

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)



SURREY

DATE: 26 September 2016
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 180 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

Shortwood Avenue j/w A30 London Road (Drawing No. 0124)

On the western side of Shortwood Avenue, extend the existing double yellow lines further southwards in order to prevent vehicles from parking on both sides of the road on approach to the junction. This will also address a footway obstruction issue here, which occurs as a result of vehicles parking on the western side at this location.

Fairfield Avenue (Drawing No. 0114)

On the western most entrance into Fairfield Avenue (by the Charter Square development site), on the western side of Fairfield Avenue starting from the end of the existing double yellow lines, introduce a 20 minute limited waiting bay applying Monday to Saturday 8.30am to 6.30pm. This bay will have space for 7 cars and will replace the existing single yellow line restriction (currently no waiting Mon-Sat 7am to 7pm).

As this part of Fairfield Avenue has a very wide carriageway and also a one way system, parking can easily take place on the proposed length detailed above. This particular part of Fairfield Avenue used to front shops here (Action Bikes for example) before being demolished to allow for the Charter Square development site. At this previous time, a single yellow line would have been needed to prevent parking in front of the shops, which had off street parking spaces at the front. However, with the development site in place, vehicles are often seen waiting on this single yellow line as it seems to be serving no purpose. Introducing a 20 minute bay will allow this waiting and parking practice to legally take place here, and will provide a much needed parking area in this part of Staines.

The bay's short waiting period is intended to keep the parking bay for use by visitors to the shops and businesses located on the High Street between Kingston Road and the Iron Bridge. This part of the High Street is fully restricted with waiting and loading restrictions and having this bay in Fairfield Avenue would provide a much needed relief to shoppers wanting to visit this part of the High Street only. It was deemed that a 30 minute waiting period or a 1 hour waiting period would just see the bay taken up by shoppers prepared to walk further into town having obtained free parking, defeating the intended purpose of the bay at this location. This is why a 20 minute period was chosen. Whilst it is understood that this 20 minute period will not suit the needs of every shop and business in this part of the High Street, it is believed that it will suit the majority of shops and businesses located here.

Wheatsheaf Lane j/w Garrick Close (Drawing No. 0149)

Introduce double yellow lines on the junction, extending up to the parking lay-by areas located on Wheatsheaf Lane and in Garrick Close. This will help maintain road safety and sight lines on the junction and will also address a footway parking issue on the Wheatsheaf Lane part of the junction.

Richmond Road / Eton Court / Augur Close - Petition

A petition was received signed by 58 households of these streets, requesting "*the introduction of a residents' parking scheme for Richmond Road, Eton Court and Augur Close – Monday to Sunday 8am to 6.30pm.*" This was submitted following the advertised restrictions in Eton Court and Augur Close, as part of the 2015 Spelthorne Parking Review. It also follows the introduction of the permit parking scheme in Prospect Place, introduced as part of the 2014 Spelthorne Parking Review.

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Admittedly, a precedent of permit parking in this part of Staines was set with the introduction of the permit scheme in Prospect Place. However, the adjoining streets located between Staines Railway Station and the Laleham Road presents a far more complex and involved parking issue.

Whilst the petition requests a targeted or isolated permit scheme to be introduced in Richmond Road, Eton Court and Augur Close - and that it does appear to show strong support for a permit scheme in these streets - a permit scheme could not be proposed for these streets without first establishing the following: -

- 1.) Whether or not there is also a strong level of support for permit parking in the adjoining and similarly commuter parked roads comprising Gresham Road (part), Budebury Road, Beehive Road, Edgell Road, Langley Road and Wyatt Road.
- 2.) If there proved not to be a strong level of support for permit parking in some or all of the streets listed above, what the potential number of parking displacement based objections would be made from these residents if a permit scheme were only to be proposed for the streets that showed strong levels of support.

The answers to these two crucial points could be raised by carrying out a consultation with all the streets mentioned above, including those mentioned in the petition. This would clearly obtain the thoughts and feelings of all residents in this entire area, and would give this committee a better understanding of the parking in this area in order to allow for any decision on a potential permit scheme to be made.

In terms of scheme feasibility on the ground: due to the layout of streets in this part of Staines, it would be possible to introduce a 'permit holders only past this point' type scheme, which would operate on signing only, with no need for marked permit parking bays. Entry signs could be placed on the Laleham Road junctions which lead into these streets, with only one other entry sign being required on Gresham Road, possibly just before the mini roundabout junction with Budebury Road. This would incorporate all the streets mentioned. Alternatively, a similar signing layout could be used for a smaller number of streets.

It is therefore recommended that a consultation in the form of a letter drop and online survey form be carried out for all the streets mentioned above. This would take place in 2017, in preparation for the 2017 parking review (exact consultation period to be agreed with the local divisional member).

3.2 STANWELL AND STANWELL MOOR

Everest Road j/w Clare Road (Drawing No. 0106)

Introduce double yellow lines on the junction, extending on the south side of Everest Road to a point just after the garage entrance to Wellington Court. This will help maintain sight lines and road safety on the junction but it will also prevent parking on both sides of this narrow road, particularly during school pick up and drop off times.

184/186 Clare Road (Drawing No. 0106)

Convert the 3 hour limited waiting disabled parking bay to one without time limit in order to match the current restriction on the ground. THIS IS AN AMENDMENT FOR

THE TRAFFIC REGULATION ORDER ONLY AS THIS BAY IS ALREADY SIGNED WITHOUT TIME LIMIT ON THE GROUND.

Short Lane (Drawing No. 0108)

On the eastern side, in front of Westview Cottages, revoke the single yellow line applying 7 days a week from 9am to 10am. As part of this proposal, the existing double yellow lines will be extended up to the start of Westview Cottages. This restriction was initially installed to prevent workers parking during the construction of Terminal 5, but remained on the ground ever since. Following a request from a resident of Westview Cottages to remove this restriction, and bearing in mind the same type of restriction was revoked on the opposite side of the road to the cottages in the 2013 Spelthorne Parking Review, it is thought that this restriction should be advertised for removal also. As part of the advertisement, the residents of the Cottages will all be notified and offered the opportunity to comment, support or object.

Harrow Road j/w A30 London Road (Drawing No. 01121)

Introduce double yellow lines on the Harrow Road part of the junction only, in order to help maintain road safety and sight lines. Please note that the A30 London Road is a trunk road and the responsibility of Highways England (formally the Highways Agency).

Spout Lane j/w Horton Road, Stanwell Moor (Drawing No. 01120)

On the north side of Spout Lane, introduce double yellow lines extending from the junction with Horton Road north eastwards up to the driveway access opposite number 40 Spout Lane. This is to prevent vehicles parking opposite the driveways for numbers 34 to 40 Spout Lane which is an area that's regularly unofficially marked with traffic cones on the carriageway. The double yellow lines extend up to the junction with Horton Road to prevent vehicles from moving closer to the junction, which could cause problems in the future if this part of the road were to be left unrestricted.

Stanwell Road j/w Gordon Road (Drawing No. 0125)

Introduce double yellow lines on the junction to help maintain road safety and sight lines. On the eastern side of Gordon Road, the double yellow lines will join up with the existing School Keep Clear restriction to prevent parking on both sides of the road leading up to the junction. Finally, the existing double yellow lines on Stanwell Road – currently either side of the junction with Salcombe Road - will be extended to match the length of proposed double yellow lines on the Gordon Road side of this crossroads junction.

Seaton Drive j/w Gordon Road (Drawing No. 0125)

Introduce double yellow lines on the junction to help maintain road safety, sight lines and access, particularly for refuse collection vehicles.

3.3 STAINES SOUTH AND ASHFORD WEST

See 'Stanwell Road j/w Gordon Road (Drawing No. 0125)' description above.

3.4 ASHFORD

Woodthorpe Road (Drawing No. 0127)

Convert the 3 hour limited waiting disabled parking bays outside and opposite Lloyds Bank to ones without time limit in order to match the current restrictions on the ground. THIS IS AN AMENDMENT FOR THE TRAFFIC REGULATION ORDER ONLY AS THESE BAYS ARE ALREADY SIGNED WITHOUT TIME LIMIT ON THE GROUND.

Clarendon Road (Drawing No. 0127)

Outside the memorial stonemasons, starting at the end of the existing single yellow line just south of Queens Street, introduce a 2 hour limited waiting bay for four cars, applying Monday to Saturday 7am to 7pm. This location does not front any residential properties and would be a suitable location for additional 2 hour parking spaces. Following the loss of on street parking space as a result of the bus stop cage installation on Woodthorpe Road (outside the dry cleaners), it was requested by some owners of the shops that additional limited waiting spaces should be found nearby.

Ford Road (Drawing No. 0127)

In front of the garage to the rear of 58 Chaucer Road (situated off Ford Road), revoke the double yellow lines to allow the residents of 58 Chaucer Road to park in front of their dropped kerb as and when required. The revocation will be up to the end of the garage door only.

Church Road (Drawing No. 0127, 0128, 0129)

Convert all existing 3 hour limited waiting disabled parking bays to ones without time limit in order to match the current restrictions on the ground. THIS IS AN AMENDMENT FOR THE TRAFFIC REGULATION ORDER ONLY AS THESE BAYS ARE ALREADY SIGNED WITHOUT TIME LIMIT ON THE GROUND, WITH THE EXCEPTION OF THE DISABLED BAY OUTSIDE A-Z ELECTRICAL, WHICH IS SIGNED AS 3 HOURS AND WILL BE RE-SIGNED WITH NO TIME LIMIT AS A RESULT OF THIS PROPOSAL.

Elmsway (Private) j/w Fordbridge Road (Drawing No. 0193)

Introduce double yellow lines on the junction – linking up with the existing crossing zigzag markings on the north side – in order to maintain sight lines and road safety on the junction. As Elmsway is a private road, the double yellow lines will only go up to the back of the footway leading into Elmsway.

Fontmell Park j/w Fordbridge Road (Drawing No. 0193)

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

Woodthorpe Road j/w Stanwell Road (Drawing No. 0186)

Introduce double yellow lines on the eastern side of the junction joining up with the existing double yellow lines on the junction with Chaucer Road. This section of road is on a bend and located between two junctions, one being a busy roundabout junction. Cars often park heavily on the footway here as drivers know that parking on the carriageway will disrupt traffic flow to and from the roundabout junction. It is proposed to prevent parking entirely on approach to, and on exit from the roundabout, by introducing these additional double yellow lines, in order to prioritise traffic flow and

road safety, for both vehicles and pedestrians. In addition, and as part of this proposal, the existing double yellow lines on the western side of Stanwell Road will be extended to a point in line with the current existing restrictions on the north part of the junction with Chaucer Road. This will ensure that parking only takes place on the straight section of Stanwell Road and away from the roundabout junction.

Park Road j/w New Park Road (Drawing No. 0182)

Introduce double yellow lines on the junction to maintain road safety and sight lines, particularly during school peak times.

Station Crescent (Drawing No. 0171)

Outside the Ashford Park School, revoke the School Keep Clear 'no stopping' restriction and replace it with double yellow lines in order to allow pickups and drop offs to take place directly outside the school ("kiss and drop" facility). This was recommended to this committee in December 2015 by Surrey's School Sustainable Travel Team following a site survey of the school during peak times. Such pick up and drop off parking often takes place on the School Keep Clear marking regardless of its legal standing, and the School Sustainable Travel Team's officers observed no issues with this practice on site, which resulted in the recommended proposal being put forward.

There are two vehicular entrances located outside the Ashford Park School: one for the school itself and one for the park's car park located directly opposite. It is possible for cars to momentarily stop in front of the raised sections of kerbs - away from the entrances themselves - without impeding on traffic flow in and out of these entrances.

Please note that the Spelthorne On Street Parking Task Group members felt that they would not want this proposal to go ahead unless the carriageway here is widened into the park's car park entrance, which is a Surrey Highways project that is currently at a feasibility stage for possible construction during the 2017/18 financial year.

ASHFORD TOWN CENTRE REDEVELOPMENT (TO NOTE ONLY)

With the future redevelopment of the Brooklands College Ashford Campus site and the multi storey car park site, a borough councillor for Ashford has made a suggestion that pay and display parking for Ashford Town Centre should be re-consulted on based on the following pricing structure: 2 hour total maximum stay; first 30 minutes of which would be free with the remaining 1.5 hours (if required) to cost a fixed sum of £1.

Members will recall that when pay and display parking was being consulted on for a number of towns across Surrey during 2010/11, this included Ashford and other towns within Spelthorne. However, the feedback at that time was quite negative towards these proposals and many Ashford residents carried out a heavily publicised campaign against such on street charging proposals. Subsequently, members of this committee agreed not to introduce on street charging anywhere in Spelthorne.

Whilst the large numbers of limited waiting bays in Ashford are difficult to enforce, and pay and display parking makes this process significantly easier, the parking team would be reluctant to carry out any further consultation on this without evidence of strong backing from local councillors, businesses and residents.

RESIDENT PERMITS (SURVEY RESULTS)

Earlier this year, borough councillors representing the Ashford Town Ward carried out a letter drop survey on the idea of resident permit parking for the following streets in Ashford: -

- Chaucer Road
- Clarendon Road
- Coleridge Road
- Ford Road (between Clarendon Road and Chaucer Road)
- Woodthorpe Road (part)

The pricing structure referred to was the standard one for Surrey (£50 for the first permit and £75 for a second permit and £2 per daily visitor permit).

The survey also asked if the resident wanted changes to parking in their road.

Summary of Responses

The majority of household responses (78%) "wanted changes to parking in their road", with 59% wanting this change to actually be permit parking for the costs we offer.

Looking at the responses by road, surprisingly, **Chaucer Road** had the highest number of responses: 35 households replied and 69% of these wanted permit parking for the costs we offer. This was significantly higher than Clarendon Road, which is the closest road to the station. Despite this, **Clarendon Road** had 26 households reply but it was evenly split (50%) between those who wanted permits and those who didn't. **Coleridge Road** had only 13 responses with 62% wanting permits; **Woodthorpe Road** had 9 responses with 44% wanting permits; **Ford Road** had just 4 responses with 50% wanting permits; and the "**Unknowns**" had 9 responses with 67% wanting permits.

Conclusions

Surrey's parking team has maintained a strong belief that a permit scheme for only one part of Ashford is not a solution to excessive commuter parking because it will simply push the problem around from one block of streets to another. However, to solve this type of parking problem, permits are really the only feasible scheme, but the costs would be fixed and not open to change. The costs proved to be a big sticking point with many residents, which is often the case with permit schemes. Therefore the question relating to permits was deemed to be the most relevant in this survey.

Looking at this survey data, Chaucer Road is the only road that has figures near to which we would normally take as being strong enough support for permit parking (70% or more support needed to progress further). However, this survey has proven that even in this most affected area in Ashford in terms of commuter and other non-resident parking, that the demand for actual permit parking with the costs involved is quite divided within these streets as a whole. Some streets showed very little interest at all taking into account the total number of properties in those streets that would have been letter dropped as part of this survey.

Having a permit scheme just for Chaucer Road would make no logical sense, but so too would forcing an area wide permit scheme upon the other streets where there's divided opinion over permits and/or little interest. This is without even taking the significant displacement argument into account. It therefore has to be concluded that

the permit parking demand for this area as a whole is not conclusive enough and not strong enough to justify taking this any further.

3.5 SUNBURY COMMON AND ASHFORD COMMON

The Parade, Staines Road West (Drawing No. 0138)

Outside Sunbury Library, convert the 3 hour limited waiting disabled parking bay to one without time limit in order to match the current restriction on the ground. THIS IS AN AMENDMENT FOR THE TRAFFIC REGULATION ORDER ONLY AS THIS BAY IS ALREADY SIGNED WITHOUT TIME LIMIT ON THE GROUND.

Brooklands Close (Drawing No. 0147)

On the north side of the road, from the existing double yellow lines by the junction with Windmill Road West to the first bend in the road by the parking lay-by areas, introduce double yellow lines to keep parking on the south side of the road only and to prevent footway obstructions on the north side. Since the opening of the Kidabulous soft play centre on the junction of Brooklands Close and Windmill Road West, there has been a significant increase in the number of cars needing to park in this area. However, as a result, the county council has received numerous complaints about obstructive and heavy parking in this area, and following a full review of all the streets surrounding the soft play centre, additional restrictions are required in order to better manage this parking and to improve pedestrian safety and traffic flow in this area, as well as road safety. (*Please also see Windmill Road West below which relates to this*).

Harris Way (Drawing No. 0147)

On the outside of the bend leading into Harris Way and joining up with the existing double yellow lines on the junction with Windmill Road, introduce double yellow lines to prevent parking on both sides of the road and bend leading into Harris Way. This is to help maintain access and turning, particularly for larger vehicles that regularly require access in and out of Harris Way.

Windmill Road West (Drawing No. 01122)

On the inside of the bend which runs under the A244 flyover, introduce double yellow lines extending all the way round to the bollard lay-by area in **Dolphin Road South**. This is to prevent parking on both sides of the road here which is causing regular difficulties for vehicles trying to pass each other, which is impossible without one vehicle reversing to let the other go through. This causes particular delays when large vehicles are involved, which is often the case here. The opening of the Kidabulous soft play centre has led to parking on both sides of the road here, and whilst this is not the most desirable of parking locations, keeping parking on the outside of the bend only will greatly improve traffic flow here, particularly during peak times for visitors.

3.6 LOWER SUNBURY AND HALLIFORD

Priory Close (Drawing No. 01101)

On the inside corner of the footway island, introduce a length of double yellow line extending opposite the entrance to the private part of Priory Close. This is to prevent

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vehicles from parking on this corner, which have been causing access issues for larger vehicles, particularly refuse collection vehicles.

Elizabeth Gardens (Drawing No. 0143)

On the north side of Elizabeth Gardens, extend the existing double yellow lines eastwards, up to the start of the formalised footway parking area outside numbers 27 to 33. This will prevent parking from taking place on both sides of the road here, which is on a gradual bend and creates a narrow and obscured carriageway for passing traffic. Any displacement parking to the remaining part of the street will be monitored.

The Avenue (Drawing No. 0143)

Outside number 1 Avenue Parade, Convert the 3 hour limited waiting disabled parking bay to one without time limit in order to match the current restriction on the ground. THIS IS AN AMENDMENT FOR THE TRAFFIC REGULATION ORDER ONLY AS THIS BAY IS ALREADY SIGNED WITHOUT TIME LIMIT ON THE GROUND.

3.7 LALEHAM AND SHEPPERTON

School Lane, Shepperton (Drawing No. 0164)

By the junction with High Street, introduce double yellow lines opposite the parking lay-by area in order to help vehicles to drive in and out of these parking spaces. The double yellow lines will follow the kerb line, extending in front of the outdoor seating area for the pub.

High Street, Shepperton (Drawing No. 0164, 0165, 0166)

Convert all existing 3 hour limited waiting disabled parking bays to ones without time limit in order to match the current restrictions on the ground. THIS IS AN AMENDMENT FOR THE TRAFFIC REGULATION ORDER ONLY AS THESE BAYS ARE ALREADY SIGNED WITHOUT TIME LIMIT ON THE GROUND.

Briar Road, Shepperton (Drawing No. 0167)

On the corner by number 38 and on the outside of the grassed island located opposite, introduce double yellow lines to maintain sight lines and road safety. In addition, introduce double yellow lines opposite the junction with Bush Road, extending along the outside of the grassed island located here. This will prevent parking from taking place on both sides of the road here to improve traffic flow, access and road safety in the vicinity of the school.

Ford Close j/w Watersplash Road (Drawing No. 0167)

Following a petition submitted by residents of Ford Close, Introduce double yellow lines to maintain road safety and sight lines on the junction. This is a reduced version of a previous proposal for this junction which has been presented to this committee in the past. This current proposal is based on minimal sight line and access requirements in order to require the least amount of additional double yellow lines in this busy part of Shepperton.

Magdalene Road j/w Squires Bridge Road (Drawing No. 0176)

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

Gaston Way j/w Service Road fronting Gaston Bridge Road (Drawing No. 0198)

Opposite number 93 Gaston Bridge Road, introduce double yellow lines to prevent parking on the inside corner of the footway island in order to maintain access into the service road, particularly for larger vehicles.

Ferry Lane, Shepperton (TO NOTE ONLY)

There have been requests to revoke part of the single yellow line at the southern end of Ferry Lane, in order to allow unrestricted parking to take place, particularly for river visitors. The road width here is around 5m, which is narrow for a two way road. Whilst parking can take place on the shared footpath side, it will prevent two way traffic flow from being possible, and will require northbound vehicles to wait for southbound vehicles to pass. This hold up would occur even with just one small car parked.

There are quite a frequent number of vehicles that use Ferry Lane, including large goods vehicles, refuse collection vehicles, and also the possibility of emergency service vehicles. It has therefore been concluded as part of this review process that the prevention of two way traffic flow resulting in frequent hold ups for through traffic, and the potential for obstructions to larger vehicles as a result of poor parking or by larger vehicles parking in the unrestricted area, outweigh the benefit of having a small number of unrestricted spaces at the southern end of Ferry Lane.

Towpath, Shepperton (TO NOTE ONLY)

There have been a number of requests over the past few years to revoke the double yellow lines covering the road widening located at the end of Dockett Eddy Lane, to allow parking to take place by those wishing to visit the river. Whilst this was being assessed as part of this review, it became apparent that this road widening is used to transport goods from delivery vehicles to boats (and vice versa). This is a facility which is heavily relied upon by residents of the islands, located a little further south. Google streetview's July 2015 images show an example of this loading practice taking place. Therefore, whilst for the majority of the time, double yellow lines here will seem to be serving no purpose, this is actually an essential loading and unloading point for the river, and for the properties fronting it.

3.8 BOROUGH WIDE**School Keep Clear Markings and Traffic Regulation Orders**

Following government changes to the regulations, it is no longer necessary for us to make a traffic regulation order (TRO) when we want to introduce a school keep clear (SKC) marking. It is also no longer necessary for us to have a TRO for existing SKC markings. As is already the case with bus stop clearways, all we need to do is put in place the appropriate road marking and signs, and the restriction will be enforceable.

As it is possible for people to receive a penalty charge notice (PCN) if they park on an SKC marking, we think it is important that the decision to install them still has member input. However, in order to simplify and speed up the process to introduce new markings, we would like to propose that this can be done by the parking team with the

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agreement of the chairman/vice chairman of the local committee and the relevant county councillor, rather than the whole committee, so we do not have to wait until the next committee meeting for a decision.

We would also carry out a consultation exercise with residents and businesses in the local area, in order to ensure that no new markings suddenly appear without prior notification.

As a consequence of the change to the regulations, we are also proposing to revoke the TROs for existing SKC markings.

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.

Albain Crescent	Ashford	Riverway	Laleham
Approach Road	Ashford	Broadlands Avenue	Shepperton
Ashford Avenue	Ashford	Church Square	Shepperton
Brookside Avenue	Ashford	Cliveden Place	Shepperton
Chattern Road	Ashford	Ferry Lane	Shepperton
Chaucer Road	Ashford	Francis Close	Shepperton
Chesterfield Road	Ashford	Gordon Road	Shepperton
Clarendon Road	Ashford	Govett Avenue	Shepperton
Convent Road	Ashford	Lois Drive	Shepperton
Coolgardie Road	Ashford	Mervyn Road	Shepperton
Denman Drive	Ashford	Old Charlton Road	Shepperton
Doris Road	Ashford	Russell Road	Shepperton
Glenfield Road	Ashford	School Lane	Shepperton
Hogarth Avenue	Ashford	Sheep Walk	Shepperton
Junction Road	Ashford	Studios Road	Shepperton
Lynegrove Avenue	Ashford	Thames Meadow	Shepperton
Manor Road	Ashford	Tow Path	Shepperton
Maxwell Road	Ashford	Walton Lane	Shepperton
Nelson Road	Ashford	Wright Gardens	Shepperton
Norman Road	Ashford	Bremner Road	Staines
Normanhurst	Ashford	Church Street	Staines
Park Road	Ashford	Commercial Road	Staines
Portland Road	Ashford	Dolphin Court	Staines
Redleaves Avenue	Ashford	Dolphin Court North	Staines
Napier Road	Ashford	Fairlawns Close	Staines
Springfield Road	Ashford	Green Park	Staines
Bridge Gardens	Ashford	Gresham Road	Staines
Station Crescent	Ashford	Guildford Street	Staines

Village Way	Ashford	Jamnagar Close	Staines
Wolsey Road	Ashford	Riverfield Road (Private)	Staines
Ashridge Way	Sunbury	Murdoch Close	Staines
Batavia Road	Sunbury	Philip Road	Staines
Bingley Road	Sunbury	Plover Close	Staines
Broad Oak	Sunbury	St Olave's Close	Staines
Cadbury Close	Sunbury	Templedene Avenue	Staines
Cleves Way	Sunbury	Westbrooke Road	Staines
Croysdale Avenue	Sunbury	Ashdale Close	Stanwell
Halliford Road	Sunbury	Brook Close	Stanwell
Heathlands Close	Sunbury	Chrislaine Close	Stanwell
Lower Hampton Road	Sunbury	Ensign Close	Stanwell
Lyndhurst Avenue	Sunbury	Hawthorne Way	Stanwell
Maryland Way	Sunbury	Long Lane	Stanwell
Meadows End	Sunbury	Riverside Road	Stanwell
Rooksmead Road	Sunbury	Stanhope Way	Stanwell
Saddlebrook Park	Sunbury	Mountsfield Close	Stanwell Moor
Saxonbury Avenue	Sunbury	Upper Halliford Road	Upper Halliford
Sheppards Close	Sunbury	Vereker Drive	Sunbury
Station Road	Sunbury	Vicarage Road	Sunbury
Stratton Road	Sunbury	Wychwood Close	Sunbury
The Spinney	Sunbury		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2016/17, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Winter 2016/17.
- 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 Spring 2017.

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 £14,000. This will be financed by £7,000 being contributed each by the Local Committee and Parking Team budgets. If there is parking surplus for the 2016/17 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.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted:

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

Parking restriction requests and issues are regularly discussed with the Spelthorne On Street Parking Task Group, who have quarterly meetings each year.

Annexes:

Annex A, Annex B, Annex C, Annex D, Annex E, Annex F, Annex G,

Sources/background papers:

There are none.

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