

**SPELTHORNE BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



SPELTHORNE JOINT COMMITTEE

DATE: 30 NOVEMBER 2020

LEAD OFFICER: JACK ROBERTS

SUBJECT: SPELTHORNE PARKING REVIEW 2020

AREA(S) AFFECTED: ALL

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 annex A 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 annex A 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 Annex A. 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 160 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 Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 STANWELL AND STANWELL MOOR

Cranford Avenue junction with Long Lane (0109)

Extend the existing double yellow lines on Long Lane, on both sides of the junction, up to the parking laybys. This will allow parking on the adjacent footways to be enforced, particularly outside the grocery store, which is obstructing access to and from its private forecourt that is used for parking by its customers.

Lauser Road junction with Town Lane (0169)

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

Hadrian Way (cul-de-sac) junction with Hannibal Road (0169)

Introduce double yellow lines on the northern part of the junction to maintain access, sight lines and road safety.

Orchard Way junction with A30 Service Road and Desford Way Access Road (1121)

Introduce double yellow lines on the junction and including into the northern side of the Desford Way access road. This will help maintain access, sight lines and road safety on the junction, as well as preventing parking on the footways and verges in the vicinity of the junction. Please note restrictions cannot be proposed on the A30 Service Road itself, as that is under the jurisdiction of Highways England.

Spout Lane (1120, 1126)

On both sides of Spout Lane, from the give way markings on the junction with Horton Road up to the access slip road from Airport Way, introduce double yellow lines along the entire length of the street. This is to maintain two-way traffic flow and sight lines for all vehicles along the entire length of the street at all times. This proposal is also in response to agreement in principle having been given at Spelthorne Joint Committee on 30 September 2019 for more extensive restrictions on both sides of Spout Lane to be considered as part of this parking review, following a presentation on parking issues in Spout Lane by Borough Councillor Jim McIlroy (also Chairman of the Stanwell Moor Residents Association) at this same committee.

Horton Road (including junction with Hirthermoor Road (1103, 1127))

On both sides of Horton Road (excluding its laybys), from the existing double yellow lines by the garden centre to (and including) the junction with Hithermoor Road, introduce double yellow lines to maintain two-way traffic flow for all vehicles of all sizes at all times. This proposal is also in response to agreement in principle having been given at Spelthorne Joint Committee on 30 September 2019 for more extensive restrictions on both sides of Horton Road to be considered as part of this parking review, following a presentation on parking issues in Horton Road by Borough Councillor Jim McIlroy (also Chairman of the Stanwell Moor Residents Association) at this same committee.

3.2 STAINES SOUTH AND ASHFORD WEST

Avondale Road junction with Cumberland Road (0125)

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

Adelaide Road junction with Ferndale Road (1129)

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

3.3 ASHFORD

Feltham Hill Road (by The Elms) (0130)

Convert the existing single yellow line restriction (No waiting Monday to Saturday 7am to 7pm) between the school keep clear marking and the double yellow lines outside The Elms, to double yellow lines. This will help maintain access, sight lines and road safety on the inside of the bend, and on The Elms' entrance.

Feltham Hill Road (outside Morgan Court) (0130)

Introduce a section of double yellow lines to prevent parking at all times, which will act as a passing place for through traffic. Currently, two-way traffic flow is not possible on this part of Feltham Hill Road due to the persistent parking outside the shops and residential properties. However, to mitigate the issues caused by this parking, a passing place is being proposed to allow westbound vehicles of all sizes to pull into, to allow oncoming traffic to pass. This is already happening on this part of the road to some limited extent, as there is a dropped kerb located nearby. However, as the dropped kerb is very limited in its length and can legally be parked over by the property owner and their visitors, it is not an ideal situation for passing and drivers still struggle here. However, the proposed restriction will make it far easier and more accommodating for drivers to use this specific part of Feltham Hill Road as a passing place.

Romney Close junction with Poplar Road (0182)

Introduce double yellow lines to maintain access, sight lines and road safety on this junction at all times. Parking on this junction has increased in recent years following the Royal Mail depot being located opposite on Poplar Road, and their car park being reserved for their staff only.

6 New Parade, Church Road (0127)

Make the existing disabled parking bay enforceable at all times and with no time limit (replacing a section of Monday to Saturday 7am to 7pm 2 hours no return within 4 hours restriction). The existing disabled bay has been without a sign plate and has not been on the traffic regulation order, despite being on the ground for several years. This will primarily be a change for the traffic regulation order only, but will also result in a post and sign plate being installed on the ground. There will be no actual loss of space as the road markings will stay the same.

Clarendon Road / Coleridge Road / Chaucer Road / Ford Road (0127, 0128, 0186, 1105)

Introduce a 'permit holders only past this point' scheme applying to the following area, which will be known as permit area 'J', from Monday to Friday 8am to 6pm: -

- Clarendon Road (between Coleridge Road and Dudley Road)
- Ford Road (between Clarendon Road and Chaucer Road)
- Coleridge Road
- Chaucer Road

This is to prioritise resident parking over non-resident parking in this specific part of Ashford town. As part of this scheme, the existing single yellow line restrictions (No waiting Monday to Saturday 7am to 7pm) on the crossroads junction of Dudley Road and Clarendon Road, and extending westwards into Clarendon Road and its junction with Chaucer Road, will all be converted to double yellow lines. This will help maintain access, sight lines and road safety on both the junctions in this vicinity.

Following ongoing complaints about non-residents parking in the streets near to the railway station being submitted to the county and borough councillors, in October/November 2019, the county and borough councillors for Ashford Town carried out an extensive consultation on permit parking in this entire area. This involved hand delivered letters in the region of 800 in total, to all residents in the following streets: Clarendon Road, Ford Road, Coleridge Road, Chaucer Road, Wolsey Road, Chesterfield Road, Dudley Road, Albert Road, Princes Road, Stanley Road, Tennyson Road, Nelson Road, Fairholme Road, Perkins Court, Springfield Road and Arlington Road.

Residents were asked to complete an online form entitled 'Ashford Parking Consultation 2019' or alternatively, complete hard copies of the form made available at Ashford Library, for those without the internet. Residents were informed in the letter that the councillors would feedback the results of the consultation to Surrey County Council so that they can decide on the next steps to take.

Full results of the consultation are available to view in **Annex B**. The overall response rate was 45%, which is higher than average for consultations. 36% of households in all of the consulted streets listed above said 'Yes' to permit parking; 59% said 'No' to permit parking; and 5% said they were 'Not Sure' about permit parking. Further analysis showed that the highest level of support for permit parking came from Chaucer Road (77%) and Coleridge Road (78%), with their adjoining streets Ford Road and Clarendon Road showing 60% and 58% support respectively.

Taking into account advice from the parking team regarding the technicalities of introducing permit parking schemes on the ground, the county councillor for Ashford wishes to progress a permit scheme for the area described at the beginning and shown on the plans listed. As the parking team have concerns about introducing permit parking in only a small part of Ashford, with specific regards to displacement to nearby adjoining streets being deemed to be highly likely, it was initially agreed for the results of the consultation and the potential permit scheme for these streets to be discussed at the Spelthorne parking task group. However, as there is no longer a task group following recent restructuring of the committee, **the consultation results and the potential permit scheme is being presented to this Joint Committee to make a decision on whether or not they wish this scheme to be formally advertised as**

part of this parking review, with the intention to introduce it subject to the statutory objection process.

Properties that will be eligible for permits will be all residential properties in the following streets: -

- Clarendon Road (between Woodthorpe Road and Dudley Road)
- Ford Road (between Clarendon Road and Chaucer Road)
- Coleridge Road
- Chaucer Road

In regard to the type and cost of permits available, they will be issued based on the following costs and criteria: -

£50 for the first resident permit and £75 for any further resident permits issued to a household. £2 per daily visitor permit (maximum 120 per household per year)

It should be noted, and this will be made clear in publicity surrounding the advertisement and statutory consultation, that in January 2020 the county council's cabinet approved in principle the following changes in respect of residents and visitor permits: -

Increase the charge for the first resident permit issued to a household from £50 to £80. Increase the charge for 2nd and subsequent resident permits issued to a household from £75 to: 2nd permit charge £100; 3rd and subsequent permit charge £130.

Introduce a 2 hour visitor permit, to be available in all permit schemes, costing £1. Increase the maximum number of visitor permits that a household can apply for to 150 for daily permits and 250 for 2 hour permits.

To be clear, these changes have not yet come into effect and there is no date set for when this might happen, but the county council is committed to keeping permit prices under review, so it is likely they will increase sometime in the future.

Resident permits will be issued based on the following criteria: -

The number of permits that can be applied for would be the sum of the number of vehicles belonging to a household, minus the number of off street parking spaces for that property. For example if a household has 3 cars and one off street parking space, then they will be allowed to apply for up to 2 residents' permits.

3.4 SUNBURY COMMON AND ASHFORD COMMON

86 Alexandra Road (1110)

Revoke the existing disabled parking bay (no time limit) outside number 86 as this property is in the process of having a new vehicular access and driveway being constructed.

Brooklands Close (0147)

In the south eastern section of Brooklands Close, introduce double yellow lines on both sides of the easternmost bend, including in-between the parking laybys located on the

south eastern side and also alongside the entrances to Summit House and Worldwide House. This will maintain access, sight lines and road safety on these entrances and the bend, and will help maintain two way traffic flow by preventing excess parking from taking place between the parking laybys.

Heathcroft Avenue (including junction with Green Lane) (0135, 0137)

At each end of the five islands within Heathcroft Avenue, introduce a short length of double yellow lines to prevent parking in between the islands. Whilst there is white hatching already clearly in place in-between the islands, drivers continue to ignore it and park regardless. The gaps between the islands are intended to allow turning within this long street, allowing residents and visitors to choose which direction they would most like to go based on where they live, as the road is in a dual carriageway format. The parking in-between the islands prevents this, and the double yellow lines will allow this highly obstructive parking to finally be enforced. As part of this proposal, it is also proposed to convert the existing single yellow lines on the junction with Green Lane (no waiting Monday to Saturday 8:30am to 6.30pm) to double yellow lines in order to maintain access, road safety and sight lines on this junction at all times, which will also reduce signing clutter at this end of the street.

3.5 LOWER SUNBURY AND HALLIFORD

16/17 Station Road (0138)

Make the existing advisory disabled bay outside numbers 16 and 17 enforceable, as the bay has often been abused by non-blue badge holders, preventing blue badge holders from parking within it as intended. Due to the proximity of the train station and existing restrictions, this amendment has been deemed to be both feasible and a priority.

Green Street junction with Heritage Close (0140)

On Green Street, on the southern side of the junction, extend the existing double yellow lines to the southern boundary of property 'Zandvoorde', replacing a section of single yellow line of the same length (No waiting Monday to Friday 8am to 5pm). This is to prevent parking on an odd length of raised kerbs located between the end of the existing double yellow lines and the dropped kerb to the driveway for property 'Zandvoorde', which will help prevent ongoing obstructions to this dropped kerb, particularly during school peak times. In addition, it will also help to further improve and maintain sight lines on the junction.

Stratton Road (Including Junction with Rooksmead Road) (0146)

Make the existing school keep clear marking outside the entrance to the school into an enforceable marking (partly on **Sunmead Road**). Extend the existing double yellow lines to cover the dropped kerb for number 119, to further improve sight lines and road safety on the inside of the bend opposite the school. Introduce double yellow lines on the junction of Stratton Road and Rooksmead Road to maintain access, sight lines and road safety of the junction. Finally, extend the existing double yellow lines outside the school northwards and along the field side only, up to the end of the pedestrian crossing point opposite number 105. These restrictions will help improve and maintain two-way traffic flow, sight lines and road safety in the vicinity of the school between the bend and the junction with Rooksmead Road, which has multiple traffic and sight line issues due to parking on both sides of the road in the same place. This proposal keeps

parking on one side only for this section of Stratton Road and helps prevent obstructive parking on the bend, junction and across the pedestrian crossing points. These restrictions were agreed on site following a Road Safety Outside Schools meeting in late 2019, which involved officers from Surrey County Council and Surrey Police, as well as staff from the school.

Loudwater Road junction with Halliford Road (1102)

On Halliford Road, on the eastern arm of the junction only, extend the existing double yellow lines to further improve sight lines on this junction. Despite the existing double yellow lines being in place for some time now, an assessment of this junction following a complaint received regarding sight lines on this particular side of the junction, determined that sight lines on this side were far from ideal, and that an extension of the lines was deemed to be a priority, especially as Halliford Road has a busy main road feel.

3.6 LALEHAM AND SHEPPERTON

Lindsay Drive junction with Gordon Road (1130)

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

Green Lane junction with Manygate Lane (0197)

On both sides of Green Lane, on the eastern arm of the crossroads junction, extend the existing double yellow lines to further improve sight lines and road safety on the junction.

Harrow Way junction with Charlton Road (1124)

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

3.7 STAINES

Mill Mead (0113, 0116)

Convert the existing single yellow line restriction (no waiting Monday to Saturday 8:30am to 6:30pm) to double yellow lines. This road has always been far too narrow for parking to take place and the single yellow line restriction requires signing, which is missing in several parts. It is a far simpler and better layout to have double yellow lines, which do not require signing, and will maintain access at all times of the day and night and not just during peak times. The existing loading restriction will remain in place and unchanged.

Shortwood Avenue (0124)

Introduce double yellow lines in the turning circle by the entrance to Shortwood Common. This will help maintain access and turning in this area at all times, especially for emergency service vehicles attending incidents on the common. Preliminary door to door consultation, carried out by the local county councillor, has shown majority

support from residents of Shortwood Avenue for this proposal. It is also supported by Surrey Fire and Rescue.

Dolphin Court junction with Bremer Road (0170)

Introduce double yellow lines to maintain access, sight lines and road safety on the junction at all times, especially for larger vehicles such as refuse collection. These restrictions are supported by Spelthorne Borough Council's refuse collection service.

Chestnut Grove (0181)

Outside Churchill Court, convert the existing advisory access protection marking to double yellow lines, to help maintain access to the two off street private parking spaces for Churchill Court residents. Whilst the access protection marking was installed to help maintain access, this has persistently been ignored by drivers, who often continue to park across the front of the two spaces regardless. Double yellow lines will help to maintain access at all times.

Commercial Road (including junction with Octavia Way) (0183)

On the north side of Commercial Road, from the existing double yellow lines by the junction with Laleham Road to opposite the junction with Octavia Way, introduce a length of double yellow lines. This will keep parking on the south side only in this part of Commercial Road, particularly on its busy approach to the Laleham Road junction, where cars and vans have begun parking over the footway on the north side, heavily restricting traffic flow and access. These lines are necessary all the way to the Octavia Way junction to prevent displaced vehicles parking in a staggered formation and creating pinch points further down the road. To further manage displacement parking, it is also proposed to introduce double yellow lines on the junction with Octavia Way, to maintain access, sight lines and road safety on the junction. This part of Commercial Road received multiple complaints in the lead up to this parking review and has been an increasing issue for several years.

Victoria Road and Moor Lane (0112, 0188)

In Victoria Road, introduce a 'permit holders only past this point' scheme, applying everyday from 8am to 6:30pm. On Moor Lane, introduce 'permit holders only' parking bays, applying everyday from 8am to 6:30pm, to the rear of 3 to 7 King Acre Court; to the north of property 'The Lodge'; outside 'Great Western Cottages' and 'Perivale Villas'; outside 'Marley Croft' and outside 'Langley House'. This will be 16 car parking spaces on Moor Lane for permit holders only and for however many cars can park in Victoria Road beyond the entry sign, which will be located on the lamp column by number 1 King Acre Court (roughly in the region of 20 cars). In order to allow parking to be formalised on Moor Lane through the introduction of parking bays, consideration has to be given to road width, road safety and traffic flow. As a result, it is also necessary to propose double yellow lines on all sections of Moor Lane where parking bays are not being located, between the bend by Jewson's and the junction with Meadow Court. These double yellow lines will help ensure parking only takes place in the marked bays, and will help maintain two-way traffic flow, access, road safety and sight lines on this particular part of Moor Lane where permit parking is being introduced. There will be a slight revocation in the existing double yellow lines to the south of 1 Perivale Villas to allow the new permit bay to be fully installed. Finally, there will also need to be a slight extension of the existing double yellow lines in Victoria Road on both sides by 2m, up to the lamp column by number 1 King Acre Court, to

prevent an unrestricted length of 2m being left between the end of the existing double yellow lines and the start of the signed permit scheme.

This proposal follows preliminary door to door consultation with residents carried out by local residents and the local county councillor, prior to this review taking place. This consultation involved all properties likely to be most affected by this scheme, including those on or within: Victoria Road, King Acre Court, Moor Lane, Marley Croft, Mede Court and Meadow Court. 93% of the properties who actually responded to the consultation showed support for permit parking, and in terms of Moor Lane and Victoria Road where permit parking is being introduced on the ground, there was over 70% support from all households for permit parking, as required under current policy. Therefore this scheme is being proposed to prioritise resident parking over non-resident parking, and to better manage the parking in this part of Moor Lane.

Properties that will be eligible for permits for use in either Victoria Road or in the bays on Moor Lane (all known as permit area 'H'), will be those located in the following streets or flats: -

- Victoria Road (including King Acre Court)
- Moor Lane (from property 'Four Corners' inclusive to 10 Mede Court inclusive) (including Mede Court and Marley Croft)
- Meadow Court

It is understood that many of these properties will not require permits, and that overall, the on street capacity should be sufficient to meet demand from permit holders, taking into account that the permit area will be completely clear of shoppers, town centre staff and commuters during the times of operation.

In regard to the type and cost of permits available, they will be issued based on the following costs and criteria: -

£50 for the first resident permit and £75 for any further resident permits issued to a household. £2 per daily visitor permit (maximum 120 per household per year)

It should be noted, and this will be made clear in publicity surrounding the advertisement and statutory consultation, that in January 2020 the county council's cabinet approved in principle the following changes in respect of residents and visitor permits: -

Increase the charge for the first resident permit issued to a household from £50 to £80. Increase the charge for 2nd and subsequent resident permits issued to a household from £75 to: 2nd permit charge £100; 3rd and subsequent permit charge £130.

Introduce a 2 hour visitor permit, to be available in all permit schemes, costing £1. Increase the maximum number of visitor permits that a household can apply for to 150 for daily permits and 250 for 2 hour permits.

To be clear, these changes have not yet come into effect and there is no date set for when this might happen, but the county council is committed to keeping permit prices under review, so it is likely they will increase sometime in the future.

Resident permits will be issued based on the following criteria: -

The number of permits that can be applied for would be the sum of the number of vehicles belonging to a household, minus the number of off street parking spaces for

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that property. For example if a household has 3 cars and one off street parking space, then they will be allowed to apply for up to 2 residents' permits.

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. 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		
Duncan Gardens	Fairlawns	Greenlands Road
Hale Street	Langley road	Leacroft
Raleigh Court	Richmond Road	Rosefield Road
Sidney Road	Staines Road	The Sidings
Wyatt Road		
STANWELL AND STANWELL MOOR		
Brook Close	Caledonia Road	Cambria Gardens
Elsinore Avenue	Ensign Close	Hadfield Road
Oaks Road	Osborne Avenue	Park Road
Riverside Road	St Marys Crescent	Town Farm Way
STAINES SOUTH AND ASHFORD WEST		
Brookside Avenue	Hengrove Crescent	Links Road
Marlborough Road	Townsend Road	Warwick Road
West Close	Gloucester Crescent	
ASHFORD		
Chattern Road	Chessholme Road	Chesterfield Road
Dingle Road	Glenfield Road	Lucie Avenue
Metcalf Road	Tennyson Road	Fairholme Road
SUNBURY COMMON AND ASHFORD COMMON		
Ashford Road	Ashgrove Road	Ashridge Way
Beards Road	Bryony Way	Dane Road
Doris Road	Elgin Avenue	Heath Grove
Keyword Drive	Napier Road	Saddlebrook Park
Scotts Avenue	Templecroft	Tudor Road
Vicarage Road	Windmill Road	
LOWER SUNBURY AND HALLIFORD		
Allen Road	Anvil Road	Farrier Close
Forge Lane	French Street	Harfield Road
Manor Lane	Nursery Road	Oak Grove
Peregrine Road	Queensway	Saxonbury Avenue
The Avenue	The Ridings	
LALEHAM AND SHEPPERTON		
Barton Close	Bishop Dupas Park	Crescent Road
Glebeland Gardens	Watersplash Road	Hawthorn Way

Mere Road	Sheep Walk	Studios Road
The Broadway	Towpath	

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 the first quarter of 2021.
- 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 Spring/Summer 2021.

5. FINANCIAL IMPLICATIONS:

- 5.1 The total cost of this review is estimated to be no more than £15,000. In 2018/19, Spelthorne made a parking enforcement surplus of £1274.76, of which the local committee received £764.86 as a 60% share. In the 2019/20 financial year the parking surplus has been reported as £7868.23 giving the Joint Committee a 60% share of £4720.94. It is recommended that the JC's surplus share from these 2 years (£5,485.80 total) is contributed towards the total cost of this parking review, which includes both installation and advertisement costs, with the remaining sum being funded by the parking team's own budget.

6. WIDER IMPLICATIONS:

- 6.1 There should be fewer instances of obstructive parking and anti-social behaviour because of the restrictions.

6.2 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.

Area assessed:	Direct Implications:
Crime and Disorder	See paragraph 6.1
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	See paragraph 6.2
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

7.1 It is recommended that the waiting restrictions are implemented as detailed in Annex A. 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

8. WHAT HAPPENS NEXT:

8.1 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.

8.2 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).

Annexes:

Annex A (Proposal Plans)

Annex B (Ashford Parking Consultation Results 2019)

Sources/background papers:

There are none.
