

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 17 March 2014

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy & implementation team)

SUBJECT: ON STREET PARKING REVIEW OF SPELTHORNE (Revised report)

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 or objections from members of the public.

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

- (i) bus stop clearways as described in paragraph 3.8 and the proposed amendments to on-street parking restrictions in Spelthorne, as described in this report and shown in detail on drawings in Annexe A;
- (ii) that the Local Committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments;
- (iii) that the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Spelthorne as shown on the drawings in Annexe A are advertised and that if no objections are maintained, the orders are made;
- (iv) that 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 Annexe 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 over 160 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 Annexe A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 STAINES

Moor Lane (0188)

Introduce a section of double yellow lines to break up the long continuous line of parked cars outside properties 1 to 7 Mede Court, Moor Lane. This will provide a passing place for traffic and improve sight lines as it covers a slight bend in the road. Further north there is a parking area by Moor Lodge which also acts as a passing place so the chosen location for the double yellow lines sits between this area and the existing double yellow lines by Meadow Court to the south.

Wraysbury Gardens (0112)

Extend the existing single yellow line throughout the entire length of Wraysbury Gardens with the exception of around the grass island which is proposed to have double yellow lines in order to prevent overnight double parking, blocking access and signs being installed on this island. These proposals are to prevent non-resident vehicles being left in this residential cul-de-sac for long periods of time with some being known to obstruct driveway and footway access.

Waters Drive (0113)

In the off street parking area opposite number 121, revoke the permit holder restriction as this parking area has since been confirmed as private. No sign was installed here during the installation of the scheme.

Outside number 89, convert a section of double yellow line to single yellow to allow these residents to park in front of their dropped kerb outside of the parking zone hours. Outside number 100, at the head of Waters Drive convert the existing double yellow lines to a single yellow line in order to provide more opportunities for residents to park in the evenings.

Extend the existing permit holders only bay opposite numbers 88 to 94 at each end in order to increase its capacity from 3 cars to 5 cars.

Church Street (0115)

Outside numbers 18 to 20 (Church House) upgrade the single yellow line to double yellow excluding a one car length section in the middle of the vehicular entrances situated either side of this building. This will prevent parking on and next to these accesses at all times but will still allow one vehicle to park, retaining as much on-street capacity as possible.

Prospect Place (0121)

Following a petition from the residents, supported by their MP, it is proposed to introduce a 'permit holders only beyond this point' type restriction in this short cul-de-sac, at the entrance to the road, to give residents priority over non residents. These residents have no off street parking and often have non residents parking for long periods. The scheme would operate all week between the hours of 8am and 6.30pm.

Gresham Road (0120)

On the north side between Cotswold Close and Cherry Orchard, introduce a 20 minute limited waiting bay for approximately 5 vehicles. This will create a designated parking area close to the railway station, for vehicles to set down, wait, and pick up

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passengers. It will work in a very similar way to the existing 20 minute bays that are located within the private Station Approach land. At present, in Gresham Road, the taxi rank that is located by the station steps is often full during peak times and as a result, taxis and other vehicles have to wait on the double yellow lines located on the bend by the station steps, or even in nearby Cherry Orchard. This has caused numerous problems for through traffic and residents, including issues relating to engine noise caused by vehicles driving around and waiting with their engines running to avoid being issued with a parking ticket. This proposal would significantly improve this situation by simply providing additional space to park with no risk of receiving a ticket (unless for parking in excess of 20 minutes).

Penton Road j/w St Olave's Close (0192)

Extend the existing double yellow lines opposite Riverside Road further southwards so that they cover the junction with St Olave's Close. This will help maintain road safety and sight lines on this junction.

Knowle Park Avenue j/w Kingston Road (0123)

Upgrade the existing single yellow lines to double yellow lines to maintain road safety and sight lines at all times. On Kingston Road the double yellow lines would extend for 10m southwards and would link up with the existing double yellow lines northwards approaching Knowle Green.

Knowle Park Avenue and Gordon Close (0123)

On the junction of Knowle Park Avenue and Gordon Close, introduce double yellow lines to maintain road safety and sight lines.

Around the inside of the island of properties (Gordon Close even numbers and also Knowle Park Avenue odd numbers) introduce a single yellow line, (excluding the proposed double yellow lines on the junction) in order to keep parking on one side of the road only and prevent parking on the inside of the bends during the day. This will improve traffic flow, sight lines and accessibility around this residential area.

On Knowle Park Avenue between Kingston Road and the junction with Gordon Close, introduce a single yellow line on the odd numbers side to again keep parking on one side of the road and to maintain traffic flow, sight lines and accessibility.

Bramley Close (0181)

Introduce double yellow lines on the junction by Kingston Road, extending further into Bramley Close on the west side to keep parking on one side of the road only on the approach. There is a redevelopment proposed for the car park to the rear of the Jolly Butcher PH that will significantly increase the amount of vehicles using Bramley Close. These proposals are in advance of this.

3.2 STANWELL AND STANWELL MOOR

Horton Road C273 (1103)

Outside property 'Kestrel' introduce a section of double yellow lines to break up the long continuous line of parked cars and to prevent parking on this slight bend. In addition, it will maintain access and sight lines for this property. Whilst there has been displacement of parked vehicles from outside the garden centre to further down Horton

Road, two way traffic flow is still possible, even with a larger vehicle. This additional section of double yellow lines are all that is necessary at present.

Horton Road D6365 (1103)

This cul-de-sac, located east of Stanwell Moor Road, is experiencing relentless parking by staff vehicles belonging to UCH and also by taxi drivers using the road to rest or wait between call outs.

There are a handful of properties, all located at the far end. Some of these properties have off street parking but others rely on parking on-street. Due to the excessive amount of non-residential parking taking place it is not always possible for these residents to park close to their homes and there is very limited alternative parking nearby. There have been several incidents of anti social behavior and confrontations that have involved the police.

Attempts have been made to try to and accommodate non-resident vehicles, by asking UCH staff to park in the southern half of the road only, but this has not proven to be a long term solution.

It is therefore proposed to introduce a 'permit holders only beyond this point' type restriction just before the start of the residential properties and to introduce double yellow lines by the junction with Stanwell Moor Road. This will keep non-resident vehicles between the junction and the residential properties and will ensure that the residents have somewhere to park outside their homes.

Whilst it is not good practice to install a residents scheme for such a small number of properties, this is the only feasible solution to this problem and is something the residents would strongly support.

Northumberland Close (0103)

Extend the existing double yellow lines on the west side of Northumberland Close further southwards up to the turning head to maintain access for large goods vehicles at all times in this industrial estate. These lines have already been installed on the ground and this would be an amendment for the Traffic Regulation Order only.

Vibia Close (0169)

Extend the existing double yellow lines on the north side further westwards so that they extend in front of property numbers 18 to 24. This will help keep parking on the south side of the street only and will maintain access for these properties.

Hadrian Way (0169)

South of the junction with Vibia Close, extend the existing double yellow lines on the western side further southwards to improve sight lines by this off-set crossroads. North of the junction with Vibia Close extend the existing double yellow lines on the eastern side northwards to improve sight lines for vehicles exiting Hannibal Road.

In the cul-de-sac section of Hadrian Way reduce the existing double yellow lines by 5m to allow another vehicle to park here without compromising sight lines or access.

Clare Road Service Road Fronting 51 to 121 (0110)

On the shops side of the service road, introduce a 2 hour maximum stay applying Monday to Saturday 7am to 7pm outside numbers 51 to 61 and 85 to 115. In between these two parking bays will be double yellow lines to prevent parking on the bend. This proposal will prevent vehicles from parking on this side of the service road all day in order to create a turnover of vehicles. The parking areas opposite the shops will remain

unrestricted to allow long term parking to take place, for example by residents living above the shops or by shop owners and their staff.

3.3 ASHFORD

Village Way j/w Parkland Grove (1109)

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

Village Way (1109)

Reduce the single yellow line from the boundary of numbers 85 and 87 to the building line of number 83. This reduction will allow another vehicle to be parked without compromising sight lines. This is at the request of residents.

Knapp Road (0127)

Upgrade the single yellow line adjacent to The Old Fire Station, (currently occupied by Ashford Glass) to double yellow lines in order to maintain traffic flow on the approach to the signalised junction. These double yellow lines will extend round the bend opposite number 4 Village Way.

Woodthorpe Road (0127)

Outside 5 to 8 Station Parade revoke the existing parking bay and single yellow line to allow for a **Bus Stop Clearway** to be installed. The bus stop here is completely inaccessible due to parked cars and as a result, buses have to stop in the middle of the road for passengers to board and alight. This proposal would give buses a clear passageway to pull in and drive up to the bus stop. It is proposed the parking bay would begin again in front of Elizabeth House. Please note that existing markings on the ground relating to these parking bays do not completely reflect the current legal order plans. This will be amended as part of this proposal. In addition, outside Lloyds TSB, add the existing disabled parking bay to the traffic regulation order (TRO), and amend the length of the existing disabled bay on the opposite side of the road on the TRO only to match the current layout on the ground.

Coleridge Road (0127)

On the inside of the bend (eastern side of the road) by number 36, introduce double yellow lines to maintain road safety and sight lines.

Stanley Road j/w Chesterfield Road (1105)

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

3.4 SUNBURY COMMON AND ASHFORD COMMON

Napier Road j/w Chertsey Road (1110)

Introduce double yellow lines on this junction to maintain road safety and sight lines. There are existing double yellow lines here that are currently not on the Traffic Regulation Order. This proposal would see these existing lines extended by approximately 5m either side of the junction on Chertsey Road.

Scotts Way j/w Cadbury Road (1106)

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

The Parade (0137)

Outside numbers 61 to 73 reduce the limited waiting bay on the north side so that it is in line with the start of the parking bay on the south side by Barclays Bank. The reduced parking bay area will be replaced with double yellow lines. This is an amendment for the Traffic Regulation Order only as this layout already exists on the ground.

3.5 LOWER SUNBURY AND HALLIFORD

Manor Drive j/w Green Street (0178)

Introduce double yellow lines on this junction to maintain road safety and sight lines. The double yellow lines extend further southwards than they do northwards in order to cover the vehicular access to the sports ground.

The Avenue (1111)

On the eastern side, extend the existing single yellow line northwards up to the TP26 cycle path boundary with No:68. This will keep vehicles on one side of the road only on approach to the parade of shops to improve traffic flow.

Harfield Road j/w Lower Hampton Road (1112)

Introduce double yellow lines to maintain road safety and sight lines on the junction. This proposal will help prevent parking on the footway by this junction and will protect the bus stop within Harfield Road on the eastern side.

Upper Halliford Road (1113)

Introduce double yellow lines on the east side of Upper Halliford Road from the roundabout with Gaston Bridge Road to opposite Charlton Lane. These lines would also extend 10m into Upper Halliford Green on the northernmost and southernmost side. This proposal is to prevent parking all along this side which inhibits access to and from the parking bay area located outside the parade of shops. In addition, it will help maintain sight lines for vehicles exiting Upper Halliford Green and will improve access to and from Annett Close and Charlton Lane.

3.6 LALEHAM AND SHEPPERTON

Broadlands Avenue (0166)

By the junction with Green Lane, extend the existing double yellow lines on the eastern side further southwards up to and covering the driveway access to number 1. This will prevent parking outside and next to the entrance to Broadlands Grange, the electricity substation and the access to number 1. In addition, it will prevent parking on both sides of the road on approach to the Green Lane junction.

High Street Service Road Fronting 2 to 14 (0166)

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On the current Traffic Regulation Order plans, limited waiting bays are shown on both sides of the service road. However, on the ground, bays have only ever been on the shops side of the road as it is very narrow and not entirely suitable for formalised parking on both sides. It is therefore proposed to revoke the limited waiting bays opposite the shops with the exception of one area which is wide enough for parking on both sides of the road. This section will be from the boundary of numbers 6 and 8 southwards to the southern building line of number 14 (NatWest Bank). The remaining part of the service road on this side will have double yellow lines with the exception of a small section south of number 14 which will have a single yellow line extended to meet the proposed parking bay. In addition, outside number 1 (Costa Coffee), amend the parking bay layout on the traffic regulation order to match the layout on the ground. At the moment the layout of the parking bays are shown going through the small strip of pedestrian footway outside Costa Coffee. It is proposed to formalise the 3 'end on' spaces outside Costa Coffee but introduce a double yellow line between the two existing bays outside number 2 (Thames Launderette) on the other side of the strip of pedestrian footway.

High Street (Outside Post Office Depot) (0165)

Outside the entrance/exit to the Post Office Depot, revoke a section of parking bay on both sides of the road and replace with double yellow lines to assist with access and turning for Post Office vehicles.

High Street (0165)

Outside property numbers 76 and 80, revoke two sections of parking bay to accommodate two vehicular accesses.

3.7 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.

Ashford Crescent	Ashford	Acacia Avenue	Shepperton
Bridge Gardens	Ashford	Catlin Crescent	Shepperton
Brownrigg Road	Ashford	Crosswell Close	Shepperton
Chalmers Road East	Ashford	Ford Close	Shepperton
Chattern Hill	Ashford	Halliford Road	Shepperton
Chaucer Road	Ashford	Laleham Road Service Road	Shepperton
Chestnut Road	Ashford	Lindsay Drive	Shepperton
Church Road	Ashford	Manygate Lane	Shepperton
Clarendon Road	Ashford	Pearmain Close	Shepperton
Feltham Hill Road	Ashford	Station Approach	Shepperton
Fernhurst Road	Ashford	Towpath	Shepperton
Goffs Road	Ashford	Walton Lane	Shepperton
Haven Road	Ashford	Westbury Close	Shepperton

Metcalfe Road	Ashford	Wright Gardens	Shepperton
Napier Road	Ashford	Booth Drive	Staines
Oakfield Road	Ashford	Broadacre	Staines
Orchard Way	Ashford	Chiltern Close	Staines
Sandells Avenue	Ashford	Duncan Gardens	Staines
Seaton Drive	Ashford	Edgell Road	Staines
Spelthorne Lane	Ashford	Elmsleigh Road	Staines
Clyde Road	Stanwell	Eton Court	Staines
Cranford Avenue	Stanwell	Island Close	Staines
Elizabethan Way	Stanwell	Laleham Road	Staines
Everest Road	Stanwell	Lark Avenue	Staines
Park Road	Stanwell	Leacroft	Staines
Town Lane	Stanwell	New Road	Staines
Trinity Close	Stanwell	Pavilion Gardens	Staines
Hithermoor Road	Stanwell Moor	Priory Green	Staines
Allen Close	Sunbury	Raleigh Court	Staines
Beverley Road	Sunbury	Shortwood Avenue	Staines
Cavendish Road	Sunbury	Swallow Close	Staines
Downside	Sunbury	The Ryde	Staines
Elizabeth Gardens	Sunbury	Victoria Road	Staines
Forge Lane	Sunbury	Wheatsheaf Lane	Staines
French Street	Sunbury	Worple Road	Staines
Halliford Road	Sunbury	Peregrine Road	Sunbury
Ivy Close	Sunbury	Scotts Avenue	Sunbury
Kenyngton Drive	Sunbury	Staines Road East	Sunbury
Nursery Road	Sunbury	Station Approach	Sunbury
Oakington Drive	Sunbury	The Haven	Sunbury
Park Road	Sunbury	Vereker Drive	Sunbury

3.8 Bus Stop Clearways:

Unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Buses require parallel alignment with the kerb to deploy ramping and kneeling equipment which facilitates access for wheelchair users and those with mobility problems. Parked vehicles within bus stops prevent this access. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.

Consequently it is Surrey Highways policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

The Local Committee (Spelthorne) is asked to agree that clearways are introduced at the following existing bus stop locations:

- A308 Staines Road West, Ashford near the junction with School Road
- Town Tree Road, Ashford
- Laleham Road, Shepperton near Watersplash Road

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- Laleham Road, Shepperton opposite Wood Road
- Walton Bridge Road, Shepperton near Marshalls roundabout (opposite Esso petrol station)
- Woodthorpe Road, Ashford (adjacent to 5-8 Station Parade)

The restrictions to be 'No stopping except local buses' (at any time)

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2014/15, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in spring 2014.
- 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 2014.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the county is met by the Parking Team. However, implementation costs in total are likely to be £20,000. This will be financed by £10,000 being contributed from each of the Local Committee and Parking Team budgets.

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 as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is recommended that the waiting restrictions are implemented as detailed in Annexe 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:

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- 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 signings works 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 associations.

All proposals were discussed with the Spelthorne On Street Parking Task Group on 19 February 2014.

Annexes:

Annexe A.

Sources/background papers:

There are none.
