

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (SPELTHORNE)

**DATE:** 30 JUNE 2014  
**LEAD OFFICER:** NICK HEALEY, AREA TEAM MANAGER (NE)  
**SUBJECT:** CHURCH STREET, STAINES-UPON-THAMES  
 FEASIBILITY STUDY UPDATE  
**DIVISION:** STAINES

**SUMMARY OF ISSUE:**

This report summarises progress with the Church Street, Staines-Upon-Thames, feasibility study.

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

- (i) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and Divisional Member to finalise the detailed design for the Church Street, Staines-upon-Thames, integrated transport scheme in partnership with the Staines Village Residents' and Traders' Association, and to undertake all necessary procedures to deliver the scheme.

**REASONS FOR RECOMMENDATIONS:**

A useful partnership is emerging between Surrey County Council and the Staines Village Residents' and Traders' Association in the development of the Church Street, Staines-upon-Thames, integrated transport scheme. It is anticipated that the detailed design for the scheme will be agreed over the Summer of 2014. The recommendation is made to enable the Area Team Manager to begin to deliver the scheme without having to revert to a formal meeting of the Local Committee for further approvals.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Local Committee prioritised a feasibility study for Church Street, Staines-upon-Thames, to investigate concerns over traffic speeds within the 20mph Zone, and traffic management issues near Lammas Recreation Ground. It is perceived that the existing 20mph Zone is not having the desired effect of restraining vehicle speeds. Near Lammas Recreation Ground the near continuous line of parked vehicles gives rise to localised congestion and makes it very difficult for vehicles to pass each other in opposite directions.

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- 1.2 Officers have prepared the feasibility report, which suggests a number of possible options to address the concerns. This feasibility report is included at Annexe A.
- 1.3 The feasibility report was provided to the Divisional Member, who in turn passed the report to the Staines Village Residents' and Traders' Association (SVR&TA). The SVR&TA has undertaken public consultation across the affected area. The Divisional Member, representatives of the SVR&TA and officers, have met to discuss the options and the feedback from the public consultation. A way forward has been agreed and the favoured options are now being developed by officers.

### **2. ANALYSIS:**

- 2.1 The feasibility study suggested a range of options to address traffic speed and traffic management issues in Church Street, Staines-upon-Thames, including:
  - Road tables, speed cushions, or similar measures to restrain vehicle speeds;
  - Different combinations of one-way systems to respond to the traffic management issues alongside Lammas Recreation Ground;
  - Pedestrian improvements at the entrance to Lammas Recreation Ground.
- 2.2 The feasibility report is included as Annexe A.
- 2.3 For this scheme there are a number of different combinations of options that would be feasible, and that would address the concerns at hand. The Divisional Member was keen to involve the SVR&TA in the decision making processes, and therefore the feasibility report was duly provided.
- 2.4 Having considered the feasibility report and the options presented, the SVR&TA undertook public consultation across the affected area. The SVR&TA first of all summarised the feasibility report in text and diagrams for presentation to the community. The text of the SVR&TA's summary is included at Annexe B. At the time of writing the diagrams were still available on the SVR&TA's website at [www.stainevillage.co.uk](http://www.stainevillage.co.uk). Then the SVR&TA designed a questionnaire to explore the key issues. This was promoted within the community and made available online and in paper format. The results of the SVR&TA's public consultation are included at Annexe C.
- 2.5 A number of key messages emerged from the SVR&TA's public consultation:
  - Residents consider parking for residents to be just as important an issue as vehicle speeds and the traffic management issues described above;
  - There was a strong preference for maintaining two-way traffic throughout Church Street;
  - The majority of respondents would support for traffic calming in the form of road tables or speed cushions between Island Close and Wraysbury Road, but not in other sections of Church Street;

- Residents would welcome pedestrian improvements at the entrance to Lammas Recreation Ground.
- 2.6 A meeting was convened between the Divisional Member, representatives of the SVR&TA, and officers, to discuss the feasibility study, SVR&TA's own suggestions, and the results of the public consultation. It was agreed at this meeting that the following options should be further developed:
- A residents' parking zone;
  - Improved pedestrian crossing facilities at the entrance to Lammas Recreation Ground, possible in combination with a priority-give-way traffic calming feature;
  - Traffic calming in the section of Church Street alongside Lammas Recreation Ground, with passing places introduced to ease traffic movement.
- 2.7 Officers are now developing these options in preparation for further consultation with the SVR&TA before the detailed design is finalised. If the developed options are broadly in line with the community's expectations, no further public consultation would be necessary. In this scenario officers would make arrangements to deliver the scheme.
- 2.8 If the developed options are diverse from the community's expectations, further public consultation may be necessary before the scheme is finalised.

### **3. OPTIONS:**

- 3.1 As detailed in section 2 above and in the Annexes. Officers will continue to work in partnership with the Divisional Member and the SVR&TA to finalise the detailed design for this scheme.

### **4. CONSULTATIONS:**

- 4.1 As described in section 2 above.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The Divisional Member has allocated her entire £55,000 Divisional Allocation to this scheme.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

**7. LOCALISM:**

7.1 The scheme is being developed in partnership with the Divisional Member and the local residents' association.

**8. OTHER IMPLICATIONS:**

8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The Church Street, Staines-upon-Thames, integrated transport scheme is being developed in partnership with the Divisional Member and the SVR&TA.

9.2 It is recommended to authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and Divisional Member to finalise the detailed design for the Church Street, Staines-upon-Thames, integrated transport scheme in partnership with the SVR&TA, and to undertake all necessary procedures to deliver the scheme.

**10. WHAT HAPPENS NEXT:**

10.1 The Area Team Manager will finalise the detailed design for the scheme in partnership with the Divisional Member and the SVR&TA.

10.2 The Area Team Manager will make arrangements to implement the scheme on site this Financial Year.

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**Contact Officer:** Nick Healey, Area Team Manager (NE)

**Consulted:** The Divisional Member, the SVR&TA and the local community.

**Annexes:** 3

**Sources/background papers:** None.

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