



JOINT COMMITTEE (SPELTHORNE)

DATE: 6 DECEMBER 2017

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 Joint 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 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.
- (iii) 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 135 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

Church Street (0111)

South of the junction with Wraysbury Road, on the eastern side, introduce a short length of double yellow lines to prevent parking on a pinch-point part of the road that is created by the presence of a lamp column on the other side of the street. This is particularly problematic for large vehicles trying to pass between the lamp column and parked cars.

Church Street (0115)

On the south side, east of The Maltings, convert the single yellow line (no waiting Monday to Saturday 8.30am to 6.30pm) to double yellow lines. This will maintain two way traffic flow, particularly when large vehicles are involved, and will ensure that all parking in Church Street takes place within the designated parking bays. In addition, on the south side outside 76 to 80, convert the single yellow line (same times as above) to double yellow lines to prevent parking by the vehicular entrance and to again keep parking within the designated parking bays.

Richmond Road (0119)

Outside number 49, reduce the length of double yellow lines so that they are not in front of the driveway for number 49. This will allow parking to take place by the resident or their visitors in front of their driveway, whilst still maintaining sight lines on the junction.

Augur Close (0119)

On the eastern side, outside numbers 1 to 3, introduce double yellow lines extending from a point in line with the end of the existing double yellow lines up to the start of the granite sets. This will prevent highly obstructive parking from taking place on both sides of the street, which has happened in the past here resulting in a complete road blockage.

Murdoch Close (0119)

By the entrance to Murdoch Close, convert the existing single yellow line (no waiting Monday to Friday 7-10am) on the right hand side as you drive into the close to double yellow lines, continuing up to and around the bend. These double yellow lines will ensure that access into Murdoch Close is maintained at all times, whilst still allowing parking to take place where possible. In addition, on the left hand side of Murdoch Close as you drive into the close, revoke the overhang of single yellow line (no waiting Monday to Friday 7-10am) to allow unrestricted parking to take place up to the existing double yellow lines on the junction, which have been deemed to be sufficient in terms of maintaining access.

Gresham Road (0120)

On the north side, near to the junction with Kingston Road, extend the existing double yellow lines up to a point beyond the bollarded traffic island. This will involve a revocation of the existing single yellow line (no waiting Monday to Saturday 8.30am to 6.30pm). This is to prevent parking from taking place near to the junction, opposite the school's exit, and in the vicinity of the bollarded traffic island, particularly during pick up and drop off times, and will help to maintain road safety, sight lines and access for both drivers and pedestrians.

Richmond Road j/w Gresham Road (0121)

Within Richmond Road, convert the existing single yellow line (applying Monday to Saturday 8.30am to 5pm) adjacent to number 52 Gresham Road to double yellow lines, and also on the opposite side as well to the same termination point. This will maintain access and sight lines on the junction at all times.

Wheatsheaf Lane j/w Penton Hook Road (Private) (0149)

On the eastern side of the junction, reduce the existing double yellow lines slightly, in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER PLANS ONLY.

Penton Road j/w Argosy Gardens (Private) (0183)

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

Riverfield Road (Private) j/w Laleham Road (0189)

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

Leacroft (01104)

Either side of the entrance to Lawford House, introduce double yellow lines extending up to the existing yellow lines going southwards, and up to number 12 going northwards. This will prevent parking from taking place on the footways here, which has been obstructive for pedestrians. It will also maintain access and sight lines for vehicles of Lawford House and will maintain traffic flow for through traffic. In addition, directly outside the Red Lion Pub, introduce double yellow lines extending from the existing double yellow lines to the east of the pub, in order to maintain access, traffic flow and sight lines at all times.

Silverdale Court, Leacroft (01104)

Introduce a 'permit holders only' scheme in Silverdale Court, applying every day from 8am to 6.30pm and extending from the existing double yellow lines on the two entrance/exit points and incorporating all of the public highway within Silverdale Court.

This follows a petition received from residents of Silverdale Court back in 2015, which was considered as part of the 2015 Spelthorne Parking Review. During that review, it was stated that having a permit scheme just for Silverdale Court would set a precedent for the area as a whole, and that the opinions of Leacroft residents should be obtained before any proposal is made. The local county

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councilor has carried out a door to door survey of a selected number of nearby Leacroft properties, in order to determine the general feeling towards a potential permit scheme in Silverdale Court only, and whether such a scheme would be wanted in Leacroft as well.

The vast majority of residents surveyed stated that they had no issue with Silverdale Court having a permit scheme for those residents only. In addition, there were slightly more Leacroft residents not in favour of permit parking for Leacroft than those in favour, bearing in mind the costs involved. Therefore, a permit scheme for Silverdale Court in isolation is now deemed to be a suitable proposal, in order to give residents priority over non-residents, particularly commuters.

The criteria and costs for permits would be the same standard currently applied throughout the borough, which is as follows: -

The number of permits that can be applied for would be the sum of the number of vehicles belonging to a household, minus the number of off street parking spaces for that property. For example if a household has 3 cars and one off street parking space, then they will be allowed to apply for up to 2 residents' permits. In addition, a maximum of 120 visitor permits can be purchased per annum.

The first resident permit costs £50, with additional residents' permits costing £75 each. Visitor permits cost £2 per daily permit.

Permits will be available to any resident with a Silverdale Court address (1-18 Silverdale Court).

Staines Railway Station (River Thames Side) Parking Consultation

As reported to this committee as part of the 2016 Spelthorne Parking Review, residents of Richmond Road, Augur Close and Eton Court submitted a petition for residents parking to be introduced in these streets. In response, it was stated in the parking review report, that permit parking for these streets in isolation could not be progressed without first establishing whether other nearby, and adjoining streets, would also want permit parking.

As part of this 2017 parking review, over 550 letters were hand delivered to residents of Richmond Road, Augur Close, Eton Court, Gresham Road (part), Beehive Road, Budebury Road, Laleham Road (part), Edgell Road, Wyatt Road and Langley Road. Residents were asked to complete an online survey on the topic of permit parking. The key question being asked was 'would you be in favour of permit parking in your street?' Residents were provided with all the information regarding the cost and criteria of permits as part of the letter drop. Residents were asked to submit one response per household.

The part of Gresham Road referred to above is between Budebury Road and Laleham Road. The part of Laleham Road referred to above is between the Railway Bridge and Park Avenue.

179 households completed the online survey, which is approximately a third of all those letter dropped. This response rate was quite low overall, especially considering that the topic being consulted upon affects every resident in one way or another. A breakdown of the responses is shown in the table overleaf.

Road	Household Responses	Response Rate	For Permits	Against permits	Not sure	% For Permits
Richmond Road	56	High	52	3	1	93%
Augur Close	1	Low	1	0	0	100%
Eton Court	9	Moderate	6	2	1	67%
Gresham Road	29	Moderate	11	16	2	38%
Beehive Road	6	Moderate	3	3	0	50%
Budebury Road	14	Moderate	4	10	0	29%
Laleham Road	15	Low	6	9	0	40%
Edgell Road	25	Low	19	6	0	76%
Wyatt Road	10	Low	6	2	2	60%
Langley Road	14	Moderate	8	6	0	57%
All Roads	179	Low	116	57	6	65%

The vast majority of **Richmond Road** residents are clearly in favour of permit parking being introduced in their street. Although the response rate from the two cul-de-sacs located off Richmond Road (**Eton Court** and **Augur Close**), was not as high, there is also support for permits in these streets. Fundamentally, any permit scheme for Richmond Road would really need to include Eton Court and Augur Close in order for such a scheme to be most feasible. These were also the streets that submitted the original petition.

With regards to the other streets consulted, only **Edgell Road** showed strong support for permit parking (76% in favour). However, taking into account the total number of properties in Edgell Road, the response rate was still low, therefore this did not represent the majority of households in the street as a whole. It also has to be considered that a standalone permit scheme for Edgell Road, situated within a generally unrestricted residential area and adjoining four other streets, lacks feasibility.

It is therefore proposed to introduce permit parking in Richmond Road, Augur Close and Eton Court as shown on drawings 0119 and 0121, in the form of a 'permit holders only past this point' type scheme. The scheme would apply every day, 8am to 6.30pm (which is what the majority of residents agreed with on the survey). With only two entry points into this area, from Laleham Road and Gresham Road, entry signing would be simple to install and operate for these streets as a permit area.

Any resident with a Richmond Road, Eton Court or Augur Close address would be eligible for permits. Permits cost £50 per year for the first permit and £75 per year for additional permits. Visitor permits cost £2 per daily permit and 120 are available per year.

The number of permits that can be applied for would be the total number of vehicles registered to a property, minus the total number of off street parking spaces at that property. For example if you have 3 cars and 1 off street parking space, then you can apply for up to 2 residents' permits.

The permit identification letter would be the same as currently in use in Prospect Place (D). Bearing in mind that this letter is already in use in this particular part of

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Staines, for simplicity, it makes sense to keep the area under the same permit identifier. Whilst it would technically be allowed for 'D' permit holders to park in either area, it would be unlikely that there would be any need for Prospect Place residents, or residents of the proposed new permit area, to park in each other's street(s).

3.2 STANWELL AND STANWELL MOOR

Long Lane, Stanwell (0107)

Convert the single yellow line (no waiting 9-10am) north of Brook Close to double yellow lines. This will maintain sight lines for vehicles exiting Brook Close and will maintain two way traffic flow on this narrow part of Long Lane.

Horton Road (Cul-de-sac) (01103)

On the existing 'permit holders only' parking area, revoke the existing times of 8am to 6.30pm in order to make the permit area apply 'at any time'. Whilst this is not standard practice for permit schemes, due to the remote location and proximity to Heathrow Airport, this area is still being parked in by taxis and other non-residents after 6.30pm. Therefore having the permit area apply at any time has been deemed to be the only way to rectify this. It will also match the current signing layout on the ground following unauthorised removal of the time period on the sign.

Spout Lane (01120)

Outside property 'Sarnen', revoke a length of the existing double yellow lines to allow parking to take place outside this property, as requested by the resident following a late objection, which was not able to be included in the objections report when these restrictions were first advertised. The lines already terminate at the reduced point on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER PLANS ONLY.

3.3 STAINES SOUTH AND ASHFORD WEST

Thetford Road j/w Ashford Crescent (0126)

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

The Wickets j/w Woodthorpe Road (0186)

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

Glebe Road j/w Kingston Road (0190)

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

Ethel Road j/w St Hilda's Avenue (0194)

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

3.4 ASHFORD

Reedsfield Road j/w Clockhouse Lane (0195)

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

Stanwell Road j/w Stanley Road (01105)

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

Coolgardie Road j/w Sundown Road and Park Road (1123)

Introduce double yellow lines to maintain road safety and sight lines on these two junctions.

3.5 SUNBURY COMMON AND ASHFORD COMMON

Bryony Way (0173)

On the access road between numbers 32 and 58, introduce double yellow lines on both sides, including its junction, in order to prevent parking from taking place on the pedestrian crossing points on the corner and to maintain access and sight lines for vehicles using the access road and adjacent driveways. This is particularly important during school pick up and drop off times.

Cleves Way j/w Burgoyne Road (01106)

Introduce double yellow lines to maintain road safety and sight lines on the junction, extending further on the eastern side to prevent parking on both sides of the road to maintain traffic flow and access at all times.

Alexandra Road (01110)

Make the existing advisory disabled parking bay outside number 86 into an enforceable disabled bay without time limit. This will resolve issues of abuse regarding parking without displaying a blue badge.

Feltham Hill Road j/w Saxon Road (1118)

Introduce double yellow lines to maintain road safety and sight lines on the junction, extending on the eastern side across the entrance to the church car park to maintain sight lines and access.

3.6 LOWER SUNBURY AND HALLIFORD

Downside (0139)

On the eastern side, near to the junction with Green Street, revoke a length of single yellow line (no waiting Monday to Saturday 8.30am to 6.30pm) in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER PLANS ONLY.

Meadows End (0139)

On the south side, extending the existing double yellow lines up to number 6 in order to prevent parking from taking place on both sides of the street to maintain traffic flow and access.

Manor Lane j/w The Avenue (0179)

Introduce double yellow lines on this crossroads junction to maintain access and sight lines and to prevent parking from taking place on adjacent verges and across all pedestrian crossing points.

3.7 LALEHAM AND SHEPPERTON

Church Square (0162)

On the north side of the square, make the two existing advisory disabled parking bays into enforceable disabled bays without time limit. This is to address issues regarding parking without a blue badge being displayed.

High Street j/w Glebeland Gardens (0164)

Convert the existing single yellow line on the junction (no waiting Monday to Saturday 8am to 6.30pm) to double yellow lines in order to maintain road safety and sight lines at all times.

Marion Avenue j/w Old Charlton Road (0166)

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

Manygate Lane (0180)

On the eastern side, introduce double yellow lines between the two existing school keep clear markings, and extending from the southern end of the southernmost school keep clear marking, past the entrance to the current Halliford Studios up to the driveway to number 28. This will keep parking on the western side of the road only, particularly during school pick up and drop off times, in order to maintain traffic flow.

In the vicinity of number 28 and 30, the lines will prevent parking on the inside of the bend to maintain sight lines for through traffic. Finally, the lines extending in front of the Halliford Studio entrance will maintain access and sight lines for that entrance, which is due to be redeveloped serving new residential properties on the Halliford Studios site.

Govett Avenue (0197)

On the north side, opposite numbers 8 and 9, introduce a length of double yellow lines to act as a passing place by breaking up the long line of parked cars persistently parked on this side of the street.

Walnut Tree Road j/w Charlton Road (1124)

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

Bush Road j/w Briar Road (1125)

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

Briar Road (1125)

On the north side, extend the existing double yellow lines on the corner outside number 38 to 42 in order to prevent parking in the vicinity of the new pedestrian crossing point.

Thornhill Way (1125)

Introduce double yellow lines to maintain road safety and sight lines on the junction, extending on the south side to the end of the street to prevent parking on both sides of the road to maintain traffic flow and access, particularly during school pick up and drop off times.

Ford Close (0167)

Extend the existing double yellow lines on the junction with Watersplash Road on both sides of Ford Close up to the boundary of 1 and 3 Ford Close on the south side and up to the end of the existing row of cast iron bollards on the north side. Since the installation of the double yellow lines on the junction, non-residents have begun to park adjacent the bollards on the north side, resulting in complete obstruction of that north side carriageway lane, and creating significant difficulties for residents entering and exiting their driveways on the opposite side. The proposed extension of double yellow lines are to prevent this obstructive parking from taking place and to prevent it simply transferring to the south side.

Blacksmith's Lane j/w Shepperton Road, Laleham (0175)

On the southern corner of Blacksmith's Lane where it meets the War Memorial, introduce a short length of double yellow lines to prevent parking on this corner which can be obstructive to through traffic, particularly larger vehicles. It will also ensure that only three car lengths can park in the layby outside 2 and 2a, keeping the above mentioned corner clear from this side as well.

3.8 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,

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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.

STAINES		
Moor Lane	New Road	Bremer Road
Georgian Close	Rosefield Road	Victoria Road
Broadacre	Hale Street	Eton Court
STANWELL AND STANWELL MOOR		
Christlaine Close	Park Road	St Anne's Avenue
STAINES SOUTH AND ASHFORD WEST		
Pavilion Gardens	Stainash Crescent	
ASHFORD		
Wrens Avenue	Exeforde Avenue	Normanhurst
Chesterfield Road	Feltham Road	Coleridge Road
School Road	Fordbridge Road	Bancroft Close
Coleridge Road	Laurel Gardens	
SUNBURY COMMON AND ASHFORD COMMON		
Beechwood Avenue	Wychwood Close	Scotts Avenue
Brooklands Close	Windmill Road West	Napier Road
Hogarth Avenue	Woodlands Parade	Chertsey Road
LOWER SUNBURY AND HALLIFORD		
Peregrine Road	Sunmead Road	Elizabeth Gardens
The Ridings	Stratton Road	Lower Hampton Road
Saxonbury Avenue	Broomfield	
LALEHAM AND SHEPPERTON		
Western Drive	Hawthorne Way	Russell Road
Rectory Close	Wright Gardens	Barton Close
Catlin Crescent	Upper Halliford Road	Petts Lane
Sheep Walk	Greeno Crescent	Pentland Avenue
Beech Tree	Laleham Road	Busbridge Road

4. CONSULTATIONS:

- 4.1 It is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in spring 2018.
- 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 summer 2018.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 As reported to committee on 2 October 2017, £20,000 of the total parking surplus for Spelthorne has been allocated to the 2017-18 parking review. This will cover the cost of advertising and installing all of the agreed restrictions.

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.

Sources/background papers:

None.
