

**Staines SCOOT region review – Notes**  
**Monday 28<sup>th</sup> January 1pm to 3pm**  
**Room 358, Knowle Green**

**Present:**

Ian Harvey	Joint Committee Vice Chairman / SBC Leader
Lee O'Neil	SBC Deputy Chief Executive
Heather Morgan	SBC Group Head Regeneration and Growth
Tim Brown	SCC Traffic Operations Team Leader
Greg Box	SCC Traffic Systems Design Engineer
Gregory Yeoman	SCC Partnership Committee Officer
Jo Hall	Two Rivers Manager
Gary Little	Elmsleigh Centre Manager
Sinead Mooney	Divisional Member for Staines
Jean Pinkerton	Ward Member for Staines
Nick Healey	SCC Area Highway Manager

**Apologies:**

Alex Allen	SCC Assistant Design Engineer (Traffic Signals)
Matt Jezzard	SCC Traffic & Streetworks Manager
Ann Biggs	SBC Strategic Planning Manager
Richard Walsh	Joint Committee Chairman

**Absent:**

Mark Francis	Ward Member for Staines
Colin Davis	Ward Member for Staines

**Discussion:**

All acknowledged that the revalidation of the SCOOT region had resulted in noticeable benefits.

For example as part of this work priority has been given to drivers turning right from Bridge Street into Hale Street at the junction with Wraysbury Road. There was a previous problem that the section of Bridge Street between Clarence Street and Hale Street would become gridlocked, obstructing traffic moving north across the River bridge. Bridge Street is now more fluid, resulting in a more fluid journey for drivers approaching over the bridge from Runnymede. However the situation is now worse for drivers approaching from Wraysbury and Clarence Street. It was acknowledged that with limited capacity we are unable to please everyone.

All agreed that transport into and through Staines is challenging and constrained. Congestion is a major issue. Public transport is very expensive; bus services are very limited; cycle and pedestrian facilities are incoherent and intermittent. There are a number of physical constraints that would take considerable investment to overcome, for example:

- The very awkward alignment of Bridge Street.
- The railway bridges that constrain road width and vehicle height – constraining junction and link capacity, pedestrian and cycle facilities, and access for double decker buses.
- The River bridge, which is limited to a narrow two-lane single carriageway, with a weight restriction.
- Traffic movement through Staines is not well balanced, and does not make the most of the available road capacity.
- The design of a number of traffic signal controlled junctions is not optimal from a congestion mitigation point of view.

We discussed how to address these challenges in the short, medium and long term.

### **In the short term:**

Jo reported a proposal to link the south and west car parks in Two-Rivers – to mitigate anticipated impact of Lidl. Currently there is internal blocking within Two-Rivers.

It was agreed that Surrey County Council and Spelthorne Borough Council should work together to deliver four elements of a short term package:

1. Complete the revalidation of the SCOOT region, including:
  - a. Upgrade of equipment where needed.
  - b. Patching areas where carriageway condition is a threat to the integrity of the detection.
2. Signs and road markings review – currently the signs and road markings are incoherent and unhelpful to drivers.
3. Car park guidance signs – Tim is in contact with Spelthorne Borough Council's Parking Manager (Bruno) in relation to this – there may be a trade-off between the cost and quality of a new system.
4. Review of parking / loading arrangements – in particular at sites where loading obstructs through traffic on key links.

Funding is currently available to complete the revalidation of the SCOOT region, subject to the Joint Committee approving funding for carriageway patching in Staines, and to review the parking and loading arrangements. Spelthorne Borough Council have some funding available for car park guidance signs, but at the present time the cost of a high quality system is unknown. There is currently no budget allocated for the signs and road markings review.

### **In the medium term:**

It was agreed that Surrey County Council and Spelthorne Borough Council should work together to investigate and if feasible deliver a substantial medium term traffic management scheme to ease journeys into and through Staines. This is likely to be a £multi-million scheme and would include:

1. Surveys to understand patterns of traffic movement around Staines – likely cost £10,000 to £20,000
2. Traffic modelling to test various suggestions – likely cost £40,000 to £60,000
3. Outline design – likely cost £20,000 to £40,000
4. LEP bid
5. Detailed design – likely cost £100,000 to £200,000
6. Construction – likely cost £3M to £5M
7. Suggestions to consider:
  - a. Full / partial one-way system.

- b. Splitting single stage pedestrian stages
- c. Reviewing banned movements and existing one-way streets, for example the Fairfield Avenue one-way system and banned right turn from Kingston Road
- d. Modifications to improve junction capacity
- e. Capacity improvements at the Iron Bridge
- f. Bus priority – physical and technological

At the present time funding is available for the surveys and data collection, but no funding has been identified for any further development work beyond this.

### **In the long term:**

There is no long term vision for transport in Staines. There is reluctance to embrace a sustainable transport paradigm.

To decide the long term vision for transport in Staines a number of factors need to be considered:

- Anticipated future development of Staines.
- The relationship of Staines to Heathrow Airport, including the implications of southern rail access.
- Whether to accept private car based movement, and therefore unrestricted traffic growth, or shift to a sustainable transport paradigm.
- The anticipated and aspirational future catchment area of Staines, in terms of retail, employment, etc.

### **Other things discussed:**

We discussed car park pricing. Jo reported that the Two Rivers car parks are regularly at capacity. It was acknowledged that in setting car park prices there is a trade-off between the interrelated needs of the transport network and the needs of the business community. There was discussion of a previous agreement relating to the pricing of Spelthorne Borough Council's car parks vs the pricing of the Two Rivers car parks, and a suggestion that this agreement may have expired.

We discussed the existing catchment for Staines. Jo suggested that the catchment for core shoppers seems to be local and loyal. Ian suggested that there was evidence of a wider catchment with people travelling for specific shopping opportunities. Gary commented that the opening of Primark resulted in increased numbers, especially at the weekend. Some shoppers had previously travelled to other retail centres specifically for a Primark.

We discussed enforcement of the weight restriction on Staines Bridge, which is currently non-existent. This would need to be raised with Surrey Police.

It was agreed that those present formed a very useful working group to take forwards the short and medium term projects outlined above.

This page is intentionally left blank