



**SPELTHORNE BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**

SPELTHORNE JOINT COMMITTEE

DATE: 15 JULY 2019

LEAD OFFICER: JACK ROBERTS ENGINEER, PARKING STRATEGY & IMPLEMENTATION TEAM

SUBJECT: FORD CLOSE, SHEPPERTON

DIVISION: LALEHAM AND SHEPPERTON

SUMMARY OF ISSUE:

Officers of Surrey County Council's parking team have carried out a consultation with residents of Ford Close, Shepperton regarding the 2017 Spelthorne parking review proposal for additional double yellow lines within the close.

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked to agree:

- (i) not to proceed any further with the proposed double yellow lines in Ford Close.

REASONS FOR RECOMMENDATIONS:

Lack of support from residents of the close.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 As part of the 2017 Spelthorne parking review, presented to this committee in December 2017, it was agreed that the presented proposal for additional double yellow lines within Ford Close, Shepperton be put on hold pending further consultation with residents of Ford Close.
 - 1.2 Following discussion and agreement with the parking team, the county member for Laleham and Shepperton, Cllr Walsh, undertook a door to door consultation with residents of the close, in order to obtain their views on whether or not they support the additional double yellow lines proposed as part of the parking review.
 - 1.3 Cllr Walsh reported to the parking team that the majority of Ford Close residents were not in favour of additional double yellow lines, and at that time, this was going to be reported as part of the next parking review committee report for the committee to note the results of the consultation. However, following a complaint by a resident
- www.surreycc.gov.uk/spelthorne

of Ford Close, regarding the way in which the consultation was carried out, specifically in regards to how the proposal was explained to residents, it was agreed as part of the complaints procedure for the parking team to carry out their own consultation.

- 1.4 In March 2019, the parking team wrote to each of the seven Ford Close properties, explaining the reasons for the consultation and the reasons behind the proposal. A copy of the original committee presented plan was also included. Residents were asked to complete an online form which asked for their contact details, as well as the single question “are you in favour of the proposed parking restrictions? – Answerable with either ‘yes’ or ‘no’. We also allowed residents to make any comments. Residents were given over 3 weeks to respond and we requested that only one response from each household be submitted.
- 1.5 To explain the plan enclosed with the letters, the following wording was used, which was based on wording used in the Dec 2017 parking review committee report: -

As you can see, our proposal is to extend the existing double yellow lines from 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. This will ensure that unhindered access, both in and out of the close and to and from the driveways on the south side, is maintained at all times. The remaining section of Ford Close will remain unrestricted.

2. ANALYSIS:

- 2.1 The parking team received a response from each of the 7 households located within Ford Close. 3 households were in favour of additional double yellow lines and 4 households were against.
- 2.2 The few comments submitted referred to concerns about displacement parking into the remaining section of Ford Close (the turning circle area), there not being believed to be a parking problem in the close, issues with regards to driveway obstructions both outside and opposite driveways, and the narrowness of the road.
- 2.3 At around 4m wide, the carriageway leading into Ford Close is very narrow (normal carriageway width is around 6m wide), and with the multiple bollards on the footway, vehicles are now parking on this section entirely on the carriageway. When the bollards were installed, it would have been assumed at the time that vehicles would not park entirely on the carriageway, and it would therefore prevent all parking. However, vehicles are unfortunately parking next to the bollards, which is why double yellow lines were proposed to be extended. Ultimately, the parking is obstructive to the driveways at numbers 3 and 5 and is obstructive to traffic driving in and out of the close, as the parking takes up almost half of the carriageway width, leaving barely over 2m clear.

3. CONCLUSION AND RECOMMENDATIONS:

- 3.1 The small cul-de-sac layout of Ford Close is quite common, in that there is an entry road leading to a turning circle area. As experienced by the parking team all over Surrey, it is normally seen and expected to achieve something close to unanimous support for parking changes in small cul-de-sacs, and it is far more

unusual for there to be divided opinion on a parking issue, particularly relating to obstructive parking. However, it is clear that within Ford Close there is divided opinion over what should be done, and the residents located in the entry road and the turning circle have different concerns and priorities to each other.

- 3.2 As 4 out of the 7 properties does represent a majority of households against additional double yellow lines, and as this committee did specifically request the 2017 proposal be put on hold pending further consultation with residents, it can only be recommended at this stage not to proceed any further with the proposed double yellow lines in Ford Close.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted:

All 7 households located within Ford Close.

Annexes:

Plan showing proposed parking restrictions in Ford Close, Shepperton (as used in the parking team's consultation)

Sources/background papers:

There are none.

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