

**SPELTHORNE BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



JOINT COMMITTEE (SPELTHORNE)

DATE: 13 March 2019
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 annexes A - F 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 annexes A - F 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 Annexes A - F. 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 120 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 Annexes A - F.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 STANWELL AND STANWELL MOOR

Spout Lane, Stanwell Moor (1)

At the northernmost end of Spout Lane, outside the entrance to the allotments, introduce a length of double yellow lines which will prevent parking from the end of the lane on this side for 5 to 6 car lengths. This is to maintain two-way traffic flow and passing for when northbound vehicles are approaching at the same time as southbound vehicles are entering from the slip road from Airport Way. Freeing up this

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end of Spout Lane will ensure that vehicles can travel through the slip road easily, with northbound traffic able to pull further over onto the double yellow lined area to pass. It is entirely understood that this area is a hotspot for taxi vehicles waiting between airport based jobs, and therefore enforcement will be required to help keep this area clear. However, double yellow lines are the only way to prevent parking by all vehicles and this remains the only option, and will add to those already introduced at the southernmost section of Spout Lane.

Horton Road, Stanwell Moor (2)

On the north side of the road, opposite numbers 137 to 151, introduce a length of double yellow lines to maintain access for buses to drive in and out of the bus stop, and to provide a section of Horton Road that will be clear to help with the passing of heavy goods vehicles, buses, and other larger vehicles. This is a section of Horton Road which has no risk of displacement to the opposite (south) side, as there is already a layby parking area on the south side which has parking within it, along with a car park entrance by number 151. Therefore lining this section will simply see a break in the long line of parked cars on the north side, and will provide some breathing space on the road when large vehicles are passing through, in addition to the restrictions that have already been installed by 'Kestral' and by the garden centre.

Stanwell Close j/w High Street (3)

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

Clare Road (4, 5)

On the eastern side, between the parking layby by number 128 Clare Road and the junction with Bedfont Road, revoke the entire single yellow line restriction (Mon-Sat 8.30am to 6.30pm). This is to legally allow parking to take place in the parking layby areas that have been in place for a long time now. The single yellow line currently runs across the front of these laybys and legally applies to them. Obviously this is not a situation which anyone will want, and has generally not been enforced. To prevent parking on non-layby areas where single yellow line would have been serving a purpose, it is proposed to double yellow line outside the garage by Bedfont Road; outside 162 to 178; outside 140 to 144; and outside 130. These sections of Clare Road have both raised kerbs and dropped kerbs which would not be suitable for on-street parking to take place, and are outside of the designated parking laybys. It is therefore proposed to double yellow line these to maintain traffic flow and road safety. Finally, it is proposed to formalize the existing School Keep Clear marking outside 132 to 138, which is marked on the ground at the moment but not signed and not on a traffic regulation order.

3.2 STAINES SOUTH AND ASHFORD WEST

There are no proposals as part of this parking review.

3.3 ASHFORD

Oakfield Road j/w Feltham Road (6)

On the western junction, introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times.

Percy Avenue j/w Normanhurst (7)

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, particularly for larger vehicles such as refuse collection.

St Paul's Close j/w Coolgardie Road (8)

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

Poplar Road j/w Feltham Hill Road and Laurel Gardens (9)

Introduce double yellow lines on the two junctions which will join up with each other along the eastern side of Poplar Road. This will maintain access, sight lines and road safety on the junctions and will keep parking on one side of the road only to maintain traffic flow, including preventing parking opposite the entrance to the yard. This is to resolve current parking issues but also to prevent future issues as a result of significant redevelopment in this part of Poplar Road.

Redleaves Avenue j/w Feltham Hill Road (10)

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

Lucie Avenue j/w Linkscroft Avenue (11)

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, particularly for larger vehicles such as refuse collection.

3.4 SUNBURY COMMON AND ASHFORD COMMON

Lincoln Way j/w Windmill Road (12)

Convert the existing single yellow line (Mon-Sat 8.30am to 6.30pm) on the junction to double yellow, to maintain access and sight lines at all times. In addition, the single yellow line opposite the junction on Windmill Road will be revoked, as it is serving no purpose being there at this current time, and has never been signed on the ground. Finally, it is proposed to revoke a loading restriction (no loading Mon-Sat 11am to 6.30pm) on all parts of this junction, including opposite, which is shown on the traffic regulation order plans but has never been installed on the ground. Again, there is no reason why a loading restriction is necessary here at this current time, and simply needs to be taken off the traffic regulation order plans.

3.5 LOWER SUNBURY AND HALLIFORD

Pine Wood (Benwell Meadow Estate) (13)

Outside numbers 5 and 26, introduce double yellow lines on both sides of the street up to the dropped kerbs, in order to prevent a pinch point occurring as a result of parking on both sides of the road. Currently traffic cones have been placed here, possibly by residents, in order to prevent this from happening. The proposed double yellow line

layout is what is necessary to maintain access at all times, and to simply prevent the parking from moving from one side of the road to the other.

Sunbury Court Mews (Private) j/w Lower Hampton Road (14)

Introduce double yellow lines extending directly across the entrance to Sunbury Court Mews, covering the bus stop area to the south of the junction, and extending 10m to the north of the junction. This is to maintain sight lines on the junction; to maintain access to the bus stop, and to prevent an excessive number of cars from parking in front of Sunbury Court Mews, which is obstructive to access. The double yellow lines will only apply to the width of the public highway and not onto any private section of Sunbury Court Mews.

Saxonbury Avenue and Elizabeth Gardens (15)

On the south side of Saxonbury Avenue and west side of Elizabeth Gardens, convert the existing single yellow line (Mon-Sat 8.30am to 6.30pm) between The Avenue and 66 Elizabeth Gardens to double yellow. This will keep parking on one side of the road at all times and will prevent parking on the junctions and on approach to the junctions at all times, to maintain sight lines, traffic flow and road safety. In addition, on Saxonbury Avenue, convert the same single yellow line restriction opposite the junction with Elizabeth Gardens to double yellow lines, in order to maintain sight lines and traffic flow on the inside of the bend and opposite the junction.

3.6 LALEHAM AND SHEPPERTON

Ash Road j/w Squires Bridge Road (16)

Introduce double yellow lines to maintain road safety and sight lines on the junction, and also to keep vehicles on the correct side of the road whilst exiting Ash Road.

Wright Gardens (17)

Introduce double yellow lines on both sides of the bend leading into Wright Gardens, and on the north side approach on the **Laleham Road service road**. This is to prevent obstructive parking from taking place on the entrance to Wright Gardens, which has been ongoing for a number of years now. The restrictions will maintain two-way traffic flow at all times, and will maintain access by vehicles of all sizes, including emergency service vehicles.

High Street (18)

Outside the entrance to the Post Office depot, on the north side of this entrance, reduce the existing parking bay slightly (3.5m) and replace with an extension of the existing double yellow lines. This will significantly improve turning for vehicles exiting the depot, as the High Street service road is one-way and vehicles should always be turning to exit northwards, but this is currently very difficult to do when the parking bays are full on both sides.

Manygate Lane (19, 20)

On the western side, extend the existing double yellow lines to the north of the junction with Grove Road, so that they are opposite and beyond the entrance to the school. This is primarily to help buses turn in and out of the school grounds, but it will also improve traffic flow for all vehicles, as well as keeping the area between the junction

and the school entrance clear for both vehicle sight lines and pedestrian safety. In addition, opposite number 28, introduce double yellow lines extending from the entrance to the blocks of flat, northwards, to prevent a pinch point occurring as a result of parking on both sides of the road. When this occurs, passing is possible, but slow and problematic. It will also help maintain sight lines for vehicles exiting the flats.

Ferry Lane (21, 22, 23)

Convert all seasonal single yellow lines (No waiting Mon-Sat 8am to 8pm May to October) to double yellow lines, but with three unrestricted gaps on the eastern (green) side.

For a number of years, there has been an ongoing demand for parking to be allowed on Ferry Lane, to make it easier for people to visit and enjoy the river. However, as previously reported to this committee as part of a previous parking review, Ferry Lane is narrow, only around 5m wide, and allowing parking to take place on one side will prevent two-way traffic flow and will reduce it to a single lane. It was previously concluded that this would impact too significantly on the flow of traffic. However, the street has been assessed again as part of this review, and a new parking layout for Ferry Lane has been drawn up, which allows parking in three designated unrestricted lengths of the eastern side only, with the rest of the lane to be made 'no waiting at any time'. The three unrestricted lengths will allow for a maximum of 26 car lengths in total, divided into two 8 car length gaps, and one 10 car length gap. There will be significant lengths of double yellow lines in between these unrestricted gaps to allow two way traffic flow and passing to take place. The bend will be entirely restricted with double yellow lines to maintain sight lines and road safety, and the business entrances at the southern end will also be clear with double yellow lines.

Parking has been chosen for the eastern (green) side of the lane in order to keep the shared use footway side (western side) completely clear of parking at all times, which will help maintain road safety for pedestrians and cyclists, and also sight lines for residents entering and exiting their driveway on this side.

During the winter months, it is likely that these unrestricted parking areas will be fairly clear of parking through lack of demand, but during the summer months, these are likely to be full, and consideration has been given to the passing of several vehicles following together, and by HGVs and other large vehicles. The proposal is intended to be a compromise between the demand for visitor parking, and the need for traffic flow on this key route down to the river.

Beech Tree Lane j/w Staines Road, Laleham (24)

Introduce double yellow lines to maintain road safety and sight lines on the junction at all times. The lines will extend into Beech Tree Lane onto the solid bitumen surface only, as this is the only part which is suitable for lining installation.

3.7 STAINES

Wheatsheaf Lane (25)

By the junction with Laleham Road, extend the existing double yellow lines on both sides up to the residential dropped kerbs on each side. This is to further maintain traffic flow and sight lines on approach to the junction, which is a widely used junction leading to a large residential area, including Staines Football Club.

Park Avenue (26)

Outside the pedestrian footpath entrance by numbers 29-33, introduce a 'School Keep Clear' marking, to prevent stopping by school visitors, as this has been identified by Surrey Highways as being obstructive to pedestrian sight lines and movement for those using the footpath, which is very highly used by school children at the start and end of the school day.

Leacroft (27)

On the south side, opposite the vehicular entrance to Jubilee Court, extend the existing double yellow lines to prevent parking on the inside bend and to maintain sight lines for vehicles leaving Leacroft. In addition, on the southern side of the green, convert the existing single yellow line (no waiting Mon-Sat 8am to 6.30pm) to double yellow lines, extending slightly further on the eastern side. This is to maintain traffic flow at all times, and to prevent cars overhanging the junction corner of the green, which is obstructing to traffic.

Kingston Road (28)

Opposite George Street, convert the existing loading restriction (no loading Mon-Sat 11am to 6.30pm) to 'no loading Mon-Sat 7-10am and 4-7pm'. The existing loading restriction exists on the Traffic Regulation Order plans only, as it is not signed on the ground, but there are kerb markings in place. However, the loading restriction currently in operation in Staines is the 7-10am and 4-7pm one, so it makes sense for this loading restriction to also be in effect here, opposite George Street, to prevent loading at peak traffic times in order to maintain traffic flow.

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.

STAINES		
Penton Avenue	Carlyle Road	Commercial Road
Langley Road	Victoria Road	Moor Lane
Burges Way	Stainash Parade	Jamnagar Close
Birch Green	Church Street	Chiltern Close
Edgell Road	Murdoch Close	Richmond Road
Rosefield Road	The Sidings	Shortwood Avenue
STANWELL AND STANWELL MOOR		
Corsair Road	Whitley Close	Albain Crescent
Park Road	Hithermoor Road	St Anne's Avenue
Church Approach	Osbourne Avenue	

STAINES SOUTH AND ASHFORD WEST		
Stanwell Road	Station Crescent	Wellington Road
Booth Drive	Pavilion Gardens	
ASHFORD		
Wolsey Road	Exeфорde Avenue	Clockhouse Lane
SUNBURY COMMON AND ASHFORD COMMON		
Harris Way	Groveley Road	Ashford Road
Elgin Avenue	Hogarth Avenue	Cavendish Road
Brooklands Close	Cardinals Walk	Spelthorne Grove
LOWER SUNBURY AND HALLIFORD		
Sutherland Avenue	Halliford Road	French Street
Peregrine Road	Stratton Road	Green Street
Kenton Avenue		
LALEHAM AND SHEPPERTON		
Towpath	Marion Avenue	Barton Close
Cliveden Place	Studios Road	Crescent 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/Summer 2019.
- 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/Autumn 2019.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 In 2017/18, Spelthorne made a parking enforcement surplus of £14,167, of which the joint committee received £8500, which has currently not been

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allocated. This surplus total can be used to contribute to the total cost of this parking review, which includes both installation and advertisement costs. The total cost of this review is estimated to be no more than £13,500, with the remaining sum being funded by the parking team's own budget. However, as the parking team's budget has not yet been agreed for 2019/20, this may impact on the total number of proposals we are able to progress during 2019/20.

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 Annexes A - F. 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 – Laleham and Shepperton

Annex B – Staines

Annex C – Sunbury Common and Ashford Common

Annex D – Ashford

Annex E – Lower Sunbury and Halliford

Annex F – Stanwell and Stanwell Moor

Sources/background papers:

There are none.