



**SPELTHORNE BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**

**SPELTHORNE JOINT COMMITTEE**

**DATE:** 30 SEPTEMBER 2019

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

**SUBJECT:** HORTON ROAD AND SPOUT LANE, STANWELL MOOR

**DIVISION:** STANWELL AND STANWELL MOOR

**SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking team have advertised proposed parking restrictions for Horton Road and Spout Lane as part of the 2019 Spelthorne Parking Review and have summarised the responses for the Joint Committee to consider, as requested by members at the March 2019 Joint Committee meeting.

**RECOMMENDATIONS:**

**The Local Committee (Spelthorne) is asked to agree:**

- (i) not to proceed with the advertised parking restrictions for Horton Road and not to proceed further with the request to double yellow line Horton Road on both sides between Hithermoor Road and the Garden Centre, excluding its laybys.
- (ii) not to proceed with the advertised parking restrictions for Spout Lane and for a more extensive double yellow line proposal, for both sides of Spout Lane, especially where it is narrowest, to be considered as part of the 2020 Spelthorne Parking Review.

**REASONS FOR RECOMMENDATIONS:**

Lack of support for the advertised proposals.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 As part of the 2019 Spelthorne parking review, presented to this committee in March 2019, it was agreed for the responses to the advertised proposals for Horton Road and Spout Lane in Stanwell Moor to be brought back to the Joint Committee for a final decision on how to proceed.

1.2 The 2019 Spelthorne parking review was advertised during June and July 2019, and as part of this process, notices were erected on street in Horton Road and Spout Lane, as well as hand delivered notices to Horton Road and Spout Lane properties in the vicinity of the proposed parking restrictions. This included numbers 121 to 171 Horton Road, and all Spout Lane properties, including 34 to 40 Southern Cottages. This site work is in addition to a newspaper advertisement being placed in the Surrey Advertiser, which included all locations in the parking review.

1.3 The advertised proposal for **Horton Road**, as explained in the March 2019 parking review committee report, was as follows: -

*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.*

1.4 The advertised proposal for **Spout Lane**, as explained in the March 2019 parking review committee report, was as follows: -

*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 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.*

## **2. ANALYSIS:**

2.1 For both the Horton Road and Spout Lane advertised proposals, no objections were formally received. There was one comment response received for Spout Lane and two comment responses received for Horton Road. The comment responses were included in our 'Consideration of Objections' report, and the relevant extract of this report (updated where necessary) is included as **Annex A**. The advertised parking proposal plans for Horton Road and Spout Lane are included as **Annex B**.

2.2 On 29 July 2019, a site meeting was held between the parking team at Surrey County Council and the county member for Stanwell and Stanwell Moor; the three borough councillors for Stanwell North (one of which also representing as chairman of the Stanwell Moor Residents Association); the Deputy Chief Executive of Spelthorne Borough Council and the Group Head of Neighbourhood Services at Spelthorne Borough Council. The purpose of this site meeting was to

discuss the advertised parking proposals for Horton Road and Spout Lane and to discuss alternative options and views for both streets.

- 2.3 The Stanwell Moor Residents Association does not support a piecemeal approach to the parking problems on Horton Road and Spout Lane, and has been requesting for both streets to be double yellow lined on both sides. A vote was put to those attending the meeting (parking team excluded) to help determine views on how things should proceed.
- 2.4 The majority of the site meeting group agreed that Horton Road should be double yellow lined on both sides from the Garden Centre to the Village Hall (Hithermoor Road junction). All of the group agreed that Spout Lane should be double yellow lined on both sides, but with the potential for some unrestricted parking to be left at the Horton Road end where Spout Lane is wider. All of the group agreed that should no traffic calming measures be introduced, that double yellow lining Spout Lane and Horton Road on both sides would result in an increase in traffic speeds. Finally, the majority of the group agreed that displacement parking would take place should double yellow lines be introduced on both sides of Horton Road and Spout Lane.
- 2.5 The majority of Spout Lane is around 5.5m wide and has in the region of 20 cars parked on it. It is too narrow for two way traffic flow to take place and the advertised restriction was intended to help with this at its most hazardous point, which is at the northernmost end where vehicles enter Spout Lane from the Airport Way slip road.
- 2.6 The section of Horton Road between Hithermoor Road and the Garden Centre varies between 7.2m and 7.5m wide and has in the region of 40 cars parked on it, excluding its laybys, with a further 10 cars parked entirely on the footway on the southern side (*note that footway parking adjacent to any double yellow lines is also in breach of that parking restriction*). The on street parking takes up 2m, leaving between 5.2m and 5.5m of carriageway width remaining, which is adequate for two way traffic flow for the vast majority of traffic over the vast majority of time. As a comparison, in terms of on street parking and carriageway width only, driving along Horton Road between Hithermoor Road and the Garden Centre is the equivalent of driving along Shepperton High Street in the vicinity of the BP garage. The advertised parking proposal aimed to help with two way traffic flow when larger vehicles are passing through, such as heavy goods vehicles and buses.
- 2.7 In August 2019, Spelthorne Borough Council suspended all parking on Horton Road and Spout Lane in order to carry out road cleaning, vegetation clearing and to allow gully cleansing work to take place. Both before and during these suspensions, the parking team assessed the parking volume in the remaining streets in the Stanwell Moor Village, including Hithermoor Road, Thornbank Close, Benen-Stock Road, Mountsfield Close, Whatmore Close, Russet Close and Farm Way. Both before and during the suspensions, assessments showed no noticeable change in the amount of on street parking taking place in these streets. The parking team have always believed that any extensive parking restrictions introduced on Horton Road and Spout Lane would lead to displacement to other streets further into the village, and the majority of the site meeting group agreed with this also. Whilst the assessments of the parking during the suspensions showed no noticeable change, it is not known how a temporary short term parking suspension would compare to a permanent yellow line parking scheme, in terms of impact on long term parking behaviour in the village.

### **3. CONCLUSION AND RECOMMENDATIONS:**

- 3.1 Despite there being no formal objections to the advertised double yellow line proposal for **Horton Road**, there is also no support for the proposal, and it is therefore recommended not to proceed with it. As there is no highway related reason to restrict Horton Road other than in certain parts only, it is also recommended not to proceed further with the request to double yellow line Horton Road on both sides between Hithermoor Road and the Garden Centre, excluding its laybys.
- 3.2 Despite there being no formal objections to the advertised double yellow line proposal for **Spout Lane**, there is also no support for the proposal, and it is therefore recommended not to proceed with it. As there are highway based reasons to double yellow line Spout Lane on both sides, especially where it is narrowest at around 5.5m in width, it is recommended for this to be assessed as part of the 2020 Spelthorne parking review.

**Contact Officer:**

Jack Roberts (Engineer – Parking Team)

**Consulted:**

Residents in the vicinity of the proposed parking restrictions during the advertisement and those who attended the site meeting on 29 July 2019, as detailed in this report.

**Annexes:**

Annex A - Formal responses to the advertisement of the Horton Road and Spout Lane restrictions, as extracted from the 'Consideration of Objections' report.

Annex B – Plans showing the advertised proposals for Horton Road and Spout Lane.

**Sources/background papers:**

There are none.