

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (SPELTHORNE)**

**DATE:** 27 July 2015  
**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 Local 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 local committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) 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.
- (iv) 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 over 165 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

#### **Wraysbury Gardens (Drawing No. 0112) - RESPONSE TO PETITION RECEIVED FROM IRENE GREGORY**

In order to address a long standing issue of non-resident vehicles parking within Wraysbury Gardens and obstructing driveways and footways, it is proposed to introduce a single yellow line applying Monday to Sunday 8.30am to 6.30pm fronting the terraced properties, excluding those located at the hammerhead area at the far end of the road, as these properties have objected to such restrictions during a previous advertisement. In addition, it is proposed to introduce a double yellow line around the island area, in order to prevent parking on both sides of the road. Finally, it is proposed to upgrade the existing single yellow lines to double yellow at the Moor Lane end in order to prevent parking on the two bends within this part of the street. It is anticipated that this proposal will obtain fewer objections than those that were received when restrictions were previously advertised in this road as part of the 2014 Spelthorne parking review.

#### **Kingfisher Drive (Drawing No. 0113)**

At the far end of Kingfisher Drive on the eastern side, revoke the existing double yellow line fronting the off street parking area and introduce a 'permit holders only restriction' as per other parts of the Moormede Estate within this off street parking area in order to give residents priority over non residents. It was previously thought that this 5 car parking area was private, which is why a double yellow line runs across the front of it. However, it has now been fully confirmed by Surrey County Council's Highways Information Team that this parking area is in fact part of the public highway. Therefore it should have the same permit parking controls as seen in other parts of the estate.

#### **Augur Close (Drawing No. 0119)**

Introduce double yellow lines on the southern side up to the garages in order to prevent parking on both sides of the road and maintain access, particularly for large vehicles and refuse collection vehicles.

#### **Eton Court (Drawing No. 0119)**

On the two insides of the bends, introduce a single yellow line applying Monday to Saturday 8.30am to 5pm to prevent parking on these bends during peak times in order to maintain access for residents and also to prevent footway parking. In addition, introduce a section of double yellow lines on the north side of the entrance to the garages located at the end of the street, in order to maintain access at all times (the southern side of this entrance forms part of an inside of a bend covered by the proposed single yellow line).

#### **Gresham Road (Drawing No. 0120)**

Outside the Staines Preparatory School, introduce an additional School Keep Clear marking between the existing keep clear marking and the existing single yellow line. This will maintain access and sight lines for the 'exit' driveway for the school, in addition to the keep clear marking already by the 'entry' driveway.

### **Beehive Road (Drawing No. 0121)**

On the even numbers side of the road, introduce a double yellow line all along the road between its two junctions with Gresham Road and Edgell Road. This road is only suitable for parking on one side only, which mainly occurs on the odd numbers side. However, cars have been known to park on both sides in places, resulting in difficulties in accessing the road, particularly for refuse collection and emergency service vehicles. In addition, there have been incidents of complete footway obstruction on the even number side of the road as drivers realise the need to keep the carriageway clear despite the road not being wide enough for parking on both sides. Having one side as double yellow lines will ensure that access is maintained at all times, for both the carriageway and footway.

### **Knowle Green (Drawing No. 0122)**

On the south side between the junction of Burges Way and the entrance to the law courts car park, introduce a 2 hour limited waiting restriction applying Monday to Saturday 8.30am to 6.30pm with double yellow lines by all entrances, exits and dropped accesses. In addition, introduce a 3 hour limited waiting restriction within the unrestricted gap opposite the Leisure Centre, to the west of the Burges Way junction. This will free this entire area of all day commuter parking and allow much needed additional visitor space during the day to the following buildings: -

- Spelthorne Borough Council Offices
- The Law Courts
- Staines Health Centre
- Staines Park (including Tennis Courts and Bowling Green)
- Riverbridge Primary School
- Spelthorne Leisure Centre
- Knowle Green Day Nursery
- Fairways Day Centre

The 3 hour limited waiting restriction mentioned above is primarily intended as an overflow for the well used 3 hour parking bays in Burges Way, which are restricted to 3 hours to best suit visitors to the Staines Health Centre. The two hour restriction will more generally cater for the remaining buildings, even though it is understood that some will require these proposed parking areas more than others.

Bearing in mind the large number of public buildings within Knowle Green, it can be said that a time limited restriction is long overdue for this area. It would significantly improve the ability for members of the public to visit Knowle Green, particularly during busy periods such as school pick up and drop off times. Although there is a very good provision of off street parking for buildings such as the Leisure Centre, there are many others listed above which have inadequate or no off street parking at all, therefore a proposal such as this can only improve their current parking situation.

### **Laleham Road (Drawing No.0183)**

Between Guildford Street and Commercial Road, outside numbers 173 to 195, introduce double yellow lines between the two existing sets of double yellow lines located at the two junctions. Preventing parking on this part of Laleham Road will improve sight lines for vehicles exiting Guildford Street and Commercial Road. Commercial Road in particular has had a history of collisions resulting from poor sight lines, which are made worse by the slight bend in this part of Laleham Road.

### **Laleham Road (Outside the Morrisons supermarket) (Drawing No.1119)**

Opposite the Grosvenor Road junction, and between and covering the two pedestrian crossing islands, introduce a length of double yellow lines in order to prevent parking outside the Morrisons supermarket. Parking here is obstructing the footway, obstructing sight lines for vehicles exiting the Morrisons Car park (which is more than adequate for the number of visitors) and hazardous for the two pedestrian crossing points and the junction with Grosvenor Road. These proposed double yellow lines may be in addition to bollards being installed on the footway itself in the near future, to act as both a legal and physical deterrent.

### **Silverdale Court, Leacroft (TO NOTE ONLY)**

A group signed letter was received from Silverdale Court residents residing in properties numbered 7 to 18 (numbers 1 to 6 front a private section round the back of these properties). The letter requested residents parking to be considered and all residents at numbers 7 to 18 are in favour of this. The permit scheme would in effect apply to the entire public highway section of the service road fronting numbers 12 to 18, which is a service road forming part of Leacroft.

Bearing in mind that both Leacroft and Raleigh Court residents have requested residents parking in the past, or raised strong concerns about the excessive number of commuter parking within these two streets, the best next step would be to establish the latest opinion on residents parking from Leacroft and Raleigh Court residents. However, any residents scheme for this area would also need to take into account the other adjoining streets (Leacroft Close, Georgian Close and The Sidings). Even though there has not been as many complaints about commuter parking in these streets, they would likely get significant amounts of displacement should any permit scheme be introduced in Leacroft and Raleigh Court. Therefore this entire area may need to become a permit zone, with the Kingston Road junction being the single main entry point for vehicles.

Having Silverdale Court as a standalone permit scheme amongst streets which also have a persistent commuter parking problem would set a solid precedent for the area as a whole. Therefore the opinions on permit parking would need to be obtained from residents in this entire area. It should also be noted that generally, it is not good practice to introduce permit schemes covering small areas in isolation, not only for the issues stated above regarding nearby or adjoining streets but also for cost and administration reasons.

The county councillor for this Spelthorne division has agreed to assist the parking team in obtaining the views of residents regarding permit parking in this part of Staines. The findings of this exercise will be discussed at a future Spelthorne on Street Parking Task Group Meeting, of which there are four per year.

## **3.2 STANWELL AND STANWELL MOOR**

### **Long Lane (Drawing No. 0104)**

On the eastern side, to the north and south of Dudley Place, convert the single yellow line to double yellow in order to maintain access and sight lines at all times between this junction and the Bedford Road junction.

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### **Short Lane (Drawing No. 0107, 0108)**

On the eastern side, introduce double yellow lines from the junction with Long Lane up to Westview Cottages in order to match the current layout on the ground –  
AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

### **Long Lane j/w Chesterton Drive (Drawing No. 0108)**

Extend the existing double yellow lines further into Chesterton Drive in order to maintain road safety and sight lines on the junction.

### **122 Clare Road (Drawing No. 0168)**

Revoke the existing disabled parking bay as this is no longer required by a blue badge holder.

### **Town Lane j/w Town Farm Way (Drawing No.0169)**

Introduce double yellow lines on the junction to maintain road safety and sight lines, particularly during school pick up and drop off times.

### **Horton Road (Cul-De-Sac / D6365) (Drawing No. 01103)**

Extend the existing double yellow lines on the junction on both sides, all the way down the road up to the start of the planned 'permit holders only' area outside the cottages. This road is fully parked up with UCH staff and taxi vehicles using it as a stopover for Heathrow Airport based jobs. The problem with this is that the taxi drivers have been known to regularly use the road as both a public toilet, and as a place to dispose of litter. There have also been reported confrontations between UCH staff and residents in this road over parking. In addition, due to the secluded nature of the road, it is often used as a fly tipping location, and it is this, in combination with the frequent littering, that is causing an adjacent drainage system to become blocked. Whilst double yellow lining the entire road (excluding the permit area) would in effect make the entire street for residents only, there is no guarantee that taxis will no longer use the road as a stopover location bearing in mind that they can just move on if a Civil Enforcement Officer arrives on site. Therefore many of the antisocial behavior issues could remain. There is also no way for this restriction to stop the fly tipping issue. However, the restrictions will at least state that this road is no longer intended for public parking, and with some prolonged enforcement, all vehicles may eventually be put off from using the location entirely. From previous consultations with residents in this road about the existing double yellow lines on the junction and the planned permit holders only area which is due to be installed later this year, restricting the entire road is something that the residents are in favour of and have requested in the past. From a parking restriction point of view, there could be no further restrictions to be implemented in this street should this final proposal go ahead. It would however rely entirely upon enforcement and hopefully resulting in a change in driver behavior and also an improved perception of this street from members of the public currently looking to abuse its secluded nature.

### **A30 London Road j/w Lodge Way (Drawing No. 0116)**

Introduce double yellow lines on the Lodge Way part of the junction only, in order to maintain access at all times. The A30 London Road is a trunk road and therefore not part of the public highway in which Surrey County Council has control over. However, parking on this junction is an issue within the Lodge Way part only so there is no current need for any restrictions on the A30 London Road itself.

### **Clare Road – BUS STOP CLEARWAYS (No Drawing)**

For the northbound and southbound bus stops located between the junctions of Falcon Drive and Everest Road, introduce Bus Stop Clearway markings (with bus stop cage) applying a 'no stopping at any time' restriction. This will allow buses to pull up to the kerb without being impeded by parked vehicles. In addition, it will improve access and sight lines on the Everest Road junction, which is located opposite the southbound bus stop.

## **3.3 ASHFORD**

### **Knapp Road (Drawing No.0127)**

By the entrance to the Clarendon Primary School, make the two existing advisory School Keep Clear markings enforceable so that Penalty Charge Notices can be issued to offending motorists, as per other School Keep Clear restrictions in the borough.

### **Church Road (Drawing No.0128)**

Between the disabled bay outside A-Z Electrical and the kerb build out, introduce a time limited parking bay (2 hours Monday to Saturday 7am to 7pm) in order to match the current layout on the ground – AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

### **School Road (Drawing No.0172)**

At the southern access to the service road, located to the south of The Coppice, introduce double yellow lines to maintain sight lines and road safety on the junction. The double yellow lines will extend further north in order to prevent parking on and near to the bus stop.

### **Feltham Road j/w Sandells Avenue (Drawing No.0196)**

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

### **Wolsey Road j/w Stanwell Road (Drawing No.01105)**

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

### **Rosa Avenue j/w Clockhouse Lane (Drawing No. 1117)**

Introduce double yellow lines on the junction to maintain road safety and sight lines. In addition, this will prevent parking from taking place entirely on the footway, behind sets of existing bollards, which has been an issue at this junction for some time.

## **3.4 STAINES SOUTH AND ASHFORD WEST**

### **Stanwell Road j/w Salcombe Road (Drawing No. 0125)**

On the north side, extend the existing double yellow lines further into Salcombe Road to prevent parking opposite the driveway to number 67 Stanwell Road. On the south

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side, extend the existing double yellow lines further into Salcombe Road to prevent parking on both sides of the road on approach to the mini roundabout junction.

### **Kenilworth Road j/w Avondale Road (Drawing No. 0125)**

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

### **Kenilworth Road j/w Ashford Crescent (Drawing No.0125)**

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

### **Ashford Crescent j/w Station Crescent (Drawing No.0126)**

Introduce double yellow lines on the junction and extending along Station Crescent on the western side joining with the existing double yellow lines by the junction with Stanwell Road. This will maintain road safety and sight lines on the junction and will prevent parking on both sides of the road on Station Crescent, which at present, is causing footway obstructions in the vicinity of the Surgery.

## **3.5 SUNBURY COMMON AND ASHFORD COMMON**

### **Norman Road j/w Chertsey Road (Drawing No.01107)**

Introduce double yellow lines to maintain road safety and access on the junction at all times. The double yellow lines extend further southwards of the junction than normal in order to prevent parking in the vicinity of the bus stop.

### **Goffs Road j/w Feltham Hill Road (Drawing No.1118)**

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

## **3.6 LOWER SUNBURY AND HALLIFORD**

### **Nursery Road j/w Layton's Lane (Drawing No.0117)**

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

### **Upper Halliford Road (Drawing No.01113)**

Outside the parade of shops located to the south of Annett Close, introduce a 1 hour limited waiting period applying Monday to Saturday 7am to 7pm for all 15 parking bays. These parking bays would be converted to a 45 degree angle to make it safer and easier for drivers to enter and exit the bays. At each end of the 15 spaces it is also proposed to introduce short length of double yellow lines to prevent parking just outside of the marked spaces to compensate for the lack of hard standing boundaries and the new 45 degree bay angle. This proposal will allow for a dedicate visitor area outside the parade of shops which is currently half taken up by all day parking, resulting in abuse of the existing double yellow lines opposite these parking bays. Most shopping parades in Spelthorne have a time limited restriction so one for this popular Upper Halliford Road parade is somewhat overdue.

### 3.7 LALEHAM AND SHEPPERTON

#### Laleham Road, Shepperton (Drawing No.0166)

Outside numbers 13 to 23 Laleham Road, introduce three lengths of double yellow lines to maintain access and sight lines for vehicles entering and exiting this service road part of Laleham Road. Within the service road, vehicles currently park right up to the start of the entrances which disrupts turning and sight lines. These short lengths of double yellow lines will help keep cars far back enough to maintain access without losing too much on street parking space.

#### 56 Crescent Road, Shepperton (Drawing No. 1115)

Make the existing disabled parking bay outside this property enforceable as it has had a long history of abuse by non blue badge holders including resident disputes involving the police.

### 3.8 BOROUGH WIDE

#### Carer's Permits

It is proposed to introduce 'Carer's Permits' into all existing permit schemes within the borough. These will be charged at £10 per annum and will be issued to housebound residents being cared for. The residents can then hand the permit over to the people providing that care in order to allow them to park within a permit controlled location during controlled hours. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

#### School Keep Clear Wording

It is proposed to remove the wording 'during term time' from existing 'School Keep Clear' restrictions within the borough. This is a result of Department for Transport regulations which state that this wording should no longer be used as 'term time' is too ambiguous. Whilst this will primarily be an amendment for the traffic regulation order, any signs on the ground currently with this wording will have to be changed.

### 3.9 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 Road	Ashford	Almond Close	Shepperton
Carew Road	Ashford	Ash Road	Shepperton
Chaucer Road	Ashford	Burbidge Road	Shepperton

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Chestnut Road	Ashford	Dorley Close	Shepperton
Coleridge Road	Ashford	Green Lane	Shepperton
Eiffel road	Ashford	Hawthorn Way	Shepperton
Elmsway	Ashford	Louis Drive	Shepperton
Feltham Hill Road	Ashford	Marion Avenue	Shepperton
Fontmell Park	Ashford	Mill Farm Avenue	Shepperton
Ford Road	Ashford	Pearmain Close	Shepperton
Fordbridge Road	Ashford	Russington Road	Shepperton
Harrow Road	Ashford	Sheep Walk	Shepperton
Lynegrove Avenue	Ashford	Shepherds Close	Shepperton
Orchard Avenue	Ashford	Studios Road	Shepperton
Parkland Grove	Ashford	The Towpath	Shepperton
Poplar Road	Ashford	Beechwood Avenue	Staines
Portland Road	Ashford	Avondale Avenue	Staines
Spelthorne Lane	Ashford	Brightside Avenue	Staines
Hetherington Road	Charlton Village	Cotswold Close	Staines
Alexandra Close	Laleham	Edgell Road	Staines
Gloucester Crescent	Laleham	Fairfield Avenue	Staines
Green Fielde End	Laleham	Grosvenor Road	Staines
Staines Road	Laleham	Kingston Road	Staines
Clare Road	Stanwell	Murdoch Close	Staines
Cranford Avenue	Stanwell	Pavilion Gardens	Staines
Elizabethan Way	Stanwell	Penton Avenue	Staines
Everest Road	Stanwell	Penton Road	Staines
Evergreen Way	Stanwell	Rosefield Road	Staines
Kingsway	Stanwell	Sidney Street	Staines
Lauser Road	Stanwell	The Sidings	Staines
Northumberland Close	Stanwell	Waters Drive	Staines
Oaks Road	Stanwell	Wheatsheaf Lane	Staines
St Annes Avenue	Stanwell	Wraysbury Road	Staines
St Marys Crescent	Stanwell	Broad Oak	Sunbury
Stanhope Way	Stanwell	Elizabeth Gardens	Sunbury
Vibia Close	Stanwell	Green Street	Sunbury
Vine Close	Stanwell	Groveley Road	Sunbury
Willowbrook Road	Stanwell	Harris Way	Sunbury
Hithermoor Road	Stanwell Moor	Heath Grove	Sunbury
Lime Crescent	Sunbury	Sutherland Avenue	Sunbury
Lower Hampton Road	Sunbury	Windmill Road	Sunbury
Peregrine Road	Sunbury	Wychwood Close	Sunbury
Spelthorne Grove	Sunbury	Upper Halliford Green	Upper Halliford

#### 4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2015/16, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Summer 2015.
- 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 Autumn 2015.

#### **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 each by the Local Committee and Parking Team budgets. If there is parking surplus for the 2015/16 financial year then this could contribute towards the total parking review cost.

#### **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.

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**Contact Officer:**

Jack Roberts (Engineer – Parking Team)

**Consulted:**

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

All proposals were discussed with the Spelthorne On Street Parking Task Group on 26 May 2015.

**Annexes:**

Annex A.

**Sources/background papers:**

There are none.

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