

**JOINT COMMITTEE (SPELTHORNE)****DATE: 21 MARCH 2022****LEAD OFFICER: JACK ROBERTS (ENGINEER, PARKING PROJECT AND ENFORCEMENT TEAM)****SUBJECT: SPELTHORNE PARKING REVIEW****DIVISION: ALL DIVISIONS****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-G 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-G 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 and traffic enforcement 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 parking restrictions are implemented as detailed in Annexes A-G. 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 Project and Enforcement Team carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising over 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-G.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 STANWELL AND STANWELL MOOR (Annex A)

Long Lane, Stanwell (2022-1)

On the western side, from the layby outside Fulwood Court northwards to the existing double yellow lines outside Gloucester Cottages, replace the existing single yellow line (no waiting everyday 9am to 10am) with double yellow lines. This restriction is the last remaining length of a time period originally intended to prevent parking all day by workers building Terminal 5. However, it was never a suitable place for on street parking, which is reflected by drivers parking here entirely on the footway and verge to keep the carriageway clear. It is therefore proposed to convert this length to double yellow lines to maintain traffic flow, access and road safety at all

times, for both drivers using the carriageway, especially large goods vehicles, and pedestrians and others using the footway.

3.2 STAINES (Annex B)

Link Road (formerly Furlong Road), Staines (2022-2)

Introduce double yellow lines on both sides of the road for its entire length (as currently installed on the ground by the developer of London Square) to maintain access, road safety and sight lines at all times. This road is due to be adopted by Surrey County Council in late 2022, and it is required to add the existing double yellow lines to our traffic regulation orders to allow them to be enforced following the adoption of the road. This is an amendment for the Traffic Regulation Order only, to reflect the current installed layout on the ground.

London Road, Staines (2022-3)

On the north side, from the Crooked Billet roundabout to Birch Green, revoke all lengths of 'No waiting Monday to Saturday 8:30am to 6:30pm' restriction. From Birch Green to across the access to numbers 111-121, replace these lengths with double yellow lines to maintain access, sight lines and road safety at all times. This is an amendment for the Traffic Regulation Order only, to reflect the current installed layout on the ground.

Allyn Close junction with Penton Road, Staines (2022-4)

Introduce double yellow lines on the junction, extending from the back of the footway on Penton Road, to maintain sight lines, access and road safety at all times.

Commercial Road, Staines (2022-4)

On the south side, introduce a length of double yellow lines opposite numbers 5 to 13 to act as a passing place. From the existing double yellow lines by the junction, an unrestricted gap will remain for 20m (four parked car lengths), followed by a 22m double yellow line passing place. This passing place will allow westbound traffic to pull over properly to allow oncoming eastbound traffic to pass. The existing dropped kerb located here is already used as a passing place but barely allows one car to pull in. The 22m proposed passing place will allow two to three cars to pull over or one goods vehicle. This formalised passing place, in addition to the other informal driveway dropped kerb passing places located elsewhere along the street, should result in a significant improvement in traffic flow. The proposal also prioritises the end closest to the Laleham Road junction, which is very slightly narrower than the rest of the street and the most problematic for passing traffic. Having four parked cars remaining by the junction should also maintain the current level of caution that drivers have when entering or exiting the junction, by not encouraging any increase in vehicle speeds, which maintaining entirely clear lanes to the junction may possibly cause. Please note that as part of this proposal there is a slight revocation to the existing double yellow line waiting restriction on the south side by the junction, which is an amendment for the Traffic Regulation Order only, to reflect the current installed layout and termination point on the ground.

3.3 STAINES SOUTH AND ASHFORD WEST (Annex C)

Berryscroft Road and Templedene Avenue, Laleham (2022-5)

On the south side of Berryscroft Road, from the junction with Brightside Avenue to across the dropped kerb for number 10, introduce double yellow lines, superseding the entire existing 'no waiting Monday to Friday 8am to 5pm' restriction along part of this same length. In addition, on the north side of Berryscroft Road, introduce double yellow lines on the junction with Templedene Avenue and extending up to the existing double yellow lines on the junction with Thickthorne Lane. These proposed changes are to maintain sight lines, two-way traffic flow, access and road safety in the immediate vicinity of the school, including nearby junctions and newly installed uncontrolled pedestrian crossing points.

Station Crescent, Ashford (2022-6)

On the south side of Station Crescent, between the junction with Windsor Drive and the double yellow lines in the turning head, introduce a School Keep Clear marking (no stopping Monday to Friday 8am to 5pm) with an extension of the existing double yellow lines by the junction with Windsor Drive up to the end of this marking. In addition, on the north side of Station Crescent, extend the existing double yellow lines by the turning head up to the dropped kerb for number 123. These restrictions are to help maintain access to and from the turning head for pick up and drop offs to take place by keeping one side of the approaching carriageway clear of stopping traffic. These restrictions are also proposed to help maintain sight lines and road safety for pedestrians crossing the road by numbers 123 and 125 and to further maintain access and sight lines on the junction with Windsor Drive.

Queens Walk, Ashford (2022-6)

On the north side of Queens Walk, between the access to the school and the junction with Windsor Drive, introduce a School Keep Clear marking (no stopping Monday to Friday 8am to 5pm) with an extension of the existing double yellow lines by the junction with Windsor Drive up to the end of this marking. This is to help maintain access and road safety in the immediate vicinity of the school access by keeping one side of the carriageway clear of stopping traffic. The restrictions will also help to further maintain access and sight lines by the junction with Windsor Drive.

3.4 ASHFORD (Annex D)

Feltham Road, Ashford (2022-7)

On the north side, introduce double yellow lines extending from the end of the crossing zigzag markings outside number 103 up to the dropped kerb for number 135A. This is primarily to prevent highly obstructive footway parking from taking place outside the businesses here, which has at times completely prevented access to the footway, forcing pedestrians and others into the carriageway to pass. These restrictions are also being proposed to maintain traffic flow, access, road safety and sight lines on the carriageway, especially in the vicinity of the bus stop. Please note that whilst the double yellow lines cannot be installed where there are existing crossing zigzag markings, having the extent running through these markings on the traffic order will allow any parking on the adjacent footway to be enforced.

Park Road, Ashford (2022-7)

Introduce a third School Keep Clear marking for the street (No Stopping Monday to Friday 8am to 5pm) extending from the end of the existing School Keep Clear marking opposite number 58 to across and partly beyond the northernmost access to the school, terminating opposite numbers 68 and 70. This will help maintain traffic

flow, access, sight lines and road safety for both drivers and pedestrians in the vicinity of this increasing popular school access, as well as for the access fronting the main school building, by helping to keep this entire section and side of Park Road clear of stopping traffic.

3.5 SUNBURY COMMON AND ASHFORD COMMON (Annex E)

Doris Road, Ashford (2022-8)

On the eastern side, extend the existing double yellow lines from the junction up to the start of the layby outside number 12. This is to help keep parked vehicles on the western side only on this part of Doris Road, to maintain two-way traffic flow and footway access between the junction and the laybys. Several different residents of Doris Road have requested this over the past few years, and so it is being taken forward as a proposal to advertise to obtain further resident opinion.

Chertsey Road, Ashford (2022-8)

On the south side, extend the existing double yellow lines south of the roundabout junction with Feltham Hill Road, further southwards to across the shared dropped kerb for numbers 64 and 66 Chertsey Road. This is to maintain footway access along this section of Chertsey Road (which at times is completely obstructed for some users) and to maintain access to the bus stop, as well as improving traffic flow in the vicinity of the roundabout.

Saddlebrook Park, Sunbury (2022-9)

On the north side, introduce double yellow lines from the layby at the end of the street up to the dropped kerb for number 6. This is to help maintain access for all vehicles to and from the end of the street. Due to Saddlebrook Park being an 'S' bend for its entire length, there is no part of the street suitable for on-street parking, except within the parking layby at the end of the street. However, it is understood that residents and their visitors need to have some space on-street, and this proposal is prioritising a key point for traffic, in addition to the junction which is already restricted.

Windmill Road, Sunbury (2022-10)

Outside number 104, extend the existing double yellow lines southwards up to the back of the footway. This is to maintain access to the pedestrian dropped kerb located here, by preventing anti-social parking from taking place between the current end of the existing double yellow lines and the dropped kerb. Extending the restrictions to the back of the footway will allow the entire footway to be enforced by Civil Enforcement Officers.

Brooklands Close, Sunbury (2022-10)

On the south side, west of the layby parking area and opposite the entrance to Wordwide House, introduce a length of double yellow lines to maintain access for large goods vehicles, especially articulated lorries, that are struggling to use this access due to the continuous line of parked cars located directly opposite. As this part of Brooklands Close is also a bend, and the transitional point between parking next to the footway and parking within the designated parking laybys, it will also help to maintain two-way traffic flow and sight lines for traffic traveling around the bend.

3.6 LOWER SUNBURY AND HALLIFORD (Annex F)

Nursery Road junction with Sutherland Avenue and Beverley Road, Sunbury (2022-11)

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

Heathlands Close, Sunbury (2022-11)

On the south side, extend the existing double yellow lines up to the back of the footway by the rear of Waverley Lodge. This is to maintain traffic flow in and out of the narrow Heathlands Close, and to also maintain footway access, including access to the multiple water service covers located within this footway.

Blacksmith Close junction with Anvil Road and Forge Lane, Sunbury (2022-12)

Introduce double yellow lines on the public highway part of this junction to maintain access, sight lines and road safety at all times.

French Street junction with Lower Hampton Road, Elizabeth Gardens and The Pennards, Sunbury (2022-13)

On the east side of French Street, introduce double yellow lines from within the southern part of the junction with The Pennards, southwards up to the existing double yellow lines by the junction with Lower Hampton Road. In addition, on the junction of French Street with Elizabeth Gardens, introduce double yellow lines. All these additional double yellow lines will help to maintain access, two-way traffic flow, sight lines and road safety, in the vicinity of the junctions, the school and the uncontrolled pedestrian crossing point. It is also proposed to add the existing double yellow lines on both sides of Lower Hampton Road on its eastern side of the junction with French Street to our traffic regulation orders, to match the current layout on the ground.

The Avenue Parade, Sunbury (2022-13)

Following a previous proposal and advertisement as part of the 2020 parking review of Spelthorne to introduce electric vehicle recharging spaces at the southern end of The Avenue Parade (Monday to Saturday 8am to 6pm electric vehicles recharging only, max stay 2 hours), it is now proposed to rescind this following no agreement subsequently being given to introduce these electric vehicle spaces on the part of the layby and footway area which is privately owned and maintained. The current restrictions (parking Monday to Saturday 8:30am to 6:30pm 2 hours no return within 1 hour) will therefore remain in place on the ground. This is an amendment for the Traffic Regulation Order only, to reflect the current installed layout on the ground.

3.7 LALEHAM AND SHEPPERTON (Annex G)

Hetherington Road (North) junction with Charlton Road, Shepperton (2022-14)

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

Studios Road and Squires Bridge Road, Shepperton (2022-15)

On both sides of Studios Road, introduce double yellow lines from its junction with Squires Bridge Road up to a point 20m northeast of its junction with Astleham Road. This is to maintain two-way traffic flow, access, sight lines and road safety for all vehicles at all times. There is currently a temporary traffic regulation order in effect for this same restriction and length operating for up to 18 months. However, this proposal is to make these double yellow lines permanent. In addition, on Squires Bridge Road, on the north side, introduce double yellow lines from south of the junction with Studios Road further southwards up to the end of the crossing zigzag markings opposite the junction with Rectory Close. Whilst part of these double yellow lines are on the ground at the moment, and whilst no further double yellow lines will be installed where there are crossing zigzags, having the extent running through these markings on the traffic orders will allow any parking on the adjacent grassed verge to be enforced, should it begin to take place there as part of possible displacement from Studios Road.

Manygate Lane, Shepperton (2022-16)

Introduce double yellow lines on either side of the entrance to 36 to 48 Grove Road and 109 to 129 Manygate Lane, extending from the back of the footway, to maintain access, sight lines and road safety at all times.

Walton Bridge Road, Shepperton (2022-17)

On the western side of Walton Bridge Road, from the layby south of the Bishop Duppas Park junction, northwards to the bus stop layby outside numbers 40/42, introduce double yellow lines. In addition, on the eastern side of Walton Bridge Road, from the entrance to the service road outside number 49, northwards to the bus stop layby opposite number 38, introduce double yellow lines. These restrictions were recommended by Surrey Highways as part of their design and installation of the new uncontrolled crossing point located in this part of Walton Bridge Road, to maintain sight lines, access, road safety and traffic flow in the vicinity of the crossing and the junction with Bishop Duppas Park, including the entire extent of the adjacent public highway footways.

Walton Lane, Shepperton (2022-18)

By the entrance to Walton Marina, extend the existing double yellow lines on both sides from where they currently terminate by the disabled parking bays, up to the entrance to the marina. This will maintain access and traffic flow for vehicles to and from the marina at all times, especially larger vehicles, as drivers began parking here for recreational visits. Please note that this section of Walton Lane is land owned by Surrey County Council but is not part of the public highway. Therefore, permission is currently being sought with Surrey County Council's estates team to advertise these restrictions for inclusion in the Traffic Regulation Orders for Spelthorne, which will allow the restrictions to be enforced along with all other on-street parking restrictions around the borough, including those already in this immediate area.

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, so even though a road is listed it does not necessarily mean that all parking situations in that road have

been assessed. Whilst 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.

Stanwell and Stanwell Moor: Church Approach, Hadrian Close, Hadrian Way, Hithermoor Road, Town Lane, Victory Close.

Staines: Bremer Road, Edgell Road, Hale Street, Shortwood Common, St Peter's Close, Stanwell New Road.

Staines South and Ashford West: Ashview Gardens, Avondale Road, Brightside Avenue, Chestnut Manor Close, Hengrove Crescent, Pavilion Gardens, Salcombe Road, St Hilda's Avenue, Staines By-Pass, The Wickets, Wrabness Way.

Ashford: Church Road (George Court), Clarendon Road, Clockhouse Lane, Coolgardie Road, Feltham Hill Road, Linkscroft Avenue, Lynegrove Avenue, Muncaster Close, New Park Road, Woodthorpe Road.

Sunbury Common and Ashford Common: Alexandra Road, Cavendish Court, Cedar Way, Cleves Way, Dolphin Road South, Heathcroft Avenue, Kenyngton Drive, Keywood Drive, Littleton Road, Seymour Way, Warren Road, Windsor Road, Woodberry Close.

Lower Sunbury and Halliford: Evelyn Crescent, Halliford Road, Hanworth Road, Hawthorn Way, Homewaters Avenue, Kingsmead Avenue, Loudwater Close, Oakington Drive, Rooksmead Road, Sutherland Avenue.

Laleham and Shepperton: Ash Road, Chertsey Bridge Road, Ferry Lane, Horne Road, Laleham Road, Old Littleton Lane, Sheep Walk, Stewart Avenue.

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 2022.
- 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 and traffic enforcement team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.

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- 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 any associated time plates should be installed on the ground in Summer/Autumn 2022.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) is met by the parking team. For this review, the advertising and implementation costs are likely to be no more than £8,000, which will be funded by the parking and traffic enforcement team's revenue budget.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

There are no specific equalities and diversity implications for this report.

7. LOCALISM:

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 county council 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 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-G. 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 Project and Enforcement Team)

Consulted:

Local members and residents (whenever necessary at this pre-advertisement stage).

Annexes:

Annex A – Stanwell and Stanwell Moor
Annex B – Staines
Annex C – Staines South and Ashford West
Annex D – Ashford
Annex E – Sunbury Common and Ashford Common
Annex F – Lower Sunbury and Halliford
Annex G – Laleham and Shepperton

Sources/background papers:

There are none.
