	Date 10.09
Checked by originator	SDC	Sig. SDC	Date 10.09
Approved by	TPC	Sig. TPC	Date 10.09

Project: Borough of Spelthorne Staines

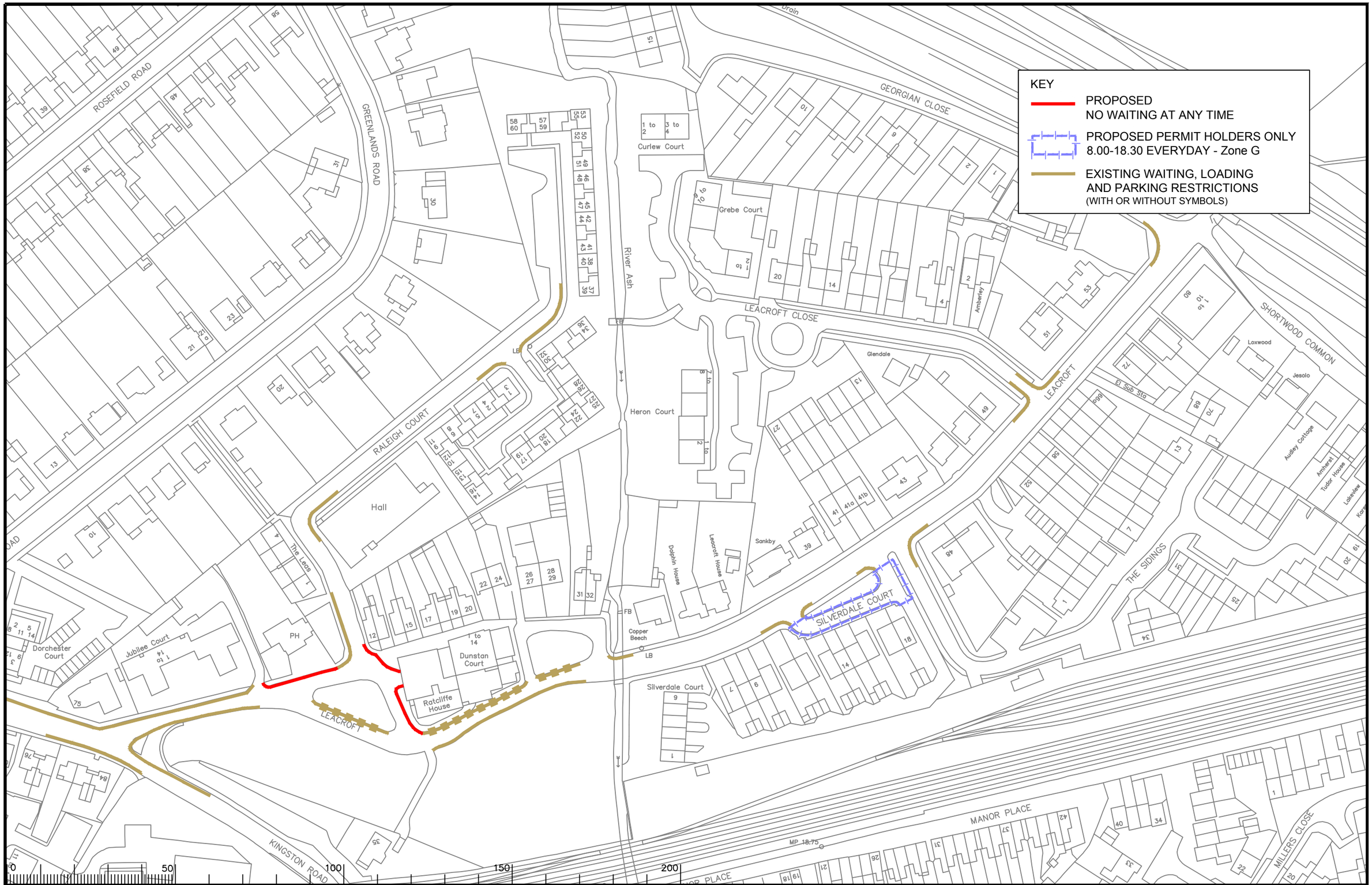
Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Ed. Lee
Kingston upon Thames KT1 2DN

Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 0189
Rev. C
Classification PROPOSAL

A3



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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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Scale 1:1250

North Point

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Drawn by	CAH	Sig. CAH	Date 07.11
Checked by originator	JAR	Sig. JAR	Date 07.11
Approved by	TPC	Sig. TPC	Date 07.11

Project: Borough of Spelthorne Staines

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation: B.A. Lee
Strategic Highways Manager: M.W. Fish

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 01104
Rev. A
Classification PROPOSAL

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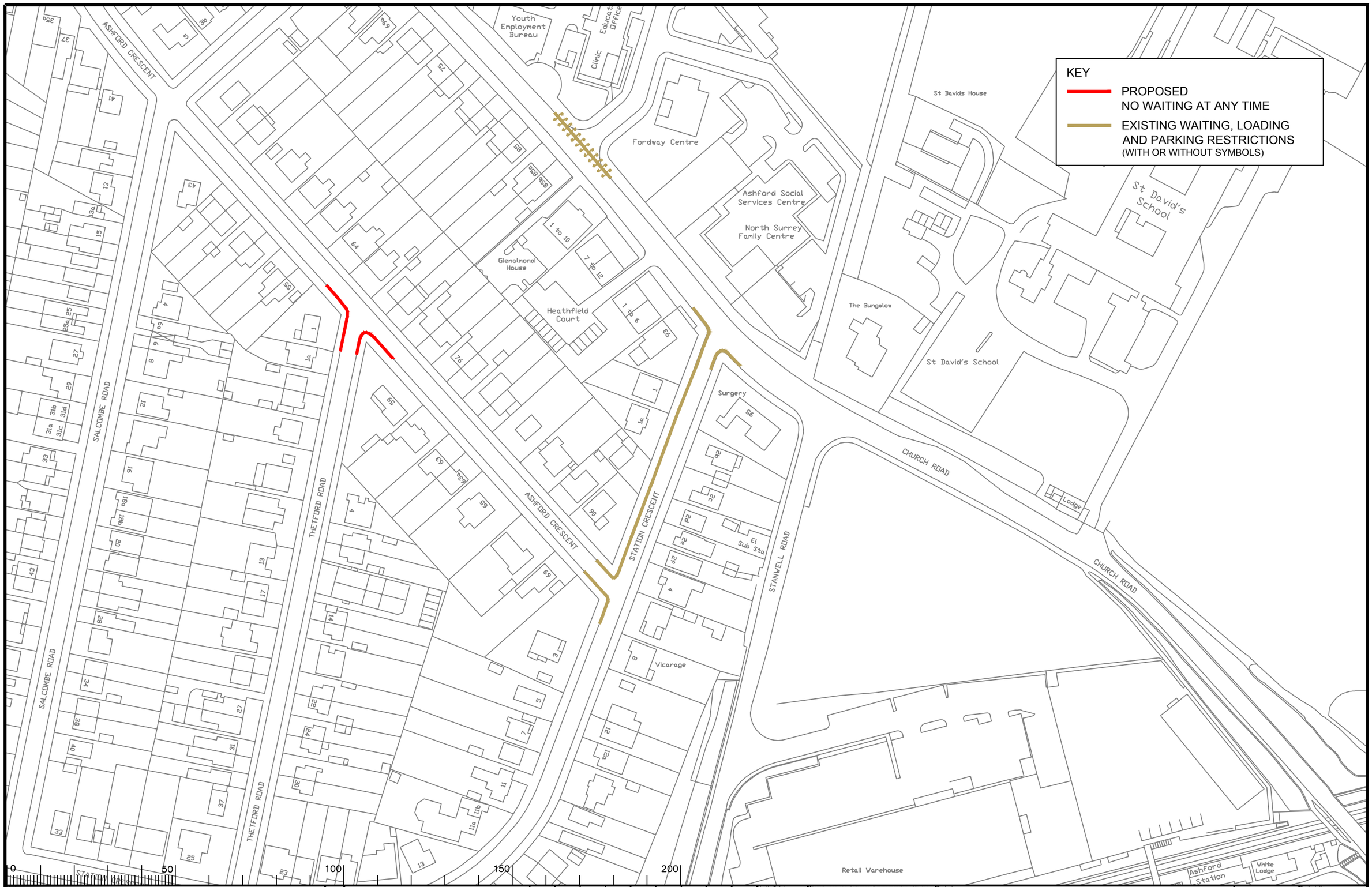

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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SHEET NUMBER AND TITLE AMENDED	SDC	SDC	13.9.05	TPC	TPC	13.9.05	TPC	TPC	04.06
B	AMENDED RESTRICTION TO STATION CRESCENT	AJM	AJM	01.02.07	TPC	TPC	02.07	TPC	TPC	02.07
C	LINETYPES AMENDED AND SYMBOLS ADDED	SDC	SDC	24.01.08	TPC	TPC	24.01.08	TPC	TPC	24.01.08
D	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
E	RESTRICTIONS AMENDED	CAH	CAH	11.17	JAR	JAR	11.17	DC	DC	11.17

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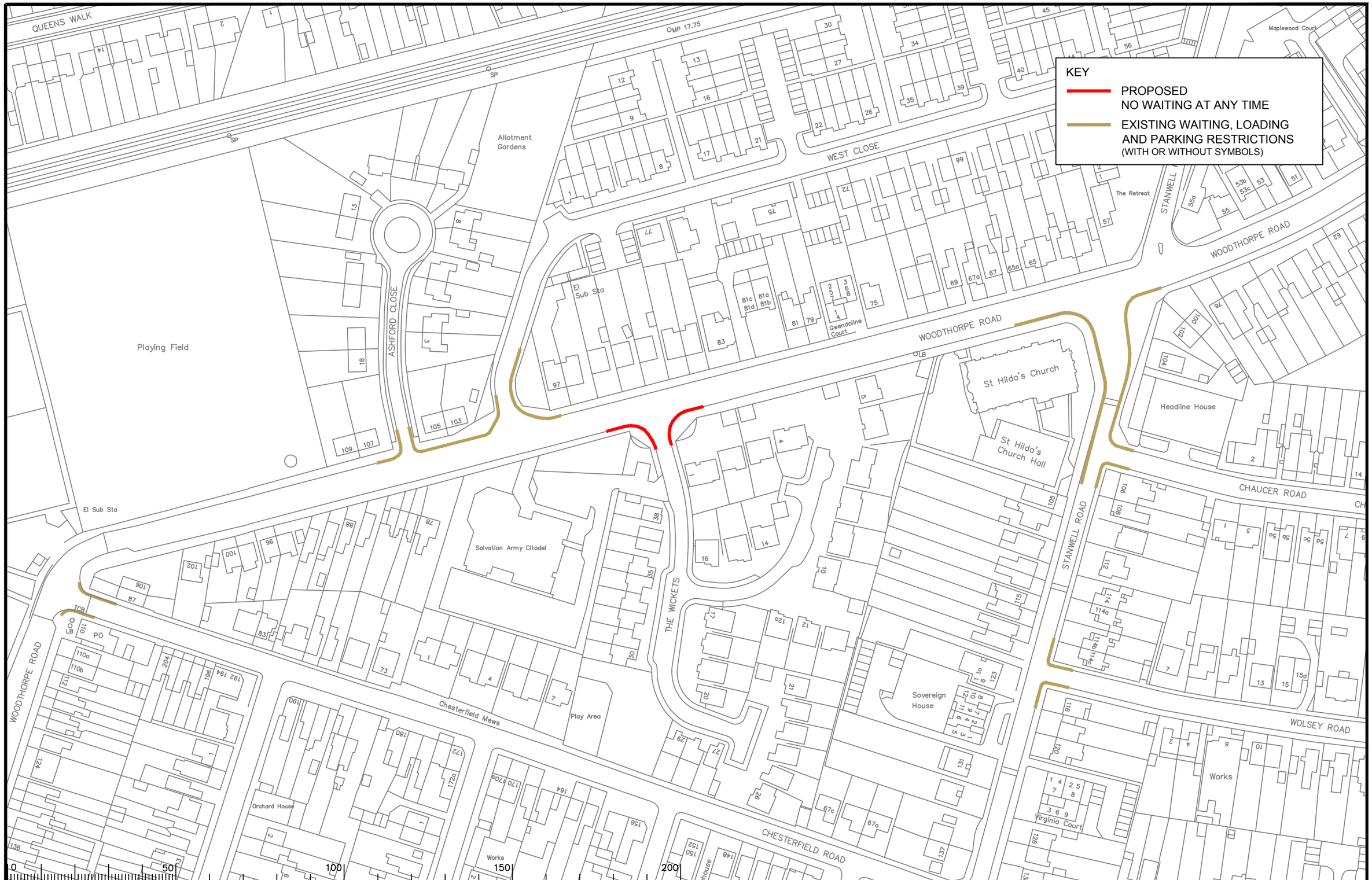
Project: Borough of Spelthorne
Ashford

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 0126
Rev. D
Classification AS MADE



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Approved by	TPC	Sig. TPC	Date 03.05

Project: Borough of Spelthorne
Ashford

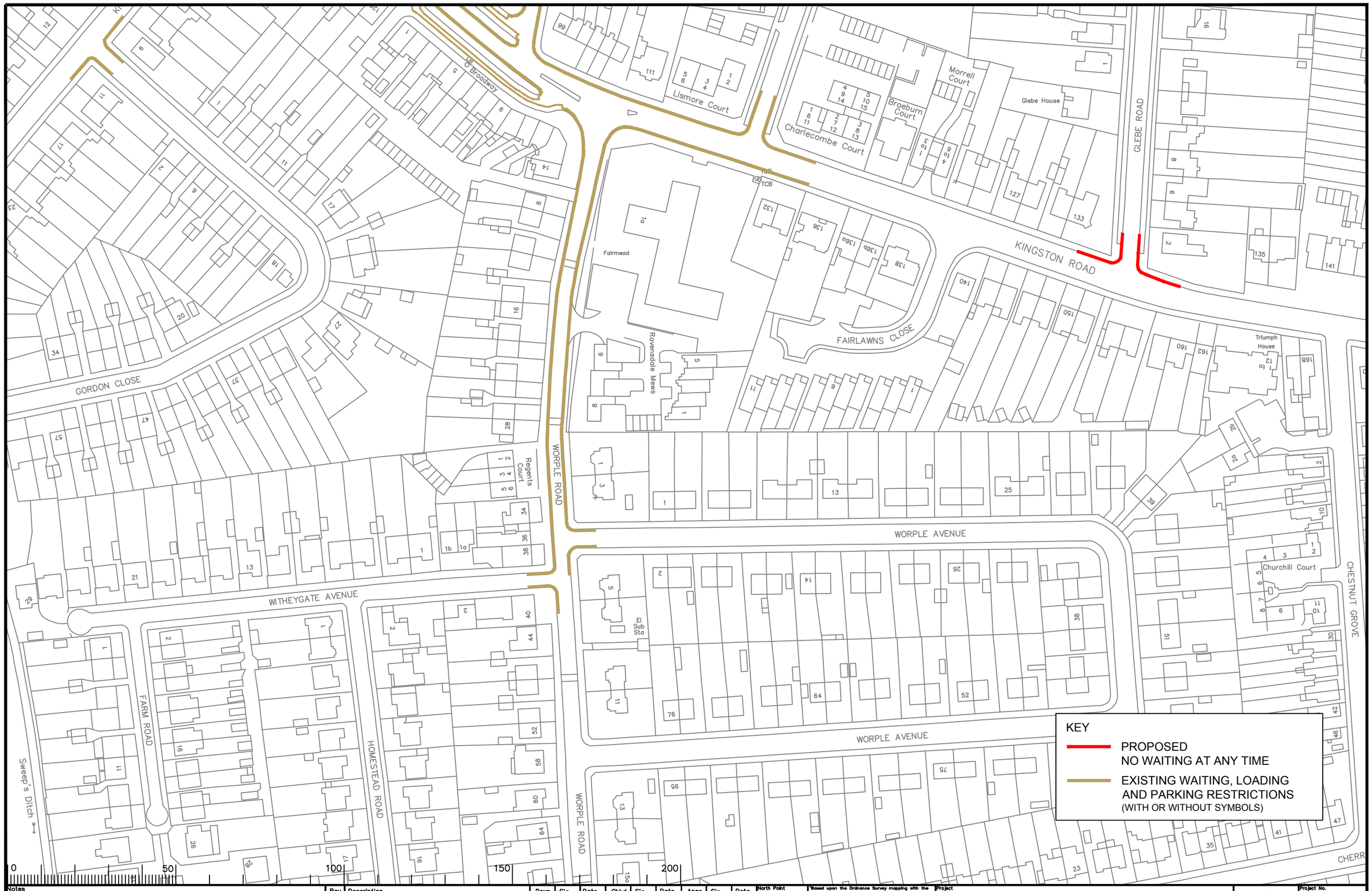
Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 0186
Rev. E
Classification PROPOSAL

A3



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Project: Borough of Spelthorne Staines

Drawing: Implemented Traffic Orders

SHEET OF

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R.J. Lee
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Project No. 3282/SPEL

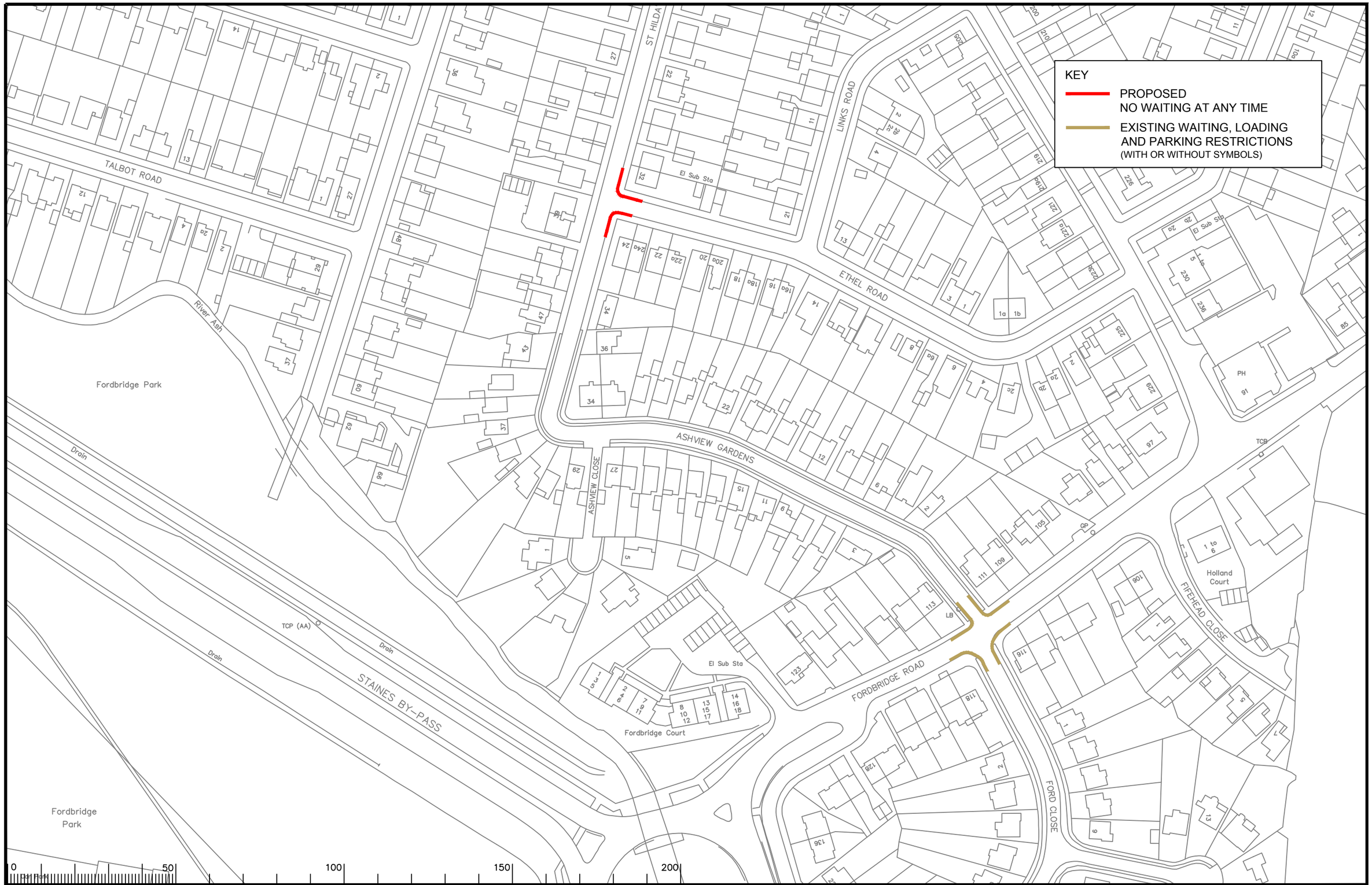
Contract Sheet No.

Drawing No. 0190

Rev. C

Classification PROPOSAL

A3



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Project
Borough of Spelthorne
Ashford

Drawing
Implemented Traffic Orders

SHEET OF

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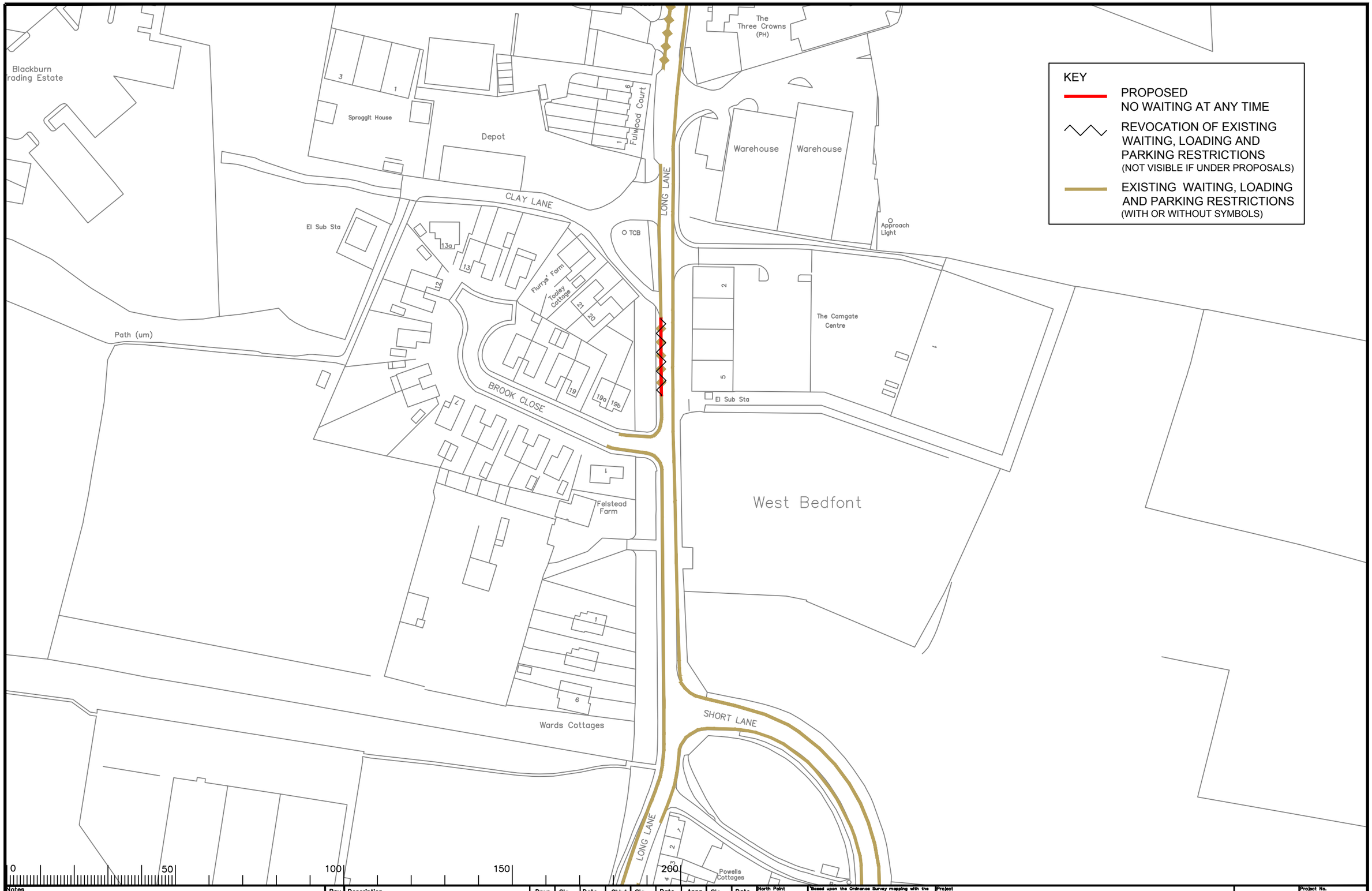
Sustainable Development

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0194
Rev. B
Classification PROPOSAL

A3



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Project: Borough of Spelthorne
Stanwell

Drawing: Implemented Traffic Orders

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Sustainable Development
Head of Transportation
S.J. Lee
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Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 0107
Rev. F
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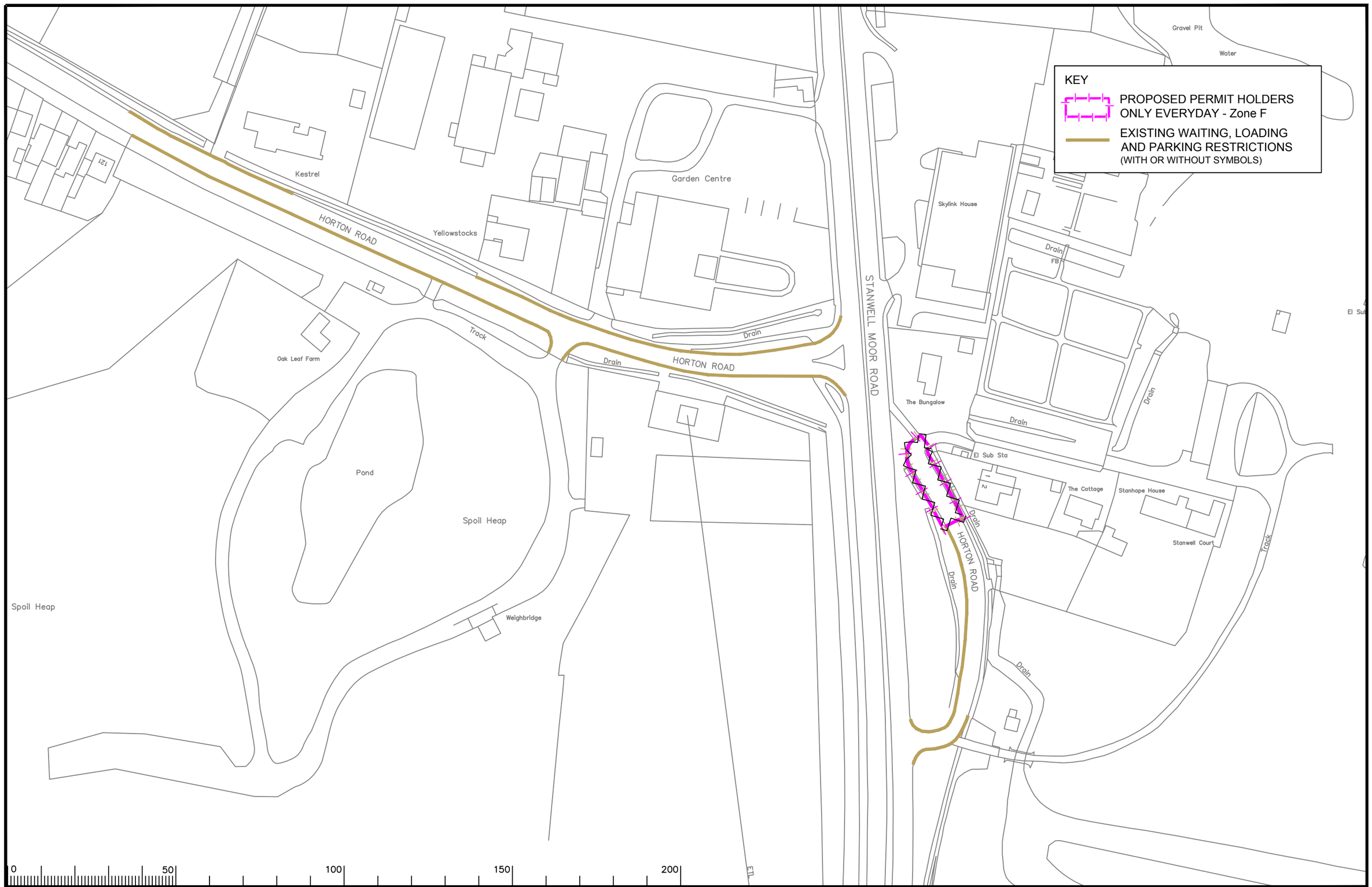

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Project: Borough of Spelthorne STANWELL

Drawing: Implemented Traffic Orders

SHEET OF

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Head of Transportation
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Project No. 3282/SPEL

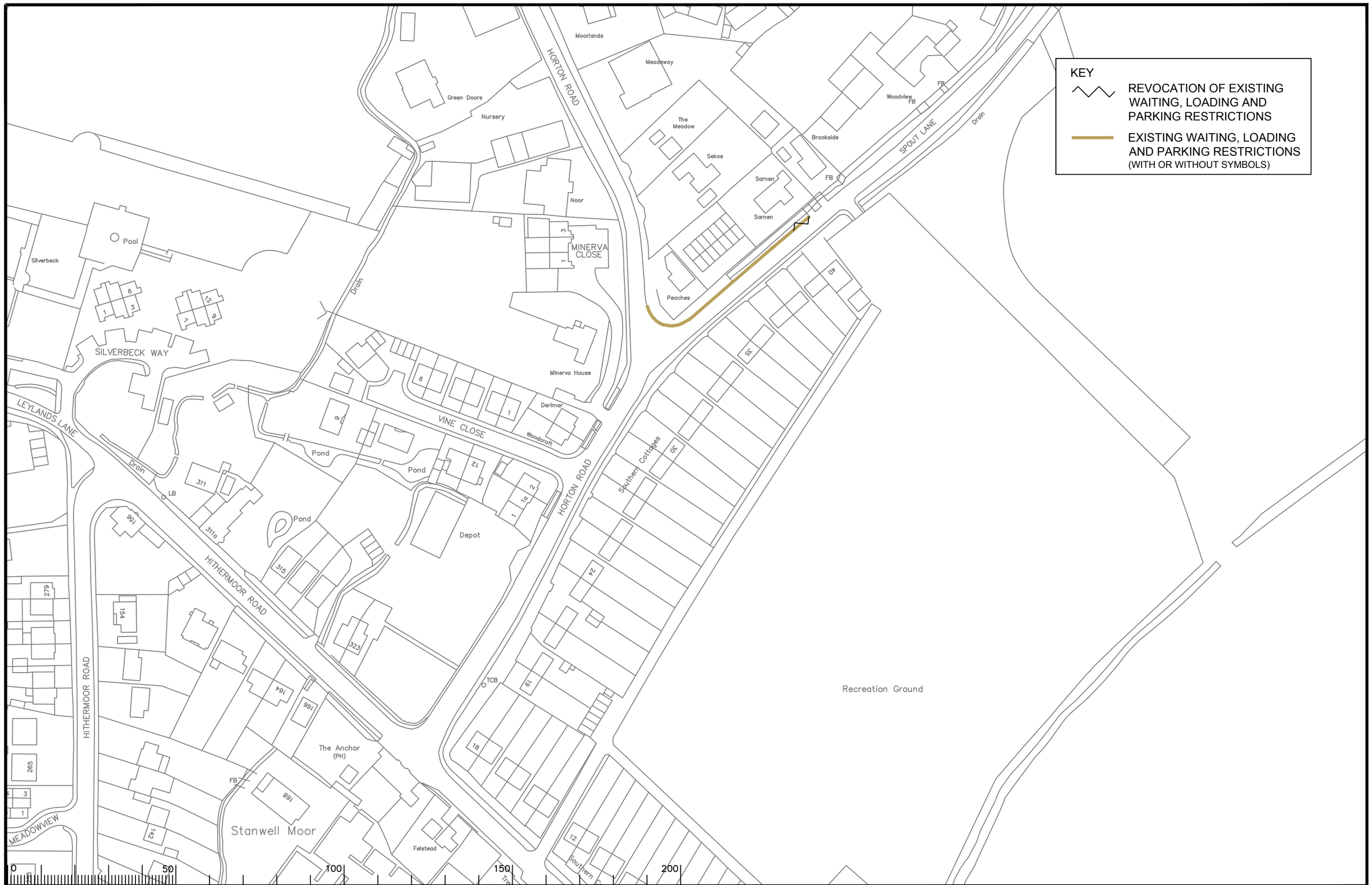
Contract Sheet No.

Drawing No. 01103

Rev. D

Classification PROPOSAL

A3



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Approved by	RH	Sig. RH	Date 09.16

Project: Borough of Spelthorne
Stanwell Moor

Drawing: Implemented Traffic Orders

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B.A. Lee
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Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 01120
Rev. A
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A3

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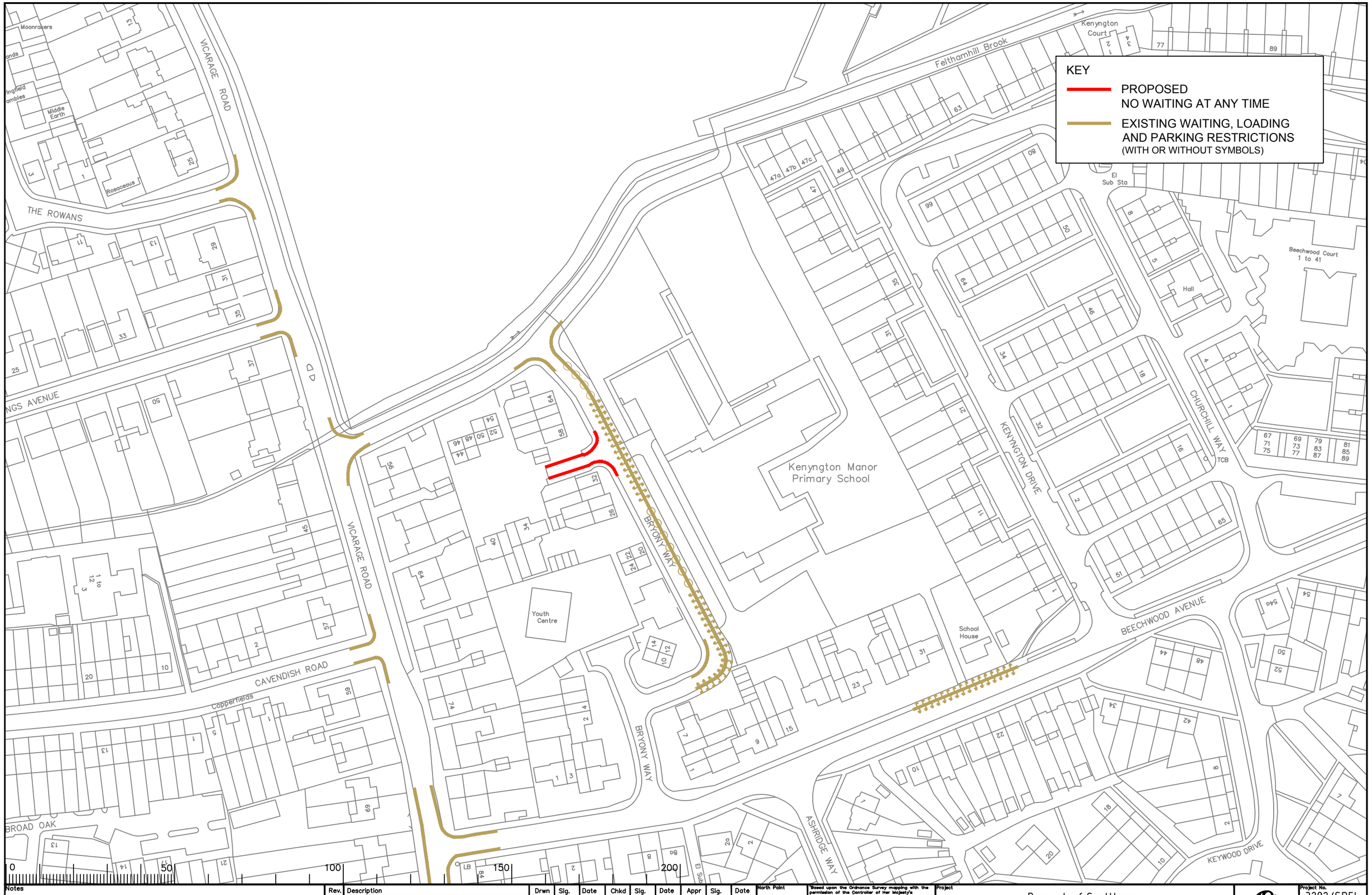

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B	RESTRICTIONS AND MAPPING AMENDED	CAH	CAH	10.09	SDC	SDC	10.09	TPC	TPC	10.09
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Project: Borough of Spelthorne Sunbury

Drawing: Implemented Traffic Orders

SHEET OF

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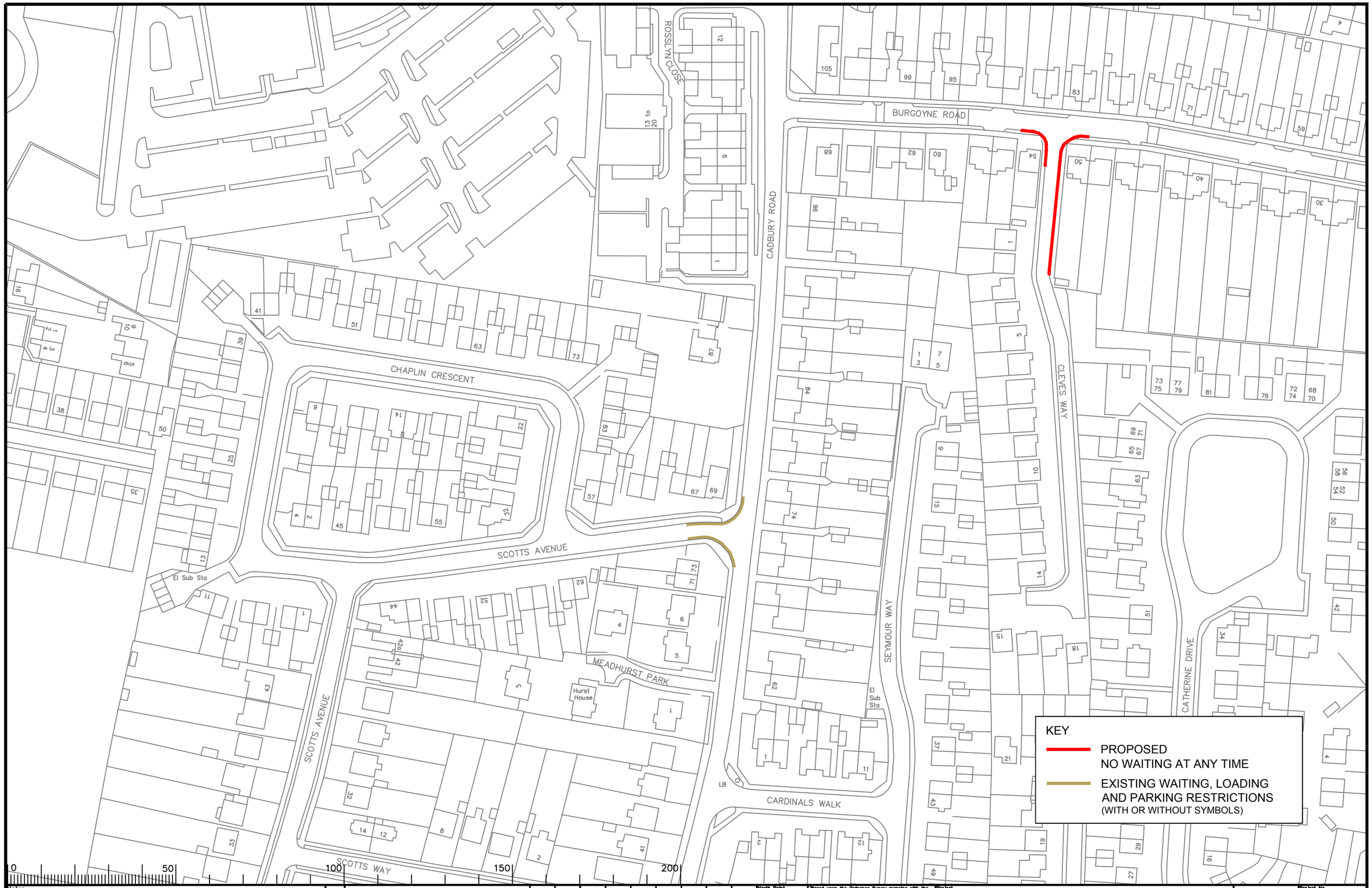
Sustainable Development
Head of Transportation
S.J. Lee
BSc(Hons) CEng MICE FIHT

Project No. 3282/SPEL
Contract
Sheet No.
Drawing No. 0173
Rev. C
Classification PROPOSAL



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Approved by	TPC	Sig. TPC	Date 07.11

Project: Borough of Spelthorne
Ashford

Drawing: Implemented Traffic Orders

SHEET OF

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Project No. 3282/SPEL

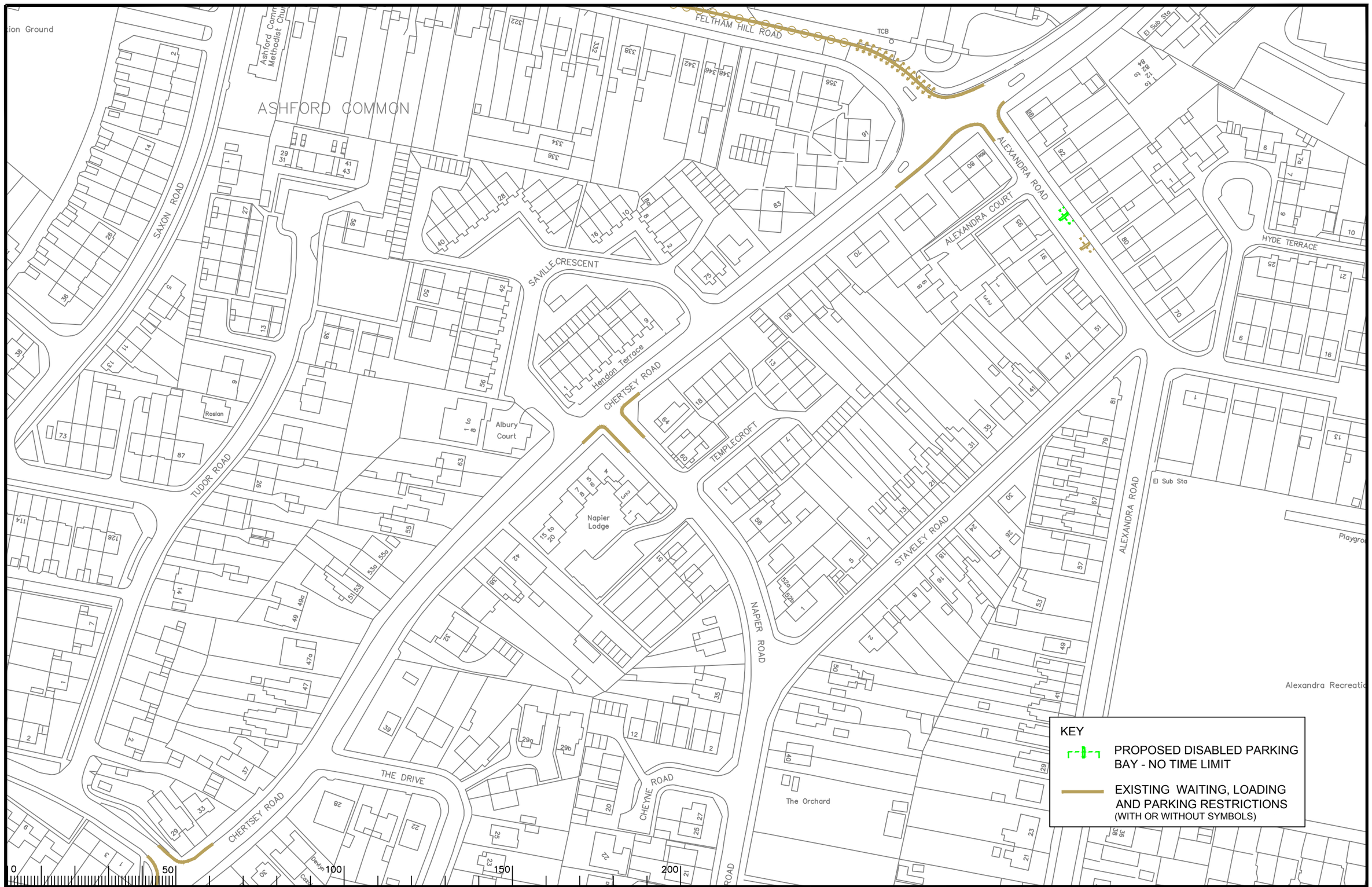
Contract Sheet No.

Drawing No. 01106

Rev. B

Classification PROPOSAL

A3



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Approved by	RH	Sig. RH	Date 02.14

Project: Borough of Spelthorne
Sunbury

Drawing: Implemented Traffic Orders

SHEET OF

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Head of Transportation
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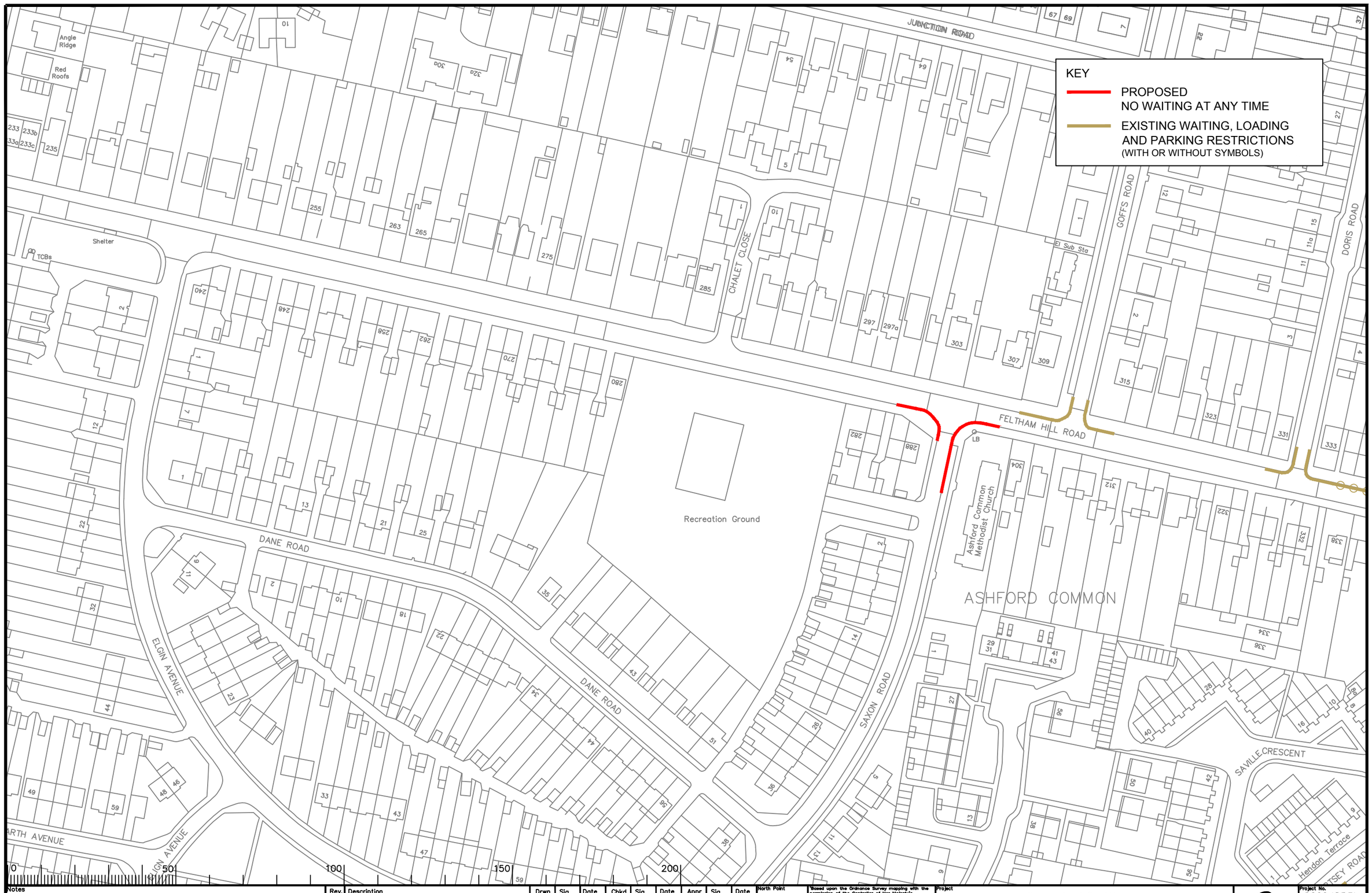
Project No.	3282/SPEL
Contract Sheet No.	
Drawing No.	01110
Rev.	B
Classification	PROPOSAL

A3



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Approved by	RH	Sig. RH	Date 05.14

Project: Borough of Spelthorne Ashford

Drawing: Implemented Traffic Orders

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
S.J. Lee
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Project No. 3282/SPEL
Contract Sheet No.
Drawing No. 1118
Rev. A
Classification PROPOSAL

A3

JOINT COMMITTEE (SPELTHORNE)

DATE: **6TH DECEMBER 2017**

LEAD OFFICER: **NICK HEALEY, AREA HIGHWAY MANAGER (NE)**

SUBJECT: **HIGHWAYS UPDATE**

DIVISION: **ALL**

SUMMARY OF ISSUE:

This report summarises progress with the Joint Committee's programme of Highways works for the current Financial Year 2017-18.

The Area Highway Manager is working with the Leader of Spelthorne Borough Council to identify and agree priorities for a programme of schemes to be developed by the Joint Committee in preparation for possible future CIL bids. It is suggested to Committee that a scheme to reduce congestion in Staines should be prioritised, with monies allocated in the short term to revalidate and optimise the coordination of the existing traffic signal controlled junctions.

The detailed design for the Wider Staines Sustainable Transport Package (STP) Scheme is progressing well; approval is needed to advertise a number of legal notices relating to various elements of the scheme.

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked:

(i) To re-allocate £30,000 from the parking surplus, which had previously been allocated to the development of strategic schemes for CIL bids, to revalidate and optimise the coordination of the existing traffic signal controlled junctions in Staines Town Centre (paragraphs 2.1.6 to 2.1.9 refer);

(ii) To approve the advertisement of the necessary Traffic Regulation Order for the change of speed limit in Shepperton Road, Laleham, from 50mph to 40mph and that any representations be reviewed by the Area Highway Manager in consultation with the Divisional Member, and if no significant objections are received that the Traffic Regulation Order be made (paragraph 2.2.2 refers);

(iii) To approve the implementation of a new shared surface for pedestrians and cyclists, on the east side of Town Lane, Stanwell, between Town Farm Way and High Street, Stanwell, and also a short section on the south side of High Street Stanwell, as shown in Annex C (paragraphs 2.6.1 to 2.6.5 refer);

(iv) To approve the advertisement of the legal notice for nine new road tables at the junctions of Town Lane with Viola Avenue (two road tables), Scots Close, Kingsway, Clare Road (two road tables), Town Farm Way, St Mary's Crescent and Lord Knyvett Close, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);

(v) To approve the advertisement of the legal notice for one new road table in High Street, Stanwell, near its junction with Town Lane and Park Road, and the removal of the existing road table that is alongside the bus stop, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);

(vi) To approve the advertisement of the legal notice for the proposed new 40mph speed limit in Stanwell Moor Road, between the end of the 30mph speed limit to the north of the Crooked Billet junction to a point approximately 320m north of the northern end of the footway on the east side of Stanwell Moor Road, as shown in Annex G, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);

(vii) To approve the advertisement of the legal notice for the new Toucan Crossing in Stanwell Moor Road to the north of Stanwell New Road, as shown in Annex H, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);

(viii) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

REASONS FOR RECOMMENDATIONS:

The recommendations are intended to facilitate delivery of the 2017-18 Highways programmes funded by the Joint Committee.

The Area Highway Manager will continue to work with the Leader of Spelthorne Borough Council to identify and agree priorities for a programme of schemes to be developed by the Joint Committee in preparation for possible future CIL bids. The revalidation of the traffic signal coordination in Staines Town Centre will optimise the operation of the existing junctions, and provide a baseline for possible future investigation of further improvements to ease congestion in Staines.

Committee's approval is needed to facilitate delivery of various aspects of the Wider Staines STP scheme.

1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.

1.2 The Spelthorne Joint Committee has been delegated Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2.1 Joint Committee finance

2.1.1 The Spelthorne Joint Committee has been delegated Highways budgets in the current Financial Year 2017-18 as follows:

- Revenue: £40,909
- Capital: £36,364
- Capital overspend carried forward from 2016-17: £2,000
- **Total: £75,273**
  (2017-18 budget £77,273 minus 2016-17 carry forward £2,000)

2.1.2 The funds delegated to the Joint Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

2.1.3 On 15th June 2017, the Area Highway Manager consulted with the Joint Committee and agreed Highways budget allocations for the Financial Year 2017-18. At the time it was expected that a further £69,000 revenue would be available from the parking surplus for allocation to the Joint Committee's Highways programmes, giving a total combined budget of £144,000. The agreed 2017-18 budget allocations are shown in Table 1 overleaf:

Table 1 Agreed allocation of budgets for 2017-18

Recommended allocation	Amount
Revenue for day to day maintenance To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.	£41,000
Parking Review implementation	£20,000
Divisional allocations	£35,000 £5,000 per Division
Develop strategic schemes for CIL bids The Area Highways Manager will work with the Leader of Spelthorne Borough Council and the CIL Task Group to develop recommendations for schemes to develop with this allocation.	£48,000
Total	**£144,000**

2.1.4 In addition to the regular Highways capital and revenue budgets detailed above the Spelthorne Joint Committee is able to make allocations from the parking surplus. The surplus must be spent according to section 55 of the Road Traffic Regulation Act 1984 (https://www.legislation.gov.uk/ukpga/1984/27/section/55).

Expenditure can cover all types of highway improvement and maintenance. The parking surplus and associated expenditure is detailed in Table 2 below.

Table 2 Parking surplus – financial summary

Surplus	Amount		Expenditure / Allocation	Amount
2013-14	£22,868		Signs & lines maintenance and additional enforcement	£32,000 (Expenditure)
2014-15	£8,407		2017-18 Parking Review implementation	£20,000 (Allocation)
2015-16	£38,577		2017-18 develop strategic schemes for CIL bids	£48,000 (Allocation)
2016-17	£36,966		2017-18 support Divisional Allocations	£1,000 (Allocation)
Total	**£106,818**		**Total**	**£101,000**

2.1.5 Members will observe that the parking surplus account is currently under allocated. Monies from the parking surplus carry over from Financial Year to Financial Year, so the unallocated monies may be held in reserve for future projects.

2.1.6 To date there has been no expenditure from the £48,000 allocation from the parking surplus to develop strategic schemes for CIL bids. The spending of this allocation cannot begin until a programme of potential strategic schemes has been agreed with the Leader of Spelthorne Borough Council, the CIL Task Group and the Joint Committee. The Area Highways Manager is working with the Leader of Spelthorne Borough Council to identify and agree priorities – this work is ongoing.

2.1.7 In the context of this ongoing work to agree priorities, it is suggested to Committee that a scheme to reduce congestion in Staines Town Centre should be prioritised, with monies allocated in the short term to revalidate and optimise the coordination of the existing traffic signal controlled junctions. This would then provide a baseline for possible future investigation of further improvements to ease congestion in Staines. The issue of congestion in Staines is considered in further detail in a separate report to Committee on this evening's agenda (Item 12) . It is recommended to re-allocate £30,000 from the parking surplus, which had previously been allocated to the development of strategic schemes for CIL bids, to revalidate and optimise the coordination of the existing traffic signal controlled junctions. In parallel to the revalidation of the traffic signal coordination, officers are preparing cost estimates for the renewal of the car park guidance signs and system, which is now defunct and obsolete.

2.1.8 The revalidation of the traffic signal coordination is a revenue activity, and therefore the parking surplus (being revenue) is the only funding available for this in the immediate term. The renewal of the car park guidance signs and system is a capital activity, and therefore, subject to agreement from the Leader, the CIL Task Group, and the Joint Committee, would be an appropriate project to be funded from CIL.

2.1.9 If Committee were to approve the allocation to revalidate the traffic signal coordination, work would start in the New Year.

2.1.10 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen are provided with detailed monthly finance updates, which detail all the orders raised against the various budgets, as well as the works planned for each of the budgets.

2.1.11 In September 2017 Committee agreed allocations of its delegated budgets for next Financial Year 2018-19. These are shown in Table 3, overleaf.

Table 3 Agreed allocation of budgets for 2018-19

Recommended allocation	Amount
Revenue for day to day maintenance To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.	£42,273
Develop strategic schemes for CIL bids The Area Highways Manager will work with the Leader of Spelthorne Borough Council and the CIL Task Group to develop recommendations for schemes to develop with this allocation.	£36,364
Total	**£78,636**

2.1.12 As Table 2 above illustrates, the parking surplus has not been consistent over the past 4 years, so it would not be prudent to plan future budget allocations based on an anticipated parking surplus for 2017-18. Therefore it is not recommended to take the parking surplus into account when deciding how to allocate the 2018-19 budgets. If there were to be any parking surplus from 2017-18, officers would make separate recommendations when the surplus has been confirmed.

2.2 Local Committee capital works programme

2.2.1 Divisional Programmes have been developed in consultation with Members to invest the seven Divisional Allocations (£5,000 per Division) in maintenance and improvement schemes across the Borough. It is not possible to spend exactly the same in each Division. The Divisional Programmes have been designed to provide as even a share in each Division as is reasonably practical. Table 3 details progress with the 2017-18 Divisional Programmes.

Table 3 2017-18 Divisional Programmes

Location	Proposed works	Cost	Status
Shepperton Road, Laleham	Speed limit reduction, arising out of the Laleham Village speed and traffic management feasibility study, which was reported to Committee in March 2017.	£5,000	Design complete – see comments below.
Sheep Walk	Clearance of arisings from previous ditch clearance	Now to be funded from revenue.	The site has been strimmed and a number of large objects removed by Spelthorne Borough Council. Officers have reviewed the site with the Divisional Member who is of the view that no further work is needed.

Location	Proposed works	Cost	Status
Celia Crescent	New road closure at junction with Kingston Road, as approved by Committee in March 2017.	£1,000 plus funding from residents	See comments below.
Woodthorpe Road, between Chesterfield Road and Stanwell Road	Patching of worst areas	£9,000	Works order being prepared for patching of the worst areas.
Various locations in Lower Sunbury and Halliford	Parking management (bollards).	£5,000	Locations agreed with Divisional Member – officers making arrangements for installation.
Stanwell Moor Road junction with Horton Road	Measures to prevent vehicles crossing the central reservation.	£5,000	Officers are working with the supply chain to design the scheme and obtain a cost estimate.
Wraysbury Road, Staines	Feasibility study for new pedestrian crossing.	£5,000	Design brief issued to Design Team.
Sunbury Common and Ashford Common	Awaiting feedback from the Divisional Member.	£5,000	The previous suggest to improve bus shelter provision in Feltham Hill Road is not feasible with the budget and time available.
Total value of 2017-18 Divisional Programmes		**Approximately £35,000**	

2.2.2 The detailed design for the reduction in speed limit in **Shepperton Road, Laleham**, from 50mph to 40mph, has now been completed, and is shown in Annex A. It is recommended to Committee to approve the advertisement of the necessary Traffic Regulation Order for the change of speed limit. Further it is recommended that any representations be reviewed by the Area Highway Manager in consultation with the Divisional Member, and if no significant objections are received that the Traffic Regulation Order be made. Any significant objections would be reported to Committee for consideration.

2.2.3 The Traffic Regulation Order has been advertised for the closure of **Celia Crescent** at its junction with Kingston Road. A number of representations have been received, and these are reproduced in Annex B. There were a number of concerns raised in the representations, as well as a number of representations in support of the proposed closure. Most of the concerns were considered when Committee made its decision to close the road at the Kingston Road end in March 2017. There is one new concern that hasn't previously been considered – the existing parking within Celia Crescent – which one respondent feels would worsen as a result of the proposed closure. If the parking problem persists, or worsens, and residents feel

strongly about it, The Joint Committee could consider parking controls to mitigate this at a future date.

2.2.4 The Area Highway Manager has reviewed the representations with the Divisional Member. Both agree that there is nothing in the representations that would prompt a review of the original decision to close the road at the Kingston Road end. Therefore arrangements will now be made to make the Traffic Regulation Order and implement the scheme.

2.2.5 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as these schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed

2.3 Local Committee revenue works programme

2.3.1 Of the £41,000 revenue allocated for day to day maintenance works, approximately £31,500 has been committed to various minor repairs, including patching of small areas of footways and carriageways and replacing damaged posts.

2.3.2 Of the £48,000 allocated to develop strategic schemes for CIL bids, there has been no expenditure for the reasons explained above. Monies from the parking surplus do not have to be spent by the end of the Financial Year; they can carry forward indefinitely.

2.4 Parking

2.4.1 The 2016 review is substantially complete, with a small amount of snagging outstanding. The 2017 review site visits and assessments are taking place and a report on the outcome is due to be presented to Spelthorne Joint Committee on 6th December 2017. (Item 10 on the agenda)

Other highway related matters

2.5 Customer services

2.5.1 The total number of enquiries received for the nine months between January and September 2017 was 90,788, an average of 10,088 per month. This a slight reduction in the average for the first six months of 2017 which was 10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.

2.5.2 For Spelthorne specifically, 10,760 enquiries have been received since January of which 5,598 (52%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.

2.5.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to the online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further developments are being implemented to improve the experience for those using mobile devices.

2.6 Major schemes

2.6.1 The detailed designs for a number of elements of the **Wider Staines Sustainable Transport Package (STP)** are currently in progress following completion of the initial phase of construction on Town Lane earlier this year from Clare Road to Town Farm Way. Specifically these are:

- Detailed design has nearly been completed on the continuation of the Town Lane shared cycle path from Town Farm Way to High Street, shown in diagrammatic form in Annex C. The scheme also involves the introduction of a cycle lane along the Town Lane Service Road using appropriate signs and road markings and the relocation of existing signs and street lights. This will continue the work previously done to construct the route from Ashford Hospital access road to Town Farm Way.
- Detailed design is progressing for new road tables at the junctions with Viola Avenue, Scots Close, Kingsway, Clare Road, Town Farm Way, St. Mary's Crescent and Lord Knyvett Close as well as the relocation of the existing table on the High Street to the west of its current location. The locations of the proposed new road tables are shown in Annex D, with the detail of some of the proposed new road tables shown in Annex E.
- Detailed design is underway for the Stanwell Moor Road scheme which will include improvements to the existing shared path and a new toucan crossing to enable people to safely cross where the path switches sides to the north of Stanwell New Road. To facilitate the construction of the proposed new Toucan Crossing it is proposed to reduce the speed limit in the southern section of Stanwell Moor Road from 50mph to 40mph. To this end a speed assessment has been carried out in consultation with Surrey Police – this speed assessment is included in Annex F. The extent of the proposed new 40mph speed limit is shown in Annex G. The proposed new Toucan Crossing is shown in Annex H.
- The detailed design for the improved cycle route in Stanwell Moor Road includes improvements to pedestrian access to the bus stop opposite Horton Road. The scheme will include a new toucan crossing to enable pedestrians and cyclists to cross Stanwell Moor safely at its junction with Park Road, and improved footway provision to provide a safe route for pedestrians from the entrance to Horton Road on the west side of Stanwell Moor Road, to the bus stop on the east side of Stanwell Moor Road opposite Horton Road.
- Preliminary work to inform detailed design has commenced on all other Sections and for the Bus Corridor Improvements.
- The Transport Task Group met in August which discussed each of the elements in more detail as well as covering updates on the Spelthorne Cycling Plan and the Local Transport Strategy review.

2.6.2 Surrey Police are being consulted on the detailed design for different elements of the Wider Staines STP scheme as they are being developed.

2.6.3 A number of approvals are needed from Committee to facilitate implementation of different elements of the Wider Staines STP scheme. These are detailed overleaf in Table 4.

Table 4 Approvals needed for Wider Staines STP scheme

Location	Proposed works	Approval needed
Town Lane, Stanwell Between Town Farm Way and High Street, Stanwell	Construction of the next phase of the Town Lane cycle route, which is proposed to be a new shared surface for pedestrians and cyclists, as shown in Annex C. The construction of this phase will provide a continuous off-carriageway cycle route from Tesco and Ashford Hospital to High Street, Stanwell. (The final phase of the Town Lane Cycle route, linking southwards to the A30, is currently in detailed design.)	It is recommended that Committee approves the implementation of a new shared surface for pedestrians and cyclists, on the east side of Town Lane, Stanwell, between Town Farm Way and High Street, Stanwell, and also a short section on the south side of High Street Stanwell, as shown in Annex C.
Town Lane, Stanwell The junctions of Viola Avenue, Scots Close, Kingsway, Clare Road, Town Farm Way, St Mary's Crescent and Lord Knyvett Close	Construction of road tables at the entrances to the listed side roads, as shown in Annexes D (for all locations) and E (for some locations). The road tables are intended to improve crossings of the side roads for both cyclists and pedestrians, and at the same time to encourage drivers to slow down as they enter and leave the side roads.	It is recommended that Committee approves the advertisement of the legal notice for nine new road tables at the junctions of Town Lane with Viola Avenue (two road tables), Scots Close, Kingsway, Clare Road (two road tables), Town Farm Way, St Mary's Crescent and Lord Knyvett Close, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.
High Street, Stanwell Near its junction with Town Lane and Park Road	Construction of a new road table just to the west of the existing road table in High Street, Stanwell, near its junction with Town Lane and Park Road, as shown in Annexes D and E. This new road table would provide an uncontrolled crossing for pedestrians and cyclists to cross High Street. The existing road table alongside the bus stop would be removed.	It is recommended that Committee approves the advertisement of the legal notice for one new road table in High Street, Stanwell, near its junction with Town Lane and Park Road, and the removal of the existing road table that is alongside the bus stop, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.
Stanwell Moor Road Between the end of the 30mph speed limit to the north of the Crooked Billet junction to a point approximately 320m north of the northern end of the footway on the east side of Stanwell Moor Road, to the north of Stanwell New Road.	Reduction in speed limit from 50mph to 40mph. As well as changing the speed limit signs, it is proposed to introduce a number of supporting measures to encourage drivers to slow down. The speed assessment to support the proposed new 40mph limit is detailed in Annex F. The extent of the proposed new 40mph limit is shown in Annex G.	It is recommended that Committee approves the advertisement of the legal notice for the proposed new 40mph speed limit, between the end of the 30mph speed limit to the north of the Crooked Billet junction to a point approximately 320m north of the northern end of the footway on the east side of Stanwell Moor Road, as shown in Annex G, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.

Location	Proposed works	Approval needed
Stanwell Moor Road At the site of the existing uncontrolled crossing to the north of Stanwell New Road, at the northern end of the footway on the east side of the road.	Construction of a new Toucan Crossing to provide a safe crossing point for both pedestrians and cyclists. The layout of the new Toucan Crossing is shown in Annex H.	It is recommended that Committee approves the advertisement of the legal notice for the new Toucan Crossing in Stanwell Moor Road to the north of Stanwell New Road, as shown in Annex H, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.

2.6.4 Further information on the Wider Staines STP scheme is published on our website here https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/spelthorne-major-transport-schemes.

2.6.5 Video surveys were undertaken to inform the development of the **Walton to Halliford Transport Study** between 7am to 7pm on Tuesday 26th September. The surveys were designed to enable classified turning counts at the two junctions with Walton Lane either side of the bridge. The video footage will also help to see the flow of traffic coming towards the bridge from Walton Bridge Road, Walton Lane (south of the river) and from the Oatlands Drive signals, including queuing lengths, on each side of the bridge. Once the data from the video surveys has been processed, officers will review the information and present it to the Member Task Group in due course.

2.7 Centrally funded maintenance

2.7.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2017-18. Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years. For more information please see here: https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme.

2.8 Road safety

2.8.1 There was no update at the time of writing.

2.9 Passenger Transport

2.9.1 There was no update at the time of writing.

2.10 Other key information, strategy and policy development

2.10.1 Over the coming months Officers will be reviewing the Spelthorne Local Transport Strategy in preparation for consultation with and approval by Committee.

3. OPTIONS:

3.1 None at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified.

4. CONSULTATIONS:

4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL IMPLICATIONS:

5.1 The financial implications of this paper are detailed in section 2 above.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
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.

7. CONCLUSION AND RECOMMENDATIONS:

7.1 This Financial Year's programmes are being delivered.

7.2 Work continues to agree priorities for a programme of strategic schemes to be developed by the Joint Committee in preparation for possible future CIL bids.

7.3 Recommendations are made to facilitate the necessary legal notices for various elements of the Wider Staines STP scheme.

8. WHAT HAPPENS NEXT:

8.1 The Area Highway Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes.

8.2 The Area Highway Manager will continue to work with the Leader of Spelthorne Borough Council, the CIL Task Group, and the Joint Committee, to agree priorities for a programme of strategic schemes to be developed by the Joint Committee in preparation for possible future CIL bids.

8.3 The Wider Staines STP scheme team will arrange for the necessary legal notices to be advertised for various elements of the project, and make preparations for construction and implementation of the next phases.

Contact Officer: Nick Healey, Area Highway Manager (NE)

Consulted: N / A

Annexes: 8

Sources/background papers: None

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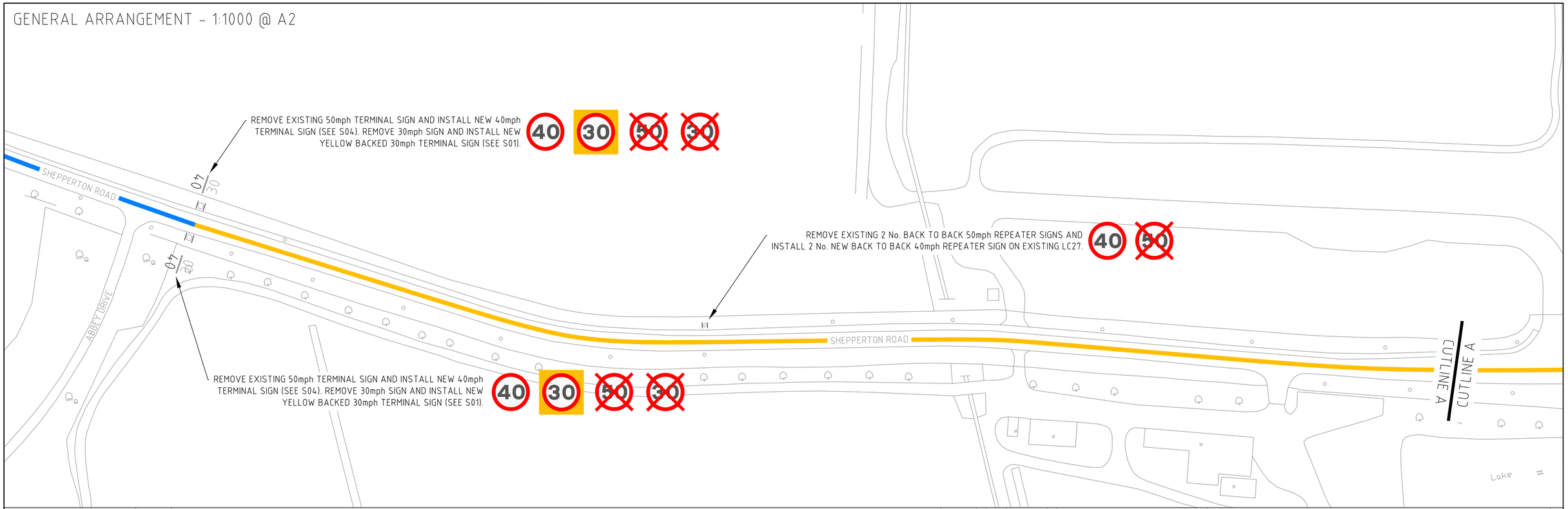
GENERAL ARRANGEMENT - 1:1000 @ A2



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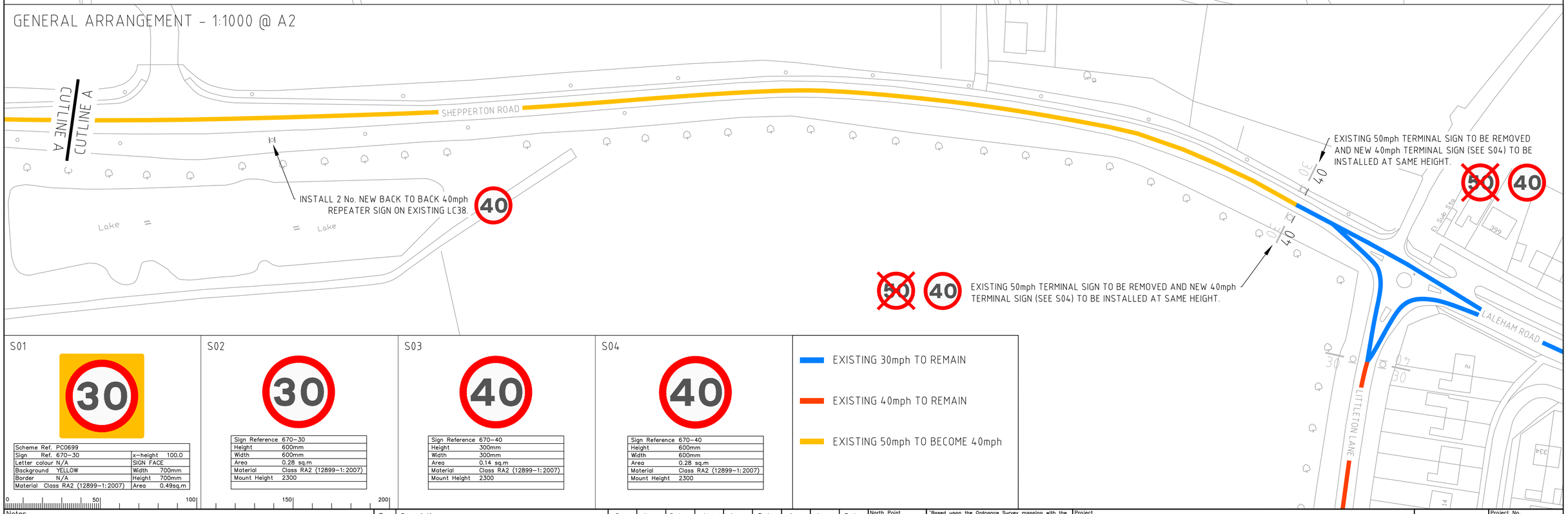

S01

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Border N/A		Height	700mm
Material Class RA2 (12899-1:2007)		Area	0.49sq.m

S02

Sign Reference	670-30
Height	600mm
Width	600mm
Area	0.28 sq.m
Material	Class RA2 (12899-1:2007)
Mount Height	2300

S03

Sign Reference	670-40
Height	300mm
Width	300mm
Area	0.14 sq.m
Material	Class RA2 (12899-1:2007)
Mount Height	2300

S04

Sign Reference	670-40
Height	600mm
Width	600mm
Area	0.28 sq.m
Material	Class RA2 (12899-1:2007)
Mount Height	2300

EXISTING 30mph TO REMAIN

EXISTING 40mph TO REMAIN

EXISTING 50mph TO BECOME 40mph

0 50 100 150 200

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	Removal of new terminal posts and install on existing.	HB	HB	09/10/17	PS	PS	09/10/17	-	-	-

File Name: I:\EAP\PC all\Resource Pool\Projects\ME Spelthorne\PC0699 Laleham Village Speed Management\6. Drawings\Current\PC0699_01 Rev A HB Laleham Village Location Plan.dwg

Scale 1:1000 @ A2

North Point

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		Sig.	Date
Drawn by	HB	HB	27/09
Checked by originator	SP	SP	27/09
Approved by	NP	NP	27/09

Project: SHEPPERTON ROAD, LALEHAM
LALEHAM VILLAGE

Drawing: TRO DRAWING

SHEET 1 OF 1

SURREY COUNTY COUNCIL
Surrey Highways & Transport for Surrey

Project No.	PC0699
Contract Sheet No.	
Drawing No.	PC0669_03
Rev.	A
Classification	PRESENTATION

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Annex B – Celia Crescent Traffic Regulation Order representations

Seven representations were received in response to the Traffic Regulation Order for the proposed closure of Celia Crescent at its junction with Kingston Road. One of these representations was a letter signed by 27 signatories. The representations are reproduced verbatim below.

The following is an exchange between a resident of Celia Crescent and the Leader of Spelthorne Borough Council, received 9th October:

Dear *[Resident of Celia Crescent]*

I am pleased for you and your neighbours that this is heading in the right direction. I think it is a matter of record that SCC know of my support; however I have copied in Nick Healey for the record.

Best wishes

Ian *[Harvey, Leader of Spelthorne Borough Council]*

-----Original Message-----
From: *[Resident of Celia Crescent]*
Sent: 06 October 2017 16:24
To: Denise Turner-Stewart; Ian Harvey
Subject: Closure Notice

Hi Denise and Ian

The closure notice for Celia Crescent is being advertised publicly on Oct 13th 2017.

The notice is attached and as you can see there is scope for representation to be made to SCC in SUPPORT of this closure.

As you both were key to getting this closure approved the residents would greatly appreciate it if you would continue your support for this closure by submitting letters of support to SCC.

Alternatively pleas send me an email of support and I will forward to SCC.

Thanks

[Resident of Celia Crescent]

The following exchange is between Royal Mail's Ashford Delivery Office Manager and the Area Highway Manager:

Dear *[Representative of Royal Mail Ashford Delivery Office]*,

Your e-mail below regarding the proposed closure of Celia Crescent at its junction with Kingston Road has been forwarded to me. I am the Area Highways Manager for North East Surrey; I am responsible for this project.

Celia Crescent is currently accessible from two main roads – Woodthorpe Road and Kingston Road. We are proposing to close Celia Crescent at its junction with Kingston Road. The junction of Celia Crescent with Woodthorpe Road would remain fully open. This means that the whole of Celia Crescent would remain fully accessible for all vehicle traffic (including delivery vans) via its Woodthorpe Road junction. I have attached a plan showing the location of the proposed closure and the access route that would remain open for all traffic.

I hope this reassures you that Celia Crescent will continue to be accessible for your delivery vehicles.

Please do not hesitate to contact me directly if you have any further queries or concerns – either by e-mail or my telephone (*[direct dial telephone number]*).

Yours sincerely,
Nick Healey
Area Highways Manager (NE)
Surrey County Council
[direct dial telephone number]

From: *[Representative of Royal Mail Ashford Delivery Office]*
Sent: 21 October 2017 10:57
To: *[Surrey County Council's Traffic Orders Team]*
Cc: *[Redacted]*
Subject: Celia Crescent Closure Notice

Hi Sir

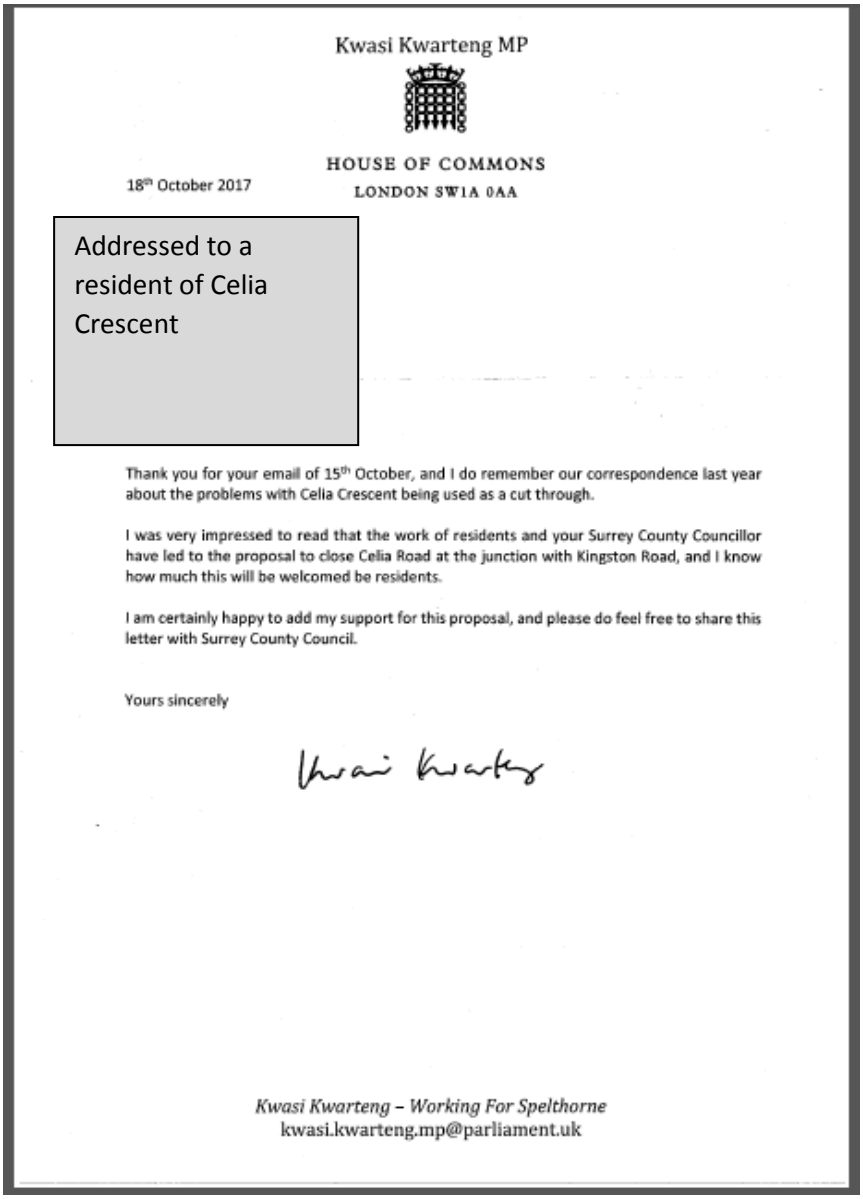
I am working for Royal Mail as *[Representative of Royal Mail Ashford Delivery Office]*. I notice that you plan to close this road. We need access to deliver to this Road . Royal mail cannot delivered to this Road without entering via a Van to this road with parcels .

So I strongly object this. If you go ahead with this and we cannot get enter to this Road then I am afraid I cannot grantee that I will provide the service the residence of this road except from Royal Mail.

Regards

[Redacted]

Royal Mail Operations – East Territory



Kwasi Kwarteng MP

HOUSE OF COMMONS
LONDON SW1A 0AA

18th October 2017

Addressed to a resident of Celia Crescent

Thank you for your email of 15th October, and I do remember our correspondence last year about the problems with Celia Crescent being used as a cut through.

I was very impressed to read that the work of residents and your Surrey County Councillor have led to the proposal to close Celia Road at the junction with Kingston Road, and I know how much this will be welcomed be residents.

I am certainly happy to add my support for this proposal, and please do feel free to share this letter with Surrey County Council.

Yours sincerely

Kwasi Kwarteng

Kwasi Kwarteng – Working For Spelthorne
kwasi.kwarteng.mp@parliament.uk

By telephone on 16th October – notes recorded by the Area Highway Manager:

A resident of Celia Crescent called to voice their concern at the proposal to implement a permanent road closure at the Kingston Road junction with Celia Crescent.

The resident is concerned that this will lead to people driving down the road that leads to Fordbridge Park and use it as a rat run to avoid the traffic signals at the junction with Woodthorpe Road and Kingston Road.

The resident is concerned that Celia Crescent could potentially become more dangerous due to people using the park as a through route and believes it would be better to close the road at Woodthorpe Road instead.

Area Highway Manager comment – the concern about the use of the park as a through route was considered by Committee when the decision was made to promote a new closure at the junction of Celia Crescent with Kingston Road.

By telephone on 13th October 2017 – notes recorded by the Area Highway Manager:

Summary of initial contact:

The resident received a letter asking for consultation regarding road closure in the Staines area. They reported that there is a debate whether the road closure should be at the junction with Woodthorpe Road or Kingston Road. The resident doesn't feel that the options have been properly explored, and that Kingston Road shouldn't be closed because otherwise drivers will continue to rat-run through the park as they do now. Also people wanting to use the park will use their road and adjacent roads for parking. The resident requested that someone give them a call to provide more information on how they can put her views across.

Summary of telephone conversation:

- The resident believes that the biggest problem is people rat running via Woodthorpe Road.
- They agree that the current proposal would prevent people from rat running from Woodthorpe Road to Kingston Road.
- However they feel that the problem with drivers rat running through the park is significant, and the current proposal would do nothing to prevent this.
- They are very concerned about the parking in Celia Crescent by people accessing the park - this seems to have become worse of the past couple of years with some quite inconsiderate parking.
- They feel the parking concern would reduce if Celia Crescent was closed at the Woodthorpe Road end.
- They feel that the current proposal might make the situation with rat running through the park worse.
- They would prefer an experimental closure so that we don't spend money on a solution that could make things worse.

Area Highway Manager comments:

- *The concern about the use of the park as a through route was considered by Committee when the decision was made to promote a new closure at the junction of Celia Crescent with Kingston Road.*
- *The concern about parking within Celia Crescent seems to be an existing problem, which would not be made any worse by the proposed closure of Celia Crescent at its Kingston Road junction; it is possible that this concern might be mitigated by a closure of Celia Crescent at its Woodthorpe Road junction.*

Traffic Regulation Orders Team
Surrey County Council - Highways
Hazel House, Merrow Lane
Guildford, Surrey, GU4 7BQ

PROPOSED PROHIBITION OF MOTOR VEHICLES IN PART OF CELIA CRESCENT (D3274) ASHFORD

Dear Sirs,

We the undersigned submit this letter in **support** of the proposed road closure which will make Celia Crescent a safer and more pleasant environment for the entire local community who live, cycle and walk within its boundaries.

This closure has the **support** of Cllr Ian Harvey [Leader of Spelthorne Council], Ms Denise Turner-Stewart [Surrey County Councillor Staines South and Ashford West], the Spelthorne Joint Committee and Mr Kwasi Kwarteng [MP for Spelthorne].

Name **Address**

Signed by 27 signatories altogether:

- 21 residents of Celia Crescent, representing 14 households
- 5 residents of Kingston Road, representing 5 households
- The director of the Spelthorne Community Tennis Centre, based in Fordbridge Park

3/11/2017

[redacted]

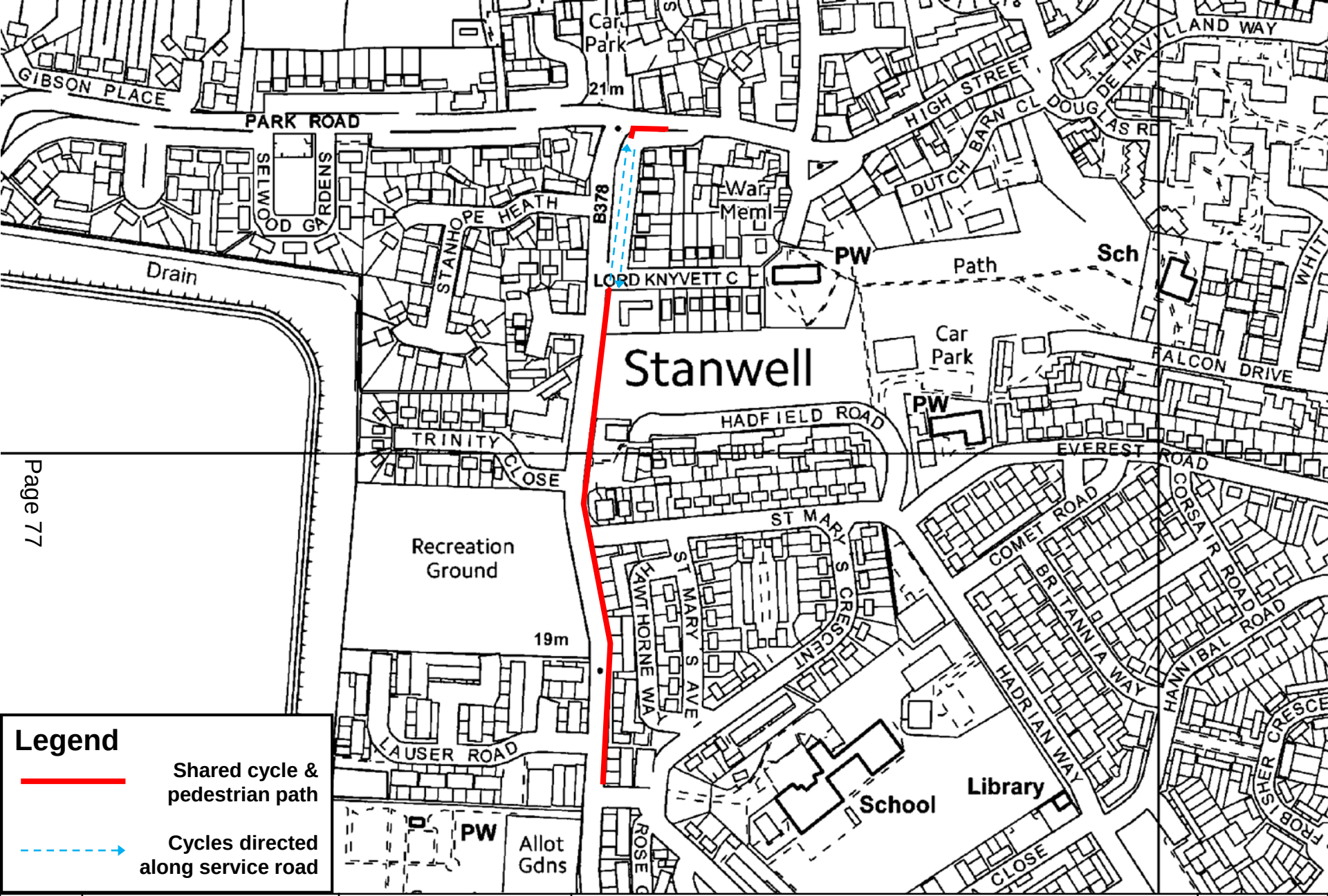
RE CLOSURE OF CELIA CRESCENT TO THROUGH TRAFFIC.

Dear Sir

As a resident of Celia Crescent for [redacted] I have long thought a traffic calming system was required due to the high level of through traffic from Kingston and Woodthorpe Roads. However I am disappointed to learn that the Celia Crescent / Kingston Road junction is the proposed closure. Whilst I accept traffic from Kingston Road does utilise Celia Crescent as a cut through my own observations are that the majority of cut through traffic are vehicles avoiding the traffic lights at the Woodthorpe Road / Kingston Road junction. Admittedly at either junction a closure will resolve the problem. However by closing the Kingston Road the working residents of Celia Crescent who travel towards Kingston / Heathrow airport for their employment will be forced to negotiate the Woodthorpe Rd / Kingston Rd traffic lights and battle through the very same traffic that they would be hoping to avoid when the road closure is completed. I feel very strongly that the working residents of Celia Crescent would be better served by the road closure at the Woodthorpe Rd junction. Hoping my concerns are recognised and deemed justifiable

Yours Sincerely [redacted]

Area Highway Manager comment – Committee gave due consideration to the option of a closure of Celia Crescent at its Woodthorpe Road junction, when it decided to promote a closure at its Kingston Road junction.



Legend

Shared cycle & pedestrian path

Cycles directed along service road

GRID NORTH

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Printed On:	14/11/2017
Project No:	Staines STP1
Scale (Approx):	1:3,200

Town Lane Cycle Path Proposals (Phase 3)

SURREY COUNTY COUNCIL

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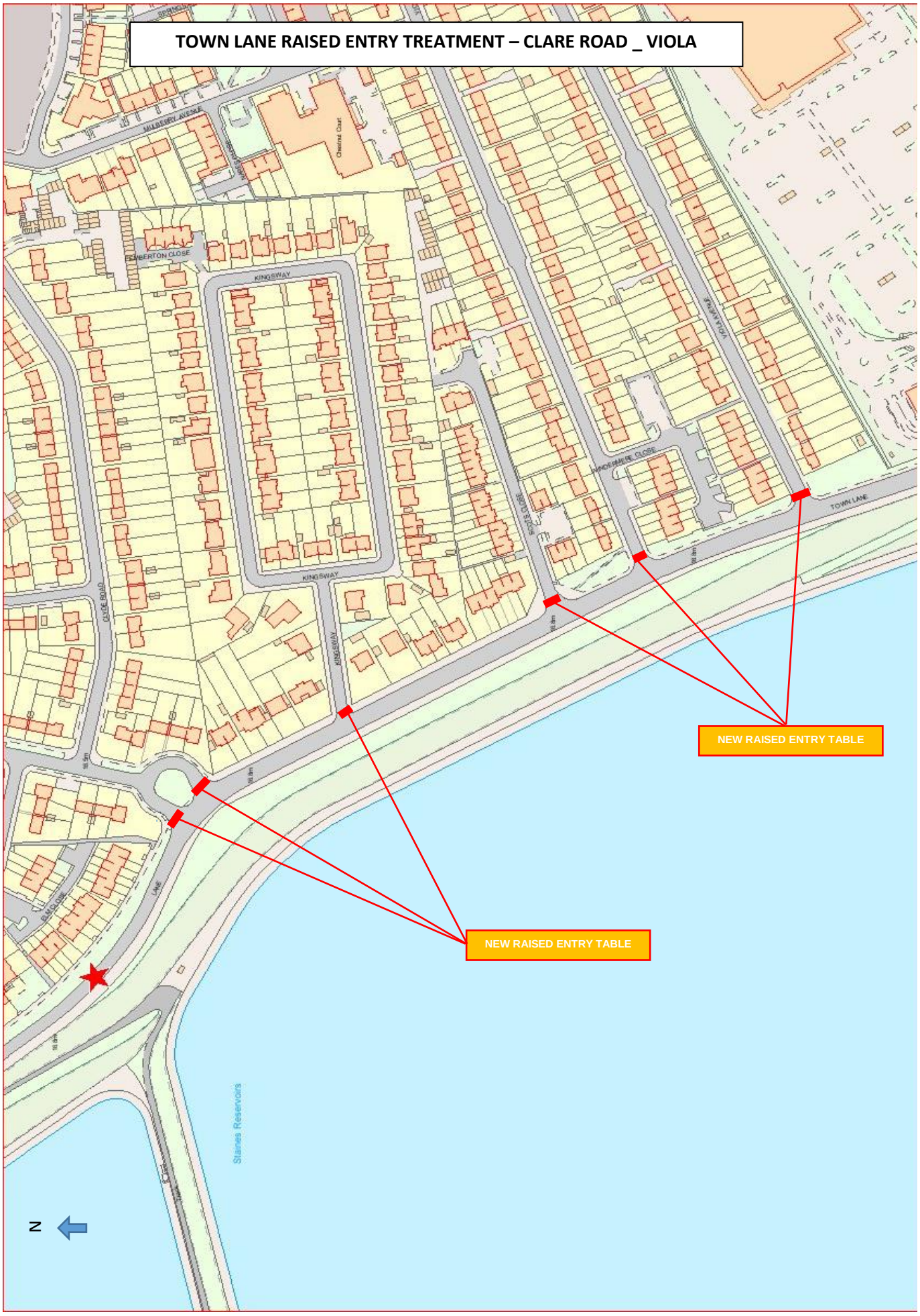
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NEW RAISED ENTRY TABLE
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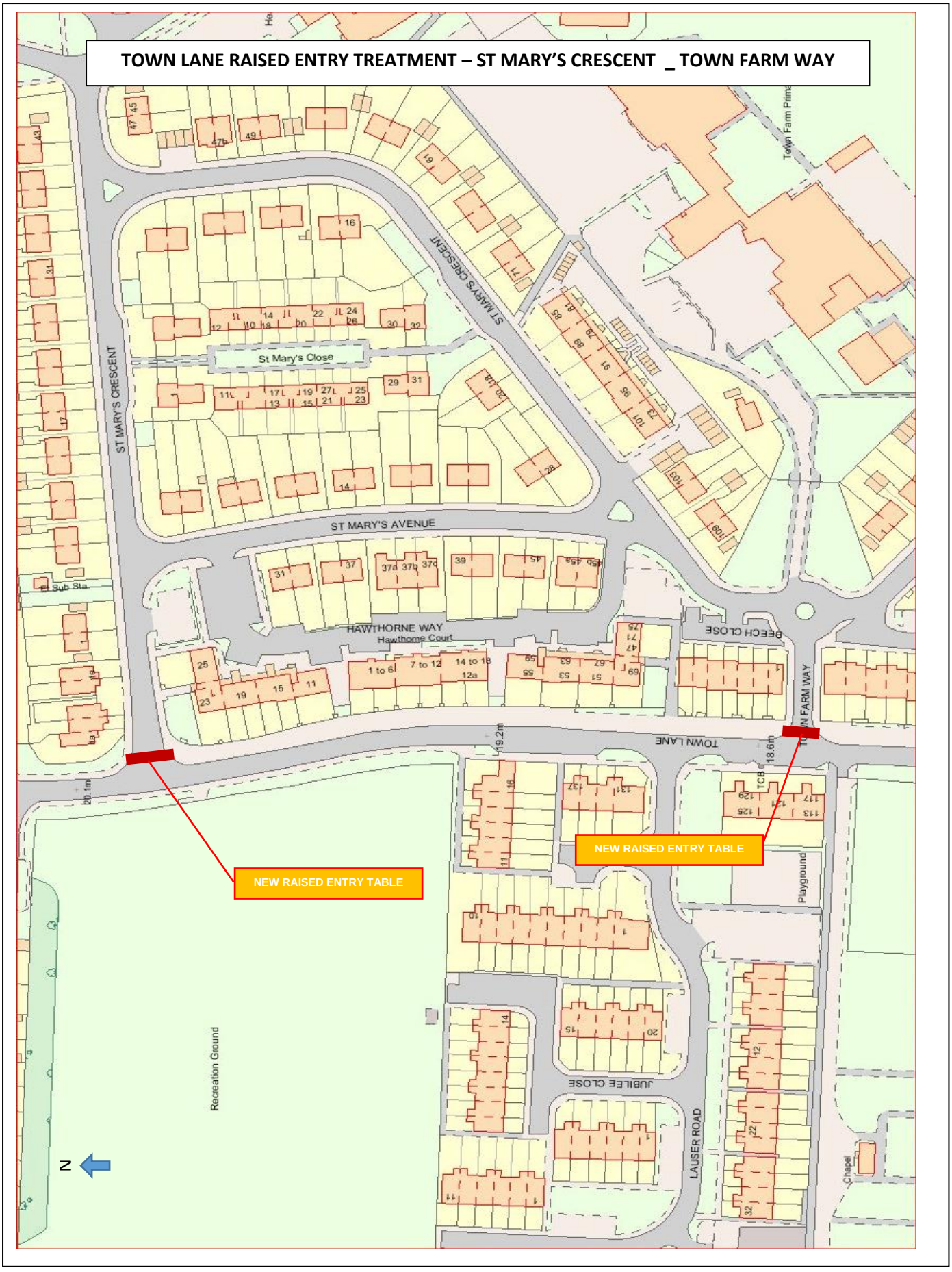
TOWN LANE
Staines Reservoirs
N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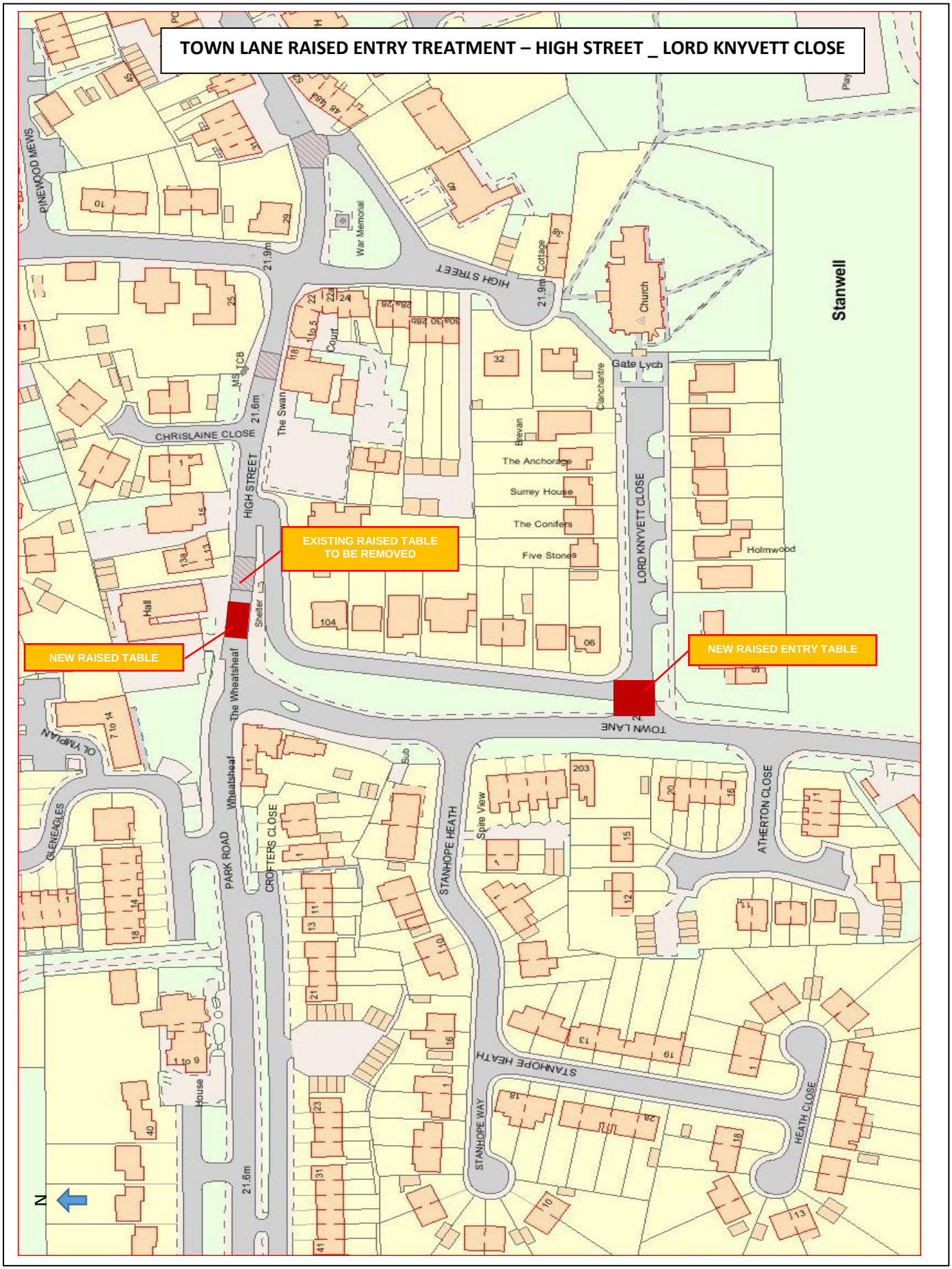
ST MARY'S AVENUE
St Mary's Close
HAWTHORNE WAY
Hawthorne Court
BEECH CLOSE
TOWN FARM WAY
TOWN LANE
JUBILEE CLOSE
LAUSER ROAD
Recreation Ground
Playground
Chapel
El Sub Sta
NEW RAISED ENTRY TABLE
NEW RAISED ENTRY TABLE
N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EXISTING RAISED TABLE TO BE REMOVED
NEW RAISED TABLE
NEW RAISED ENTRY TABLE
HIGH STREET
CHRISLAINE CLOSE
LORD KNYVETT CLOSE
TOWN LANE
PARK ROAD
CROFTERS CLOSE
STANHOPE HEATH
STANHOPE WAY
ATHERTON CLOSE
HEATH CLOSE
PINEWOOD MEWS
OL YMPIAN
GLENEAGLES
War Memorial
Church
Gate Lych
Cottage
Clanchantre
Brevan
The Anchorage
Surrey House
The Conifers
Five Stones
Holmwood
The Swan
Court
Shelter
Hall
The Wheatsheaf
Wheatsheaf
Spire View
House
Sub
Stanwell
21.9m
21.6m
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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	13:11:17	TE	REVISED FOLLOWING CLIENT COMMENTS	MB	EC
P01	27.10.17	TE	FIRST ISSUE	MB	EC

DRAWING STATUS: A - FIT FOR CONSTRUCTION

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CLIENT: SURREY COUNTY COUNCIL
Surrey Highways & Transport for Surrey

PROJECT: B378 TOWN LANE, STANWELL

TITLE: CYCLE IMPROVEMENTS - PHASE 2
OVERALL LOCATION PLAN

SCALE @ A1:	CHECKED:		APPROVED:
1:1250	MB		EC
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70037082	TE	BL	NOVEMBER 2017

DRAWING No: 70037082-0101-DE-DRG-0101 REV: P02

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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70037XX\70037082 - B378 TOWN LANE, STAINES\02 WIP\HW HIGHWAYS\02 DRAWINGS\03_DETAILED DESIGN\02_DRAWINGS_IN_PREPARATION\70037082-0101-DE-DRG-0001.DWG, printed on 13 November 2017 13:32:15, by Emile, Thomas

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Annex F – Stanwell Moor Road – speed limit assessment

SUMMARY

The Stanwell Moor Road cycle route scheme, which is included in the Wider Staines Sustainable Transport Package, aims to upgrade the existing off-carriageway shared-use pedestrian and cycle facility through widening, resurfacing and providing new controlled crossing facilities in key locations along the route.

The results of a site assessment indicate that a standalone (Toucan) crossing is required near the southern end of A3044 Stanwell Moor Road where the existing path switches from the east side to the west side of the road. The location which coincides with the desire line for pedestrians, cyclists and other vulnerable non-motorised users wishing to cross the road has very high vehicular flows and the 85th percentile speed at the location exceeds 50mph. These factors contribute to making vulnerable non-motorised users feeling insecure crossing the road. It is noted that there was a fatality at the location in 2009, involving a cyclist.

There is a case for allowing a new lower speed limit on the section of A3044 Stanwell Moor Rd shown in Annex G in accordance with Surrey CC's policy for setting local speed limits. The results of the speed limit assessment are detailed within this report.

Recommendations have been made based upon existing policy, in consultation with Surrey Police Road Safety and Traffic Management Team.

1.0 INTRODUCTION AND BACKGROUND

1.1 Surrey's policy for determining speed limits was updated in July 2014 and it is an 8 step approach consisting of:

Step 1 – Request to change speed limit is received.

Step 2 – Measure existing speeds and analyse road casualty data.

Step 3 – Compare the existing speeds with the suggested new speed limit.

Step 4 – Conduct feasibility of supporting engineering measures.

Step 5 – Consult with Surrey Police Road Safety and Traffic Management Team.

Step 6 – Joint Committee decision and allocation of funding

Step 7 – Advertisement of legal speed limit order and implementation.

Step 8 – Monitoring of success of scheme

1.2 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

2.0 ANALYSIS

2.1 Speed and traffic flow data for the route has been assessed. The results are shown in the following table:

Road	Average Daily Traffic Flow	Average 85%ile speed (mph)	Average mean speed (mph)
A3044 STANWELL RD NORTHBOUND	9054	52.6	45.6
A3044 STANWELL RD NORTHBOUND	9093	53.9	46.6

2.2 There have been 8 personal injury accidents within the stretch of road covered by this speed reduction request in the 5 year period between January 2012 and December 2016. 7 of the collisions resulted in slight injuries while 1 resulted in a serious injury. However, it is noted that a fatality occurred at the exact location of the proposed crossing in 2009 when a vehicle travelling south collided with a cyclist who was crossing the road from behind an HGV resulting in a fatality to the cyclist. Below is a table indicating the collisions between January 2012 and end of December 2016:

Location	Collisions	Date	Nature
A3044 STANWELL MOOR	8	02/03/12	SLIGHT
		04/07/12	SLIGHT
		08/07/12	SLIGHT
		22/01/13	SLIGHT
		09/08/13	SLIGHT
		18/07/15	SLIGHT
		06/10/15	SLIGHT
		12/06/16	SERIOUS

2.3 Under Step 3 of the policy, the table below compares the existing speed limit against the requested limit, the existing mean speed and the predicted mean speed of the road should the requested limit be introduced without additional measures.

Road	Current limit	Requested limit	Existing mean speed	Predicted mean speed
A3044 STANWELL MOOR ROAD	50 mph	40 mph	46.6mph	<42.1 mph

2.4 The predicted mean speed for the road under assessment is not much higher than the proposed speed limit. The measured existing mean speeds are slightly above the threshold for allowing new lower speed limits without supporting highway measures. Consequently, it is proposed to implement the following supporting measures in order to encourage drivers to slow down – the locations of these supporting measures is shown in Annex G:

- A **'40 SLOW DOWN' VAS** will be installed in the southbound direction at a location approximately 160m north of the proposed crossing
- A yellow backed **GATEWAY FEATURE** will be installed on either side of the road at the start of the proposed 40mph limit on the southbound approach (a distance of 320m from the proposed crossing).

- A **'40 ROUNDEL'** on a red high friction surfacing will be provided on the southbound carriageway at the start of the 40mph speed limit.

- **HIGH FRICTION SURFACING** will be applied on the approaches to the proposed crossing.

- A **TRAFFIC SIGNAL WARNING SIGN** will be provided at a location 300yds south of the proposed crossing (i.e. between Crooked Billet Roundabout and the proposed crossing) to warn drivers of the presence of the crossing

2.5 Consultation has been carried out with Surrey Police's Road Safety and Traffic Management Team, who responded as follows:

> *"… I can confirm that I have no objection to the proposal for the new toucan crossing. The only point I would raise is perhaps the need for an advanced warning sign of the signals on the approach from the Billet r/a prior to the bend. I can also confirm that as the new lower speed limit meets the criteria in the SCC Speed Limit Policy, then I also have no objection to this." (Graham Cannon, Road Safety & Traffic Management, Surrey Police).*

3.0 CONCLUSION

3.1 This report details the key points of the speed limit assessment. It is recommended that the speed limit should be as below:

A3044 Stanwell Moor Road the speed limit in the section of the road between the existing 30mph terminals from a point 200m approx. north of Crooked Billet Roundabout to a point located about 1.2km south of the Stanwell Moor Rd/Park Road junction (as shown in Annex G) is **recommended to be reduced from 50mph to 40mph**.

3.2 If Committee were to approve the new 40mph speed limit, the proposal to make a Traffic Regulation Order would be advertised in the local press, and representations considered. If there are no significant objections, the Traffic Regulation Order would be made. Arrangements would then be made to install the Toucan crossing and the necessary signing for the new speed limit and the supporting engineering measures. It is anticipated that works would start in March 2018.

3.3 After at least three months following implementation of the scheme, another speed survey will be commissioned to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2 of the policy, a further report would be presented to the Joint Committee for consideration and decision. This further report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be needed to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original speed limit.

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SCALE 1:1000

Existing 50 terminal signs to be replaced with 40 signs

Proposed Traffic Signal warning sign (see Detail 4).

SEE BELOW

SEE BELOW

SCALE 1:1000

SEE ABOVE

SEE ABOVE

Proposed '40 SLOW DOWN' VAS on existing lamp column (see Detail 1).

Proposed toucan crossing location.

Proposed 40 roundel on red high friction surface (see Detail 2).

Proposed gateway feature with speed terminal signs (see Detail 3).

162m

160m

77m

King George VI Reservoir

Valve House

Staines Reservoirs Aqueduct

Staines Reservoir

STANWELL MOOR ROAD

STANWELL NEW ROAD

DOLPHIN COURT

DOLPHIN COURT NORTH

BRECHER ROAD

FARNELL ROAD

LONDON ROAD

STAINES BY-PASS

BULLET ROAD

MIDWAY CLOSE

Riverbridge Primary School

Sloping masonry

Track

Cycle Track

Drain

ED & Ward Bdy

0 50 100 150 200

Detail 1. Proposed 40 SLOW DOWN vehicle activated sign

Detail 2. 40 roundel on red high friction surface

Detail 3. Proposed Yellow backed 40 terminals and white gateway feature, 50 terminal on the reverse.

Detail 4. Traffic signal warning sign

KEY

- Existing 30mph speed limit
- Proposed reduction from 50mph to 40mph (extending 823m from end of existing 30mph limit)
- Existing 50mph speed limit to remain

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

File Name: F:\000 Design Team\My Schemes\Stanwell Moor Road\Stanwell Moor Road - Proposed speed limit.dwg

Scale SEE PLAN

North Point

SEE PLAN

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Drawn by JW	Sig. JW	Date
Checked by originator	Sig.	Date
Approved by	Sig.	Date

Project: Stanwell Moor Road

Drawing: Proposed speed limit reduction

SHEET 1 OF 1

SURREY COUNTY COUNCIL
Surrey Highways
Transport for Surrey

Project No.

Contract

Sheet No.

Drawing No. | Rev. –

Classification: DRAFT

A1

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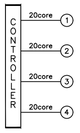
SETTING OF POLES & EQUIPMENT SCHEDULE									
Pole No	Pole Type	Pole Centre Distance to Kerb Face (metres)	Pole Centre Distance to Tactile (metres)	LED RAG Signal Head	LED Farside Pedestrian Signals	Pedestrian Demand Unit with Tactile Device	On Crossing Detector	Kerb-side Detector	PE Cell
1	Standard	0.80	0.50	1	1	1	-	1	1
2	6m Tall	0.80	0.50	2	-	1	1	-	-
3	Standard	0.80	0.50	1	-	1	-	1	-
4	6m Tall	0.80	0.50	2	1	1	1	-	-
			Totals	6	2	4	2	2	1

FARSIDE PEDEX CROSSING OPERATIONAL CYCLE & TIMINGS			
Period	**Signals Shown**		**Crossing B Timing (seconds)**
	TO PEDESTRIANS	TO VEHICLES	
P1	Red Standing Figure (wait)	Green (proceed if way is clear)	30 (fixed) 30 (VA max) 7 (VA min.)
P2	Red Standing Figure	Amber (stop unless not safe to do)	3 (mandatory)
P3	Red Standing Figure	Red (stop, wait behind stop line on carriageway)	1 (gap) 3 (max) 3 (FVP)
P4	Green Walking Figure (cross with care)	Red	5
P5	Black-out	Red	3
P6	Black-out	Red	0 to 8 (pedestrian extendable period)
P7	Black-out	Red	3
P8	Red Standing Figure	Red	1
P9	Red Standing Figure	Red with Amber (stop)	2
		Vehicle detection extension period	1.5
		On-crossing extension period	2.0
		Kerbside call / cancel detector hold period	2.0
		Speed Assessment vehicle extension period	5.0

ELV SIGNAL CABLING SCHEMATIC



KEY:

- Three aspect LED R/A/G signal head
- Two LED signals heads with one at top of 6m tall pole
- Two aspect LED RM/GM farside pedestrian signal
- Pedestrian LED wait indicator with push button unit & tactile device
- Standard poles & tall 6m signal poles
- Pedestrian on-crossing detector
- Pedestrian kerb-side detector
- PE Photoelectric cell
- Traffic signals controller cabinet
- Electrical service box
- 100mm dia. traffic signals ducts (1 duct & 2 ducts)
- RS115 pole retention socket surrounded with 750mm³ foundation
- Signals cable drawpit 450mm l x 450mm w x 600mm d (NAL Stakkabox modula access chamber or similar)
- Signals cable drawpit 600mm l x 450mm w x 600mm d (NAL Stakkabox modula access chamber or similar)

NOTES:

ELV PEDEX farside pedestrian crossing to operate under VA control with system D and speed assessment.
All traffic signal poles to be passively safe.
All data to be the same for each timing set.
18 hour DFM time - push button units not on DFM

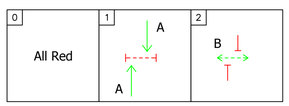
All equipment and street furniture is to be type approved;and is to be in accordance with:

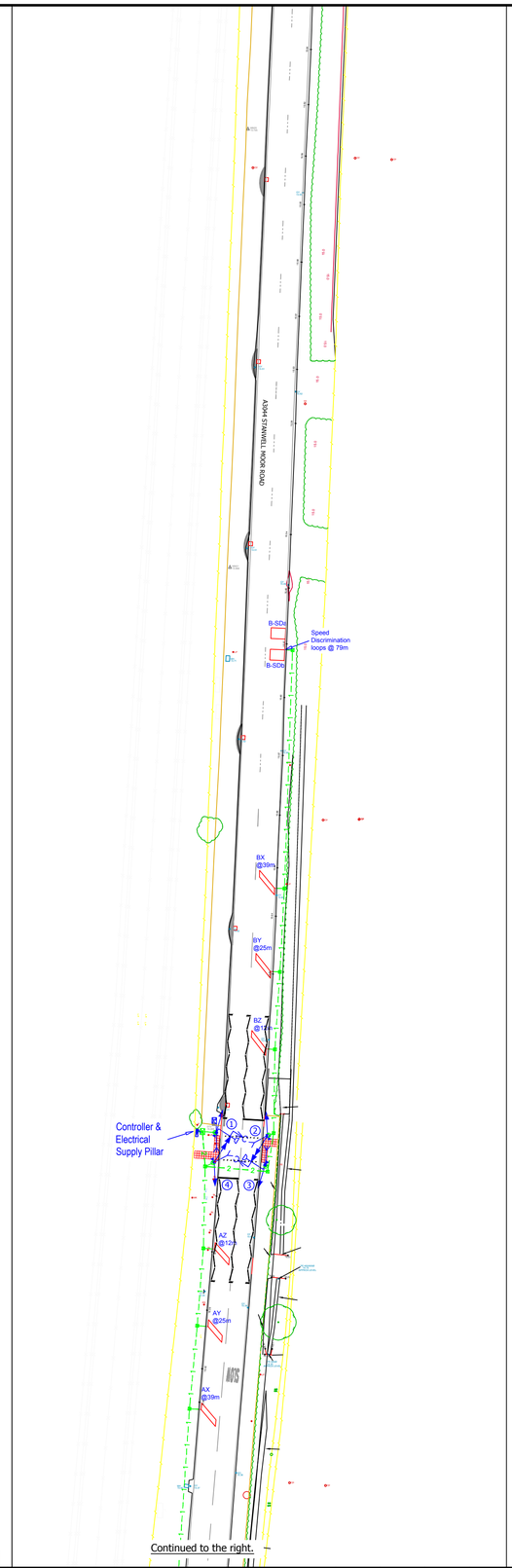
- The Surrey County Council specification for the supply and installation of traffic signals 2016
- DFT specification for traffic signal controller TOPAS 2500A

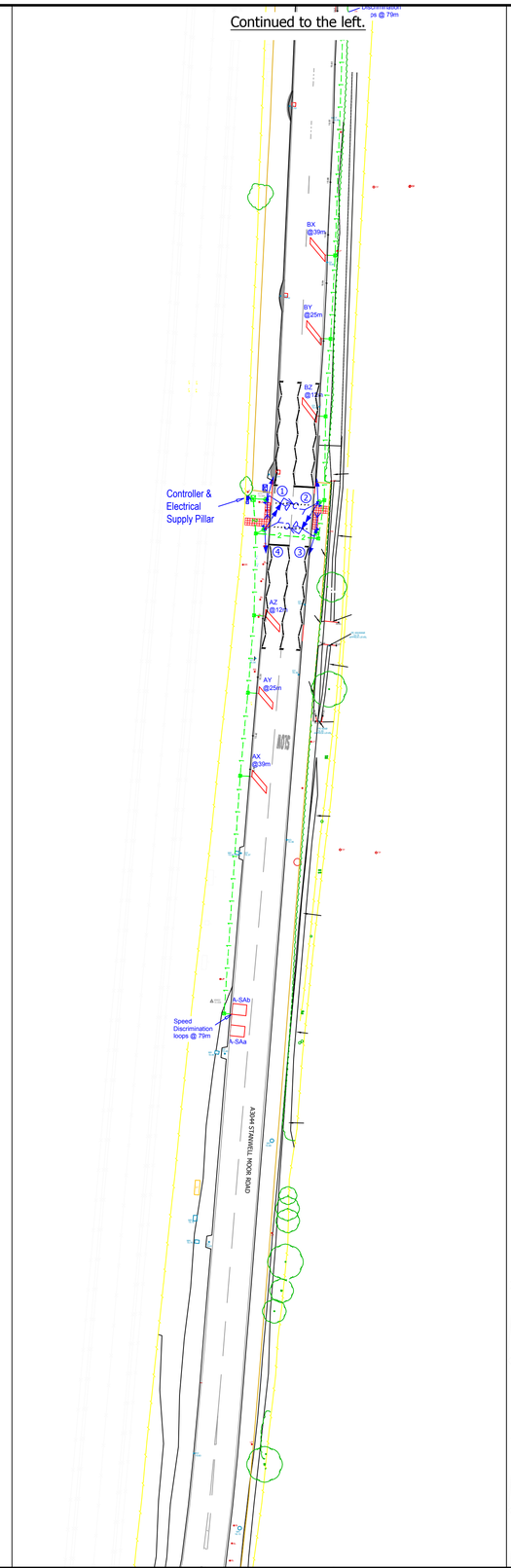
and

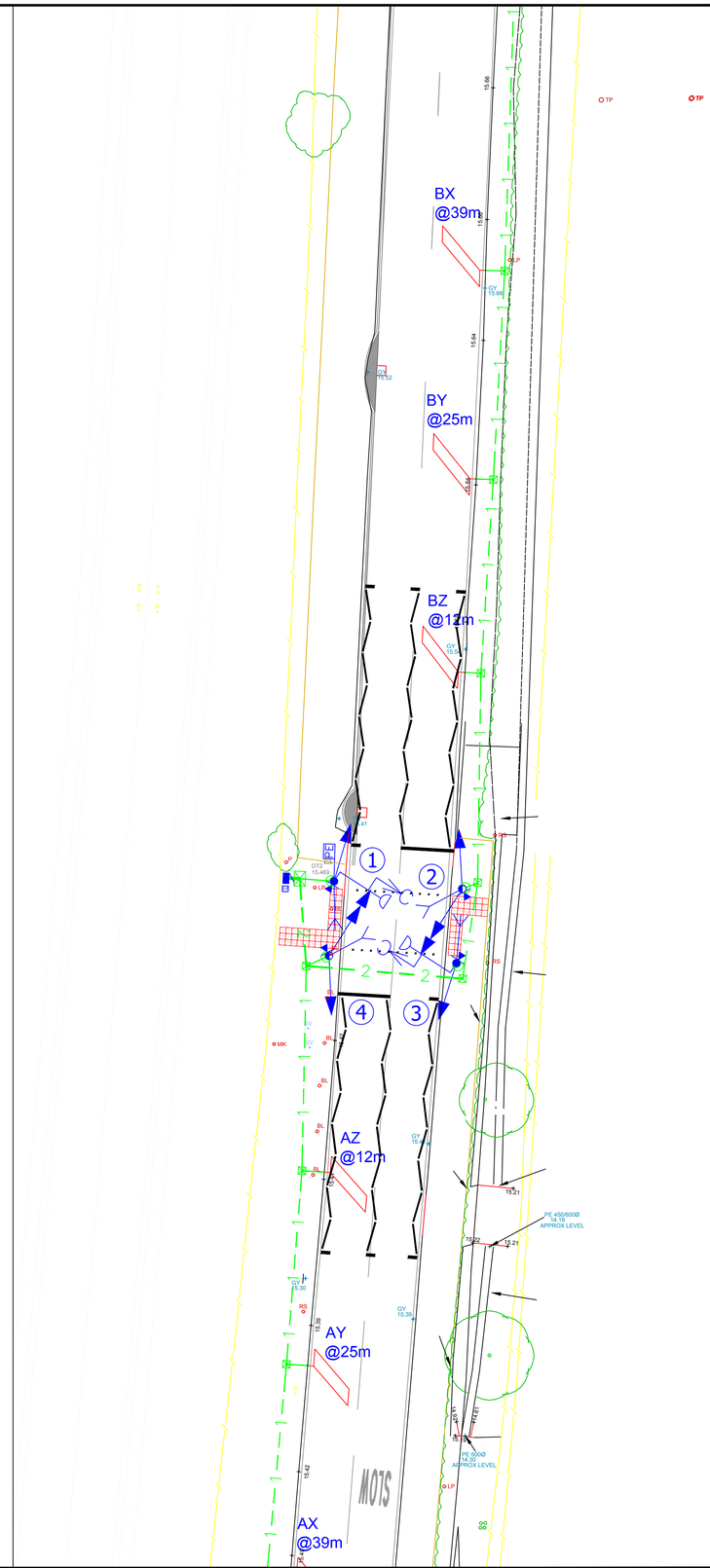
- The Traffic Signs Regulations and General Directions 2016

PHASING/STAGING DIAGRAM









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North Point

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Checked by originator	EJS	Sig.	Date 08.17
Approved by	TWB	Sig.	Date 08.17

Project: WIDER STAINES STP. A3044 STANWELL MOOR ROAD NEAR STANWELL NEW ROAD, STANWELL.

Drawing: TRAFFIC SIGNALS ARRANGEMENT PROPOSED TOUCAN CROSSING

SHEET 1 OF 1

SURREY COUNTY COUNCIL
Surrey Highways
Transport for Surrey

Project No.	12LEPSTP
Contract	
Sheet No.	
Drawing No.	P222-01
Rev.	
Classification	FEASIBILITY

File Name: I:\EA\PC All\Strategic Projects\Strategic Projects - Active\SP0012-Wider Staines STP\04 Design\4.02 Drawings\4.2.02 Feasibility Drawings\SP0012.3 Section 3_ Stanwell Moor Rd\SP0012.3 Section 3_ Stanwell Moor Rd.dwg\Wider Staines STP - Traffic Signals Arrangement REV2.dwg

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A1

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JOINT COMMITTEE (SPELTHORNE)

DATE: **6TH DECEMBER 2017**

LEAD OFFICER: **NICK HEALEY, AREA HIGHWAY MANAGER (NE)**

SUBJECT: **IMPROVING TRAFFIC FLOW IN STAINES TOWN CENTRE**

DIVISION: **STAINES**

SUMMARY OF ISSUE:

The current road network arrangement in Staines Town Centre was first implemented in the late 1990s at the same time that the High Street was pedestrianised. Since this time transport patterns have changed significantly but there has been no significant development of the transport infrastructure.

Through the Business Improvement District retailers are expressing concerns that the inefficiency of operation of the current road network is deterring potential customers coming to Staines to shop due to the congestion experienced by drivers. There is particular concern about the impact the additional expected visits to the town centre resulting from the opening of a new store in Spring 2018.

Congestion in the town centre has also been the subject of a recent paper presented at a Spelthorne Borough Council Leader's Economic Task Group.

This report summarises the existing situation with the road network in Staines Town Centre, details recent activities relating to the development of the road network, and suggests possible future projects for consideration.

RECOMMENDATIONS:

For information only.

REASONS FOR RECOMMENDATIONS:

Not applicable.

1. INTRODUCTION AND BACKGROUND:

1.1 Staines is an area of significant economic potential, ranked 13th in the 2013 UK Competitiveness Index. It is home to a high concentration of company headquarters, which may well be attracted by the proximity to London and Heathrow, and excellent transport connections, including access to the M25, M3, and M4. In recognition of the area's potential, Staines has been identified by the Enterprise M3 Local Enterprise Partnership (EM3 LEP) as a "Step-Up Town".

1.2 Today's road network in Staines town centre was established as part of the project to pedestrianise the High Street in the late 1990s. Motor vehicle traffic was diverted onto a route comprising Thames Street and South Street.

1.3 Since the late 1990s the town centre has undergone substantial development, resulting in increasing economic activity, which in turn has resulted in an increase in the number of journeys to and from the town centre. During this time the road network has not benefitted from any significant development.

1.4 Congestion is a regular experience for drivers in Staines. Through the Business Improvement District retailers are expressing concerns that the current road system is deterring potential customers coming to Staines to shop due to the congestion experienced by drivers. There is particular concern about the impact the additional expected visits to the town centre resulting from the opening of a new store in spring 2018. Congestion has also been the subject of a recent paper presented at a Spelthorne Borough Council Leader's Economic Task Group.

2. ANALYSIS:

2.1 The existing road network in Staines

2.1.1 The town centre area has four points of entry, all of which are constrained:

- Staines Bridge – which is constrained by the fact that it is a major listed structure spanning the River Thames;
- Laleham Road – which is constrained by the railway bridge;
- The Iron Bridge – which is constrained by the fact that it is a railway bridge;
- Wraysbury Road – which is constrained by the fact that it leads directly to the County Boundary with the Royal Borough of Windsor and Maidenhead.

2.1.2 There are a number of significant car parks – including the Elmsleigh Centre, Two Rivers, and Bridge Street. A car park guidance system has previously been installed, but is now defunct and obsolete.

2.1.3 Access to the Two Rivers car parks and retail area is very restricted with two constrained access points. Mustard Mill Road provides an entry point from both the London Road and South Street directions, but only provides and exit towards London Road. Hale Street provides access to Wraysbury Road and

Bridge Street, which in turn connects to Staines Bridge. Bridge Street itself is narrow and twisting, and frequently heavily congested, resulting in congestion on the approach to Bridge Street across Staines Bridge.

2.1.4 Vehicle movements are controlled by a series of traffic signal controlled junctions, which are coordinated as part of a SCOOT region. SCOOT stands for "Split Cycle Offset Optimised Timing" and is a system whereby all the traffic signal controlled junctions are connected to an Urban Traffic Control (UTC) computer. The UTC computer receives information from vehicle detectors on site, and uses this information in real time to control the timing and coordination of the traffic signals so that all the junctions work together as a team to optimise capacity. If the system is working well, it should respond quickly to the prevailing traffic flows to provide capacity where it is needed.

2.1.5 The SCOOT region was implemented and its operating parameters first validated in the late 1990s, in the context of traffic patterns at the time. It has not been revalidated since the late 1990s, which means the algorithms controlling traffic rely on operating parameters that are out of date. In addition for some time the communications links between the junction controllers and the UTC were not operational. Communication has now been re-established, and arrangements are being made to repair faulty vehicle detectors. At the present time there is no funding available for revalidation of the operating parameters to suit today's traffic patterns.

2.1.6 Transport to and from the centre of Staines is dominated by the private car. Staines Railway Station provides connections to London Waterloo, Reading, Weybridge, and Windsor. Staines also benefits from a number of bus services. Pedestrian facilities within the town centre area are very good. There are very few cycling facilities either within the town centre or connecting to the town centre from the surrounding residential areas.

2.2 Recent work relating to Staines

2.2.1 There have been a number of activities in the past few years relating to Staines:

- The Local Transport Strategy (https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/surrey-transport-plan/surrey-transport-plan-consultations-on-the-plan/local-transport-strategies-and-forward-programmes) was published in September 2014 and sets the transport context for Spelthorne as a whole, as well as outlining a forward programme of potential schemes to address different challenges. The Local Transport Strategy is due to be reviewed and updated in the coming months.

- The Staines Movement Study was completed in June 2014 and explores existing perceptions and attitudes to walking and cycling, identifying issues and potential issues that might overcome critical barriers to movement for pedestrians and cyclists accessing Staines. This is a lengthy (253 page) report and is available on request.

- The Wider Staines Sustainable Transport Package (STP) (https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/spelthorne-major-

transport-schemes) is due to be implemented over the next 2 to 3 years. This is a package of new and improved cycling routes connecting Staines to Heathrow via Stanwell, and also a number of improvements to bus infrastructure in the same corridor.

- An expression of interest has been submitted to the EM3 LEP for a scheme to improve the capacity of Staines Bridge and adjacent junctions. This potential scheme is at a very early stage of development. A copy of the expression of interest is available on request.

2.2.2 There are also two projects near to Staines town centre, which are expected to be beneficial to transport patterns in the wider area:

- The Egham STP scheme (https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes) was completed in January 2017. The scheme included walking, cycling and bus improvements, focusing on the A308 The Causeway between Woodhaw roundabout and Staines Bridge.

- The Runnymede Roundabout scheme (https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes) is designed to improve this junction for all road users – reducing congestion and improving facilities for pedestrians and cyclists.

2.3 Options for the Joint Committee to consider

2.3.1 There are a number of options for the Joint Committee to consider as possible future activities / projects. Some options are outlined below – these are not intended to be an exhaustive list. Committee should note that there is only a limited additional capacity available for motor vehicles within the constraints of the existing road network. The demand for continuous growth in motor vehicle transport simply cannot be served in the medium to long term. At some stage a decision will need to be taken to loosen society's dependence on the private car as the first choice mode of transport, either by proactively and positively restraining car ownership and usage, or by provision of high quality alternatives. In practice a combined strategy of traffic restraint and provision of high quality alternatives is the most effective way to facilitate changes in transport choices.

2.3.2 As a quick win it would cost approximately £30,000 to **revalidate the SCOOT region**. This would result in the coordination of the existing traffic signal junctions being optimised for today's traffic condition. It would not include any changes to the physical arrangement of the road network. If funding could be identified for this revalidation it would provide a baseline against which to measure the benefit of further projects. Revalidation of the SCOOT region would only benefit motor vehicle traffic.

2.3.3 Another quick win would be to **renew the car park guidance system**, to reduce the volume of traffic "hunting" for parking spaces. Related to this a **review of the charging strategy for the different public car parks** would enable drivers to be steered towards car parks positively to manage traffic flow through the town centre. A natural part of this would be a **review of the**

charging strategy for any on-street parking in the town centre, for example in Church Street.

2.3.4 A **detailed survey of transport movements** into and around Staines would provide an understanding of the town's catchment area, and enable a strategy to be developed to serve the transport needs of the town in the short, medium and long term.

2.3.5 A short term benefit is likely to be possible by implementing **minor remodelling of the junctions** within the town centre area, so that they are a well suited as possible to the prevailing traffic patterns. For example there may be a benefit in adjusting the junction of Mustard Mill Road, South Street, and High Street to enable traffic exiting from Two Rivers to turn right. The detailed survey of transport movements would confirm whether this kind of remodelling would be beneficial.

2.3.6 In the short to medium term, an understanding of the catchment area of the town centre derived from the detailed survey of transport movements would enable **new cycle facilities** to be prioritised intelligently. A coherent network of cycle routes both around and connecting to the town centre from the surrounding catchment area would provide a high quality alternative to the private car for employees, commuters, utility and leisure journeys.

2.3.6 Looking to the medium to long term, the detailed survey of transport movements would enable more substantial solutions to be explored. For example the gathered evidence may lead to the identification of a **park and ride** opportunity, or to the implementation of a **high quality public transport corridor**. Only in gather the necessary evidence in a detailed study could this kind of project be promoted with confidence that they would be beneficial.

2.4 Possible routes to delivery

2.4.1 The Joint Committee has modest revenue and capital budgets. To make the most of these it is suggested that Committee uses its own budgets to develop projects through feasibility and (where appropriate) detailed design. Once Committee's priority projects have reached an appropriate point of maturity, bids could then be prepared for funding from CIL, or from the EM3 LEP. If business cases can be made, third party funding from other sources may be forthcoming – for example Heathrow Airport Ltd contributed a substantial sum to the Wider Staines STP scheme.

2.4.2 The first step, as outlined in the Highways Update report, is to agree a common set of priorities for strategic improvement schemes between Surrey County Council and Spelthorne Borough Council. Once a common set of priorities is identified, funding has already been allocated to begin to develop projects.

3. OPTIONS:

3.1 As described in section 2 above.

4. CONSULTATIONS:

4.1 None at this stage.

5. FINANCIAL IMPLICATIONS:

5.1 As described in section 2 above.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	High quality sustainable transport infrastructure can widen accessibility to local education, employment, and leisure opportunities to all members of local communities.
Localism (including community involvement and impact)	The Joint Committee needs to gather evidence of local transport needs to inform its decision making.
Sustainability (including Climate Change and Carbon Emissions)	By positively and proactively restraining car ownership and usage, and by providing high quality sustainable transport infrastructure, the growing transport needs of Staines town centre may be served into the long term while minimising the impact of transport on the environment.
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	By positively and proactively restraining car ownership and usage, and by providing high quality pedestrian and cycling infrastructure, visitors to Staines town centre are better able to make transport choices that carry health benefits.

7. CONCLUSION AND RECOMMENDATIONS:

7.1 Staines town centre is regularly congested.

7.2 There are short term options available that would result in modest motor vehicle capacity benefits.

7.3 It is not possible to provide for unrestrained growth in traffic in Staines Town Centre in the long term.

7.4 In the medium to long term continued growth in the number of journeys to and from Staines town centre, needed to fuel continued growth in the economic activity, can only be achieved by implementing measures to restrain traffic and provide high quality sustainable transport infrastructure.

8. WHAT HAPPENS NEXT:

8.1 The Joint Committee needs to agree its strategy to respond to the congestion in Staines town centre, and then identify funding to deliver this strategy.

Contact Officer: Nick Healey, Area Highway Manager (NE)

Consulted: N / A

Annexes: 0

Sources/background papers: As described in section 2 above.