

Annexe B

Traffic Management & Parking proposals for Staines Village

For some years past, SV residents have expressed concerns and sought solutions to a variety of traffic issues in the area. These have included provision of adequate residents' parking, congestion at the Lammas Park end of Church St, control of speed of through traffic and entry/exit routes from the SV area.

During 2013, Surrey County Council carried out a survey and feasibility study designed to address two of these issues namely Church St congestion and speed control. They produced for residents' consideration four proposals which are detailed below. They also invited residents to put forward their own concerns and solutions. The SV Residents Committee, through its traffic and parking sub-committee, has produced its own proposals which are also detailed below.

The SV Committee now seeks to get residents' views on all these proposals so that discussions with Surrey CC can be based on an understanding of the whole community's requirements.

Can you please therefore take time to study these proposals and then give your views on them by completing the questionnaire and returning it to 18 Island Close.

Staines Village committee proposals

In summary, the committee's proposals are:

1. In the part of Church St between Wraysbury Rd and the park entrance, to create passing places by adding short stretches of double yellow lines on the churchyard side of the road.
2. To install a raised paved area at the entrance to the park to calm traffic entering the Village.
3. To seek a "residents only" parking restriction for 2 to 3 hours per weekday in appropriate parts of the Village between Bridge St and the entrance to Lammas Park.

The thinking behind these proposals is as follows:

1. It is agreed that the issue of congestion at the western end of Church St when the "free" parking area is occupied is a problem which has to be addressed. The Surrey CC proposals involve either a one way system along that stretch or maintenance of two way but with full parking restrictions. The Village committee view is a one way system would encourage higher speeds (especially since traffic is entering from Wraysbury Rd) and that the two way system would deny a much needed parking facility to outsiders which would put more pressure on parking space in the rest of the Village.

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The SV proposal is that two passing places be created by the introduction, on the churchyard side of the road, of two stretches of double yellows, each about 20 metres long, the first starting 30 metres from the last house and the second 100 metres from it. A short stretch of double yellows should also be installed at the Wraysbury Rd entrance to Church St.

Allowing cars to continue parking in this part of Church St would continue the speed restriction impact. Providing adequately spaced passing places should eliminate congestion and road rage incidents, especially if combined with the giving of priority to traffic from a particular direction.

2. The committee is not convinced by either the effectiveness of road humps or their visual/environmental impact in the context of SV. We do however see a good case for some calming measure in Church St at the entrance to Lammas Park.

There is a lot of anecdotal evidence to suggest that even with the calming effect of parked cars, traffic travelling from Wraysbury Rd into Church St can get to dangerously high speeds at the park gates where the road both widens and bends quite sharply. There is obvious danger to pedestrians leaving and entering the park and residents manoeuvring their own cars at this point are endangered.

We believe that a raised paved area at the park entrance would satisfactorily address this issue.

3. Inadequate road parking for SV residents has for many years been a major problem. As the amount of “free” public parking has diminished (the introduction of charging in Lammas Park being just one example) the pressure on the few remaining areas has significantly increased. The SV residents particularly affected are those with no off road parking at all (notably those on Church Island and in older properties in Church St) and those in Island Close whose off road parking is very limited and inadequate for their needs.

The external pressure on parking comes from a number of sources. Most significant is the use of our streets by local workers on weekdays throughout the year. Summer brings extra pressure from park users who don't want to pay the parking charges there and from time to time we see people using the airport (which can easily be reached by bus from SV) using SV as a free long term car park.

Residents parking arrangements of the type now in place in the Moormede estate and elsewhere in Staines do not seem to us to be appropriate for SV. Typically they allow only residents to park throughout weekdays and this seems unnecessarily restrictive in SV where a number of local businesses would be adversely affected if their customers could not park close by.

We therefore propose a Residents Parking Scheme in which road parking throughout the Village (excluding the western end of Church St by the park and the eastern end between Bridge St and High St) would be restricted to residents only for a small number of hours per weekday (eg between 8.00 and 11.00). We believe this would

discourage local workers and airport users and secure adequate road parking for those residents who need it.

Satisfactory assurances would have to be given about the availability of residents parking permits, especially in those cases where residents might have access to some off road parking.

Surrey CC proposals – option 1

The key features of this option are:

- One way traffic between Wraysbury Rd and Island Close, the permitted direction of flow being from Wraysbury Rd.
- The cul-de-sac at the end of Vicarage Rd to be broken open to allow traffic to enter Wraysbury Rd but not to allow access from there. Vicarage Rd otherwise to remain two way.
- Parking restrictions to remain unchanged.
- Flat top humps to be placed at most junctions and at intervals in Church St between Vicarage Rd and Bridge St.

Objectives:

- Improved traffic flow at western end of Church St.
- No loss of “free” parking.
- Speed control.

Surrey CC proposals – option 2

Key features are:

- Existing two way traffic system retained.
- Double yellow lines introduced along the eastern and northern stretch of Church St between Wraysbury Rd and Vicarage Rd.
- Cul-de-sac retained in Vicarage Rd.
- Flat top humps in Church St between Vicarage Rd and Bridge St and between Wraysbury Rd and Island Close.

Objectives:

- Improved traffic flow at western end of Church St but loss of “free” parking in this area.
- Speed control.
- Cheap to implement.

Surrey CC proposals – option 3

Key features are:

- One way traffic between Wraysbury Rd and Island Close, the permitted direction of flow being from Wraysbury Rd.
- Double yellow lines to be introduced in Church St on north side between Island Close and Vicarage Rd and on stretches of south side between Business Park and Bridge St .
- No change in parking restrictions between Island Close and Wraysbury Rd.
- Cul-de-sac retained in Vicarage Rd.
- Speed cushions in Church St between Vicarage Rd and Bridge St and between Wraysbury Rd and Island Close.

Objectives:

- Improved traffic flow at western end of Church St.
- No loss of “free” parking.
- Speed control.
- Cheap to implement.

Surrey CC proposals – option 4

Key features:

- One way traffic between Wraysbury Rd and Island Close, the permitted direction of flow being from Wraysbury Rd.
- Footway to be installed on park side of Church St between park entrance and Wraysbury Rd.
- Double yellow lines to be introduced on parts of Church St between Island Close and Wraysbury Rd.
- Double yellow lines to be introduced in Church St on north side between Island Close and Vicarage Rd and on stretches of south side between Business Park and Bridge St .
- Cul-de-sac retained in Vicarage Rd.
- Flat top humps in Church St between Vicarage Rd and Bridge St and between Wraysbury Rd and Island Close.
- Flat top hump at junction of Bridge St and eastern end of Church St.

Objectives:

- Improved traffic flow at western end of Church St but loss of “free” parking in this area.
- Improved pedestrian facilities near park.
- Speed control.