



**OFFICER REPORT TO LOCAL COMMITTEE
(SPELTHORNE)**

**ANNUAL REVIEW OF ON-STREET PARKING IN
SPELTHORNE**

21st JANUARY 2013

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders for proposed amendments to on-street parking restrictions in the Spelthorne borough.

SUMMARY

Officers have completed a review of on-street parking in Spelthorne, and identified changes in restrictions which would benefit road safety and reduce instances of obstruction and localised congestion.

OFFICER RECOMMENDATIONS

The Local Committee (Spelthorne) is asked to agree:

- (i) That the proposed amendments to on-street parking restrictions in Spelthorne as described in this report and shown in detail on drawings presented at this committee meeting as Annexe A are agreed.
- (ii) The Local Committee allocates funding as detailed in paragraph 6.1 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 be advertised and that if no objections be maintained, the Orders be made.

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.
- 1.2 An assessment list comprising over 150 requests for parking restrictions from residents, councillors, 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 REVIEW OF RESTRICTIONS

- 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 progressed 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 maybe of benefit are listed below.

3 PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

STAINES

Church Street (Wraysbury Road to Vicarage Road) (0111)

Introduce double yellow lines on the opposite side of the road to the Lammas Park, extending southwards all the way round on the northern side until they meet with the existing double yellow lines on the junction with Vicarage Road. With cars parked on the section by Lammas Park it is far too narrow for two-way traffic to pass each other so one vehicle will always have to reverse back. The road here is also so narrow that it is difficult for single file traffic to negotiate the road correctly, especially for larger than average sized cars. Any emergency service vehicle would find it either extremely difficult or impossible to drive along. Although the road does gradually widen to a significant width up to Island Close, this wider part is all on a bend and parked cars do obstruct sight lines for approaching traffic. Therefore it is proposed that only some vehicles can remain in an unrestricted section of this on the south side. Although not ideal for two-way traffic to pass each other, the section between Island Close and Vicarage Road is wide enough for cars to be on one side only (currently on the south side). It is therefore proposed that this will remain but the double yellow lines will cover the northern side to maintain this current parking practice.

Church Street (Bridge Street to Staines Business Park) (0115)

Upgrade the entire length of the single yellow line on the south side to double yellow lines. This will allow ease of access to a very confined access located between numbers 75 and 79, whose residents find it difficult to impossible to negotiate with vehicles parked opposite. In addition, the upgrade to double yellow lines will maintain sight lines for vehicles using the entrances to The Maltings and also the Staines Business Park, both of which are located on the south side.

Clarence Street (0115)

Along the southern section by Pizza Express and the pedestrian crossing revoke the existing peak period loading restriction and replace with 'no loading at any time'. The crossing zigzag markings already supersede the majority of this restriction on the ground; however, a small section does still legally remain. Bearing in mind the extremely busy nature of this part of Clarence Street on approach to the bridge, no loading should take place here. Although not ideal, it is more suitable for vehicles to load and unload outside the Town Hall pedestrianised area, which is why the peak time loading restriction will remain here with no upgrade to at any time.

Swallow Close (0113)

Extend existing residents parking bay on the eastern side all the way to the end of the road. It was initially thought when the Moormede Estate CPZ was being drawn up that refuse collection vehicles would need better access to the rubbish and recycling bins located within a brick building located at the

end of the close. Residents have since informed the council that the refuse vehicle drives forward to the end of the close and uses the hammerhead section half way along the road to turn around and has carried this out for a number of years with no problem. It is therefore proposed to allow parking all the way down the close on the eastern side.

Kestrel Avenue (0113)

Outside numbers 1 to 17, revoke double yellow lines and replace with a single yellow line operating according to the Controlled Parking Zone operational times (Mon-Fri 9am -5pm). This will allow residents to park in front of their drives in the evenings and weekends.

Robin Way (0113)

Convert existing residents parking bay located opposite number 19 to a disabled parking bay. A blue badge holder living in Robin Way requires this.

Kingfisher Drive (0113)

Revoke the disabled bay nearest to the junction with Waters Drive as the bay is no longer needed. The bay will revert to a permit holders only bay as per the existing section currently located next to the disabled bay.

Cherry Orchard (0119, 0120) – AMENDMENTS TO TRO ONLY

On the southern junction with Gresham Road, revoke two old outstanding sections of 8.30am to 6.30pm restriction, which were not revoked when the double yellow lines were introduced on the junction. These will be replaced with the 7am to 10am restriction which currently exists in the majority of the street. On the northern junction with Gresham Road extend the existing double yellow lines on both sides to match the existing layout on the ground.

Laleham Road (No.s 47 to 55) (0121)

In the unrestricted gap outside numbers 47 to 55 introduce double yellow lines to prevent parking in the vicinity of the uncontrolled traffic island crossing point.

Laleham Road j/w Guildford Street (0183)

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

Laleham Road j/w Penton Road (0183)

Introduce double yellow lines on the junction to maintain sight lines and road safety. On the southern side of the junction with Penton Road, the lines will terminate at a point level with the proposed restriction on the southern part of the Guildford Street junction in order to maintain safe traffic flow. Currently,

northbound Laleham Road vehicles have to drive around cars parked on the southern side of the Penton Road junction. This causes the north bound vehicles to get dangerously close to south bound Laleham Road vehicles waiting in the 'right turn only' lane that allows vehicles to turn into Penton Road. This is particularly hazardous at night and creates a scenario for head on collisions.

Wheatsheaf Lane j/w Penton Hook Road (0149)

Introduce double yellow lines on the junction (public section of highway only as Penton Hook Road is private) to maintain road safety and sight lines.

Budebury Road (0122)

Revoke the existing disabled parking bay located outside number 29 as the resident has moved away and there are no other disabled residents nearby that use it.

STAINES SOUTH AND ASHFORD WEST

Station Crescent j/w Church Road (0126)

On the eastern side, extend the existing double yellow lines southwards so that they terminate in line with those on the opposite side. This will maintain access and sight lines for vehicles using the entrances/exits to the Surgery.

ASHFORD

Ford Road (0127)

On the bend on the section of Ford Road between Chaucer Road and Clarendon Road, introduce double yellow lines to maintain road safety and sight lines for both traffic travelling along Ford Road but also for traffic using the Copthorne Chase junction.

Village Way (0127)

On the south side, extend the existing single yellow line restriction northwards to the boundary of numbers 39 and 41. This will prevent parking on both sides of the road in the vicinity of the gradual bend. At present it is impossible for two way traffic to pass each other without one vehicle pulling over or reversing back. The bend adds to the difficulty of this situation.

Church Road (Outside Police Station) (0128)

Replace the taxi rank located in the lay-by between the existing disabled parking bay and police parking bays with a 'solo motorcycles only' restriction. At present, the taxi rank is seldom used and would be better suited for motorcycle parking bearing in mind the limited amount of available space.

Church Road (92 to 104) (0129) – AMENDMENT TO TRO ONLY

In the unrestricted gap introduce a peak period loading restriction and single yellow line identical to those already located outside 104 and the Church. On the ground crossing zigzag markings supersede any restriction although for consistency on the TRO mapping it would be practical to show the loading restriction as opposed to an unrestricted gap.

Stanwell Road j/w Chaucer Road (0186)

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

Chesterfield Road j/w Dudley Road (0128)

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

Parkland Grove j/w Glen Avenue (0195)

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

Ford Road j/w Wolsey Road (01105)

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

LOWER SUNBURY AND HALLIFORD

Downside (0139)

In the section that runs alongside Green Street, Introduce an early morning restriction to prevent all day parking by commuters but allow visits to the day centre.

2 Green Street (0145)

Make the existing advisory disabled bay enforceable. This area is very difficult to find a parking space in and as a result the disabled bay gets abused by non blue badge holders.

LALEHAM AND SHEPPERTON

Thurlestone Close (0166)

Introduce double yellow lines in the majority of the close to prevent parked vehicles causing problems for residents maneuvering in and out of their driveways.

Ford Close j/w Watersplash Road (0167)

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

Rectory Close (0176)

Introduce double yellow lines on the junction, extending along the north side up to the existing school keep clear marking. This will prevent parking on both sides of the road which causes problems for passing traffic and will maintain road safety and sight lines on the junction.

STANWELL AND STANWELL MOOR**Review of single yellow lines in Long Lane and Short Lane**

In Long Lane and Short Lane, there are a number of sections of single yellow lines applying all week from 9am to 10am. These were originally introduced several years ago to deter all day parking by workers involved with the construction of Heathrow Terminal 5. Whilst this work has long been completed, there is a need for some of the restrictions to remain in place in order to prevent all day parking by non residents. However, following a review of all the lengths of single yellow lines, the following locations have been identified for removal, or in some cases, an upgrade to double yellow lines.

Long Lane (0108, 0109)

On the eastern side, north of the service road entrance in the vicinity of number 143, upgrade the existing single yellow line to double yellows for 10m to maintain road safety and sight lines and revoke the remaining section to allow this to be used by residents all day.

On the eastern side, between the two service roads, in the vicinity of number 121, upgrade the existing single yellow line to double yellows to maintain road safety and sight lines.

On the western side, between numbers 120 and 142, revoke the two sections of single yellow lines to allow these to be used by residents all day.

By the junction with **Cranford Avenue**, introduce double yellow lines for 10m in all directions to maintain road safety and sight lines on the junction and revoke all remaining lengths of single yellow lines to allow these to be used by residents all day.

On the junction with **Ravensbourne Avenue**, introduce double yellow lines for 10m in all directions to maintain road safety and sight lines and revoke all remaining lengths of single yellow lines to allow these to be used by residents all day.

Short Lane (0108)

On the western side, outside numbers 18 to 46 revoke entire length of the single yellow lines restriction to allow this to be used by residents.

Ravensbourne Avenue j/w Hillingdon Avenue and Longford Avenue (0109)

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

Hadrian Way j/w Vibia Close and Hadrian Way (0169)

Introduce double yellow lines on this staggered arrangement of junctions, extending further into Vibia Close to maintain access and sight lines to the Health Centre entrance and around into the cul-de-sac section of Hadrian Way to prevent parking on both sides of the road and to maintain sight lines on the junction.

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.

Street Name	Town	Street Name	Town
Anderson Drive	Ashford	Riverway	Laleham
Ashford Close	Ashford	Thames Side	Laleham
Cambridge Road	Ashford	Bishop Duppas Park	Shepperton
Chattern Hill	Ashford	Catlin Crescent	Shepperton
Chester Close	Ashford	Glebeland Gardens	Shepperton
Claredon Road	Ashford	Green Lane	Shepperton
Clockhouse Lane	Ashford	Hawthorn Way	Shepperton
Convent Road	Ashford	High Street	Shepperton
Dingle Road	Ashford	Marion Avenue	Shepperton
Feltham Hill Road	Ashford	Squires Bridge Road	Shepperton
Feltham Road	Ashford	Upper Halliford Road	Shepperton
Glenfield Road	Ashford	Walnut Tree Road	Shepperton
Hengrove Crescent	Ashford	Wright Gardens	Shepperton
Hughes Road	Ashford	Berryscroft Road	Staines
Linkscroft Avenue	Ashford	Birch Green	Staines
Lucie Avenue	Ashford	Broadacre	Staines
Metcalfe Road	Ashford	Chestnut Grove	Staines

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Sandells Avenue	Ashford	Coopers Close	Staines
Stanley Road	Ashford	Bremer Road	Staines
Stanwell Road	Ashford	Duncan Gardens	Staines
Tea Tree Close	Ashford	Edgell Road	Staines
Tudor Road	Ashford	Fairfield Avenue	Staines
West Close	Ashford	Gordon Close	Staines
Prospect Place	Staines	Green Park	Staines
Rookery Road	Staines	Hale Street	Staines
Rosefield Road	Staines	Island Close	Staines
Silverdale Court	Staines	Meadway Close	Staines
Stanwell New Road	Staines	Millers Close	Staines
The Sidings	Staines	Moor Lane	Staines
Thickthorne Lane	Staines	Pavilion Gardens	Staines
Victoria Road	Staines	Bedfont Road	Stanwell
Waters Drive	Staines	Brook Close	Stanwell
Worple Road	Staines	Cambria Gardens	Stanwell
Wraysbury Gardens	Staines	Clare Road	Stanwell
Riverside Road	Staines	Evergreen Close	Stanwell
Broomfield	Sunbury	Hithermoor Road	Stanwell
Brackenwood	Sunbury	Horton Road	Stanwell Moor
Beverley Road	Sunbury	Scotts Avenue	Sunbury
Burgoyne Road	Sunbury	Scotts Way	Sunbury
Cavendish Road	Sunbury	Spelthorne Grove	Sunbury
Church Street	Sunbury	Station Approach	Sunbury
Groveley Road	Sunbury	Stile Path	Sunbury
Halliford Road	Sunbury	The Haven	Sunbury
Hanworth Road	Sunbury	Vereker Drive	Sunbury
Heathcroft Avenue	Sunbury	Peregrine Road	Sunbury
Ivy Close	Sunbury	Springfield Grove	Sunbury
Kingsmead Avenue	Sunbury	Peregrine Road	Sunbury
Manor Drive	Sunbury	Pinewood	Sunbury

SPELTHORNE PARKING TASK GROUP MEETING - 4 DECEMBER 2012

All of the proposals in this report were discussed at the Spelthorne Parking Task Group Meeting held on 4 December 2012, which includes members from both Surrey County Council and Spelthorne Borough Council, as well as officers from both their Parking Teams. In addition to the proposals, the following issues were discussed: -

- The need to maintain good communication between Spelthorne BC and Surrey CC.
- The maintenance of lining and signing infrastructure in the borough.
- The status of outstanding parking schemes yet to be fully completed on the ground.
- The status of new parking schemes that have recently been advertised, including the 3 hour limited parking bays planned for Burges Way, Staines.
- The preparation for permits in the new Moormede estate Controlled Parking Zone.

- The problem of taxi parking outside Staines Railway Station on Gresham Road.

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 Subject to approval and budget provision being made available for 2013/14, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Winter/Spring 2013.
- 4.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Spelthorne Borough Council offices during this time. This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 4.3 The Spelthorne Local Committee Chairman, Divisional Member and the Parking Strategy and Implementation Group Manager will consider and try to resolve any objections. If there are unresolved objections, they will be considered in accordance with the county council's constitution.
- 4.4 Subject to approval, notices will then appear in local newspapers confirming that the County Council has made the Traffic Regulation order.
- 4.5 Finally, the new and amended parking restriction road markings and associated time plates will be installed on the ground in Spring/Summer 2013.

5 OBJECTIONS

- 5.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 5.2 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.
- 5.3 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.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 A budgetary provision will need to be made available by the Local Committee for the cost of the traffic regulation order and the installation of any signs and lines. This is estimated to be approximately £18,000.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

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

8 CRIME AND DISORDER IMPLICATIONS

- 8.1 There should be fewer instances of obstructive parking as a consequence of the restrictions.

9 CONCLUSION AND REASONS FOR 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

10 WHAT HAPPENS NEXT

- 10.1 Subject to approval of the committee and budgetary provision being made available, the Traffic Regulation Order will be advertised and the restrictions implemented.

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BACKGROUND PAPERS: There are none.

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