

Spelthorne parking review 2023: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls across the borough as part of our Spelthorne parking review 2023. The proposals are listed in electoral county division and then by town where appropriate.

At this stage, we are intending to introduce the restrictions and controls described in this document and associated drawings, but are inviting representations to be made by the public before doing so to help decide whether they should definitely go ahead.

Once the proposals have been advertised we can introduce them unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or support any of the proposals you must do so either online or in writing by the date given. More information about how to do this is available on our [Parking news and updates in Spelthorne](#) webpage.

If you are unsure of the meaning or effect of a parking restriction or control that we have proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Legal and policy information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See [Annex 3 – General enquiries](#) for guidance.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



Contents

Spelthorne parking review 2023: Statement of reasons 0

 Staines division proposals 2

 Staines 2

 Staines South and Ashford West division proposals 5

 Staines 5

 Laleham 5

 Ashford..... 5

 Laleham and Shepperton division proposals 6

 Shepperton 6

 Lower Sunbury and Halliford division proposals 7

 Sunbury..... 7

 Sunbury Common and Ashford Common division proposals 8

 Ashford..... 8

 Sunbury..... 8

 Ashford division proposals..... 9

 Ashford..... 9

Annex 1 – Explanation of restriction types..... 12

 No waiting at any time 12

 No waiting (at a time non-continuous throughout the year)..... 12

 No loading 12

 Controlled Parking Zone 12

 Restricted Parking Zone..... 12

 Permit parking schemes..... 12

 Traffic signs and road markings 13

Annex 2 – Legal and policy information 14

 Policy and Strategy 14

 Legislation..... 15

Annex 3 – General enquiries 16

 Speed limits, traffic calming, and speed enforcement 16

 Road safety and sustainable travel for schools 16

 Creation of additional parking space on verges or grassed areas 16

 Requests for permit parking schemes..... 16

 Requests for additional parking controls 16

 Enforcement..... 17

 General enquiries..... 17

Staines division proposals

The county councillor for this division is [Sinead Mooney](#). We have made [drawings available on our website](#) to accompany the written description below.

Staines

Moor Lane

To the north of the Meadow Court junction, outside 13 to 20 Meadow Court, introduce a 35m (7 parked car lengths) 'permit holders H only - Everyday 8am to 6:30pm' parking bay. This is in response to requests from some residents for more permit holder space within this existing H permit area. Whilst the initially installed capacity of this H permit area, which includes Victoria Road as well, was deemed to be sufficient in total, it is understood that some permit holders are still struggling to find space, especially Meadow Court residents who are eligible for permits. Meadow Court (which isn't technically feasible to have permit parking due to its narrow highway widths) has seen more parking pressure within their street because of the displacement parking following the scheme's installation. After much consideration, an additional permit holder only bay, able to hold 7 parked cars, is deemed to be more than adequate to resolve the issue over lack of space within this permit scheme and will benefit all H permit holders. Any H permit holding resident can still park in any H signed permit bay on Moor Lane or within Victoria Road beyond the H entry sign. Please see drawing number 2023-1.

Richmond Road / Eton Court / Augur Close

On the public highway extents of Richmond Road, Eton Court and Augur Close, introduce a 'permit holders only (J identification) Everyday 8am to 6:30pm restriction. Existing waiting restrictions (yellow lines) will still apply as normal, but it is also proposed to slightly reduce the lengths of existing double yellow lines on Richmond Road by the junction with Laleham Road and outside number 4 Richmond Road. This is to increase capacity for permit holders where it has been deemed possible and necessary due to the location of the required permit entry sign by the junction.

In addition, it is proposed to formally revoke the 'electric vehicle recharging bay Monday to Saturday 8am to 6pm max stay 4 hours' outside Crescent Court, Richmond Road from our traffic regulation orders, after this bay was not possible to be installed on the ground due to inadequate footway width and other related construction design issues at this location, along with late additional objections to its installation.

Properties that will be eligible for (J) permits and visitor permits, for use anywhere within the permit area shown on drawing 2023-2 (except on existing waiting restrictions) will be any residential property with a Richmond Road, Richmond Crescent, Eton Court or Augur Close address and the Laleham Road properties located only between the railway bridge and the Richmond Road junction.

Richmond Crescent is a private street, and the permit scheme will not apply here, but residents will be eligible for permits should they require them.

The Laleham Road properties mentioned above have been included as they back onto Richmond Crescent and their residents and visitors cannot park along the fronts of the properties on Laleham Road as it is too obstructive and dangerous.

All resident permits are valid for one year and are issued subject to the following criteria and costs: - £84 for the first resident permit; £104 for a second resident permit; and £134 for a third and subsequent permit.

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.

This permit scheme is being proposed again, having previously been proposed in 2017/18 following a petition from Richmond Road, Eton Court and Augur Close residents, where it was subsequently dropped due to concerns from surrounding residential streets over displacement and added parking pressure. However, in late 2019, it was agreed that in response to continuing requests for permit parking from the above streets, that the permit scheme would be revisited following progress being made on the redevelopment of Thameside House, as that would bring added parking pressure on Richmond Road being closest to that development. Now that the Thameside House redevelopment is at a much more advanced stage in terms of planning, this permit scheme is being proposed again to provide residents priority over non-residents, as before.

However, it is fully understood that the same concerns could be raised again over displacement parking to nearby streets such Gresham Road, Budebury Road, Beehive Road, Edgell Road, Wyatt Road and Langley Road, who did not previously express strong enough support to be included in any permit parking scheme. This is why an advertisement of the proposed Richmond Road, Eton Court and Augur Close permit scheme will be widened to include the above surrounding streets in the form of street notices being erected along these streets to also invite comments on the proposed Richmond Road scheme. Please see drawing number 2023-2.

Park Avenue junction with Laleham Road

On the north side of Park Avenue, extend the existing double yellow lines up to a point across the dropped kerb for number 3 Park Avenue. This is to maintain access and traffic flow at all times, especially for larger vehicles, including buses trying to access Grovebarns sheltered housing at the far end of the street that have previously been prevented from accessing Park Avenue due to obstructive parking. In addition, on the south side of Park Avenue, extend the existing double yellow lines slightly just to improve traffic flow and sight lines in and out of the junction. Finally, on the east side of Laleham Road, to the north of the Park Avenue junction, extend the double yellow lines slightly to improve sight lines for vehicles exiting onto Laleham Road, especially during school peak times. As the south side is already protected by the extensive pedestrian crossing zigzags, this north side comes up short in terms of sight lines and needs to be improved. Please see drawing number 2023-3.

Raleigh Court

On the east side of Raleigh Court, alongside the community hall (aka Leacroft Centre) and its car park entrance, introduce double yellow lines extending from the bend to maintain access at all times, especially for larger vehicles such as refuse collection and fire engines. Occasionally, the parking here can create a gap between parked vehicles on each side of the road that is too narrow to pass through, especially at an angle, which can be made more difficult when there are additional vehicles parked outside the hall mostly on the footway. This proposed will ensure access through to the main section of Raleigh Court can be maintained at all times, whilst keeping parking displacement to a minimum. Please see drawing number 2023-4.

Leacroft junction with Georgian Close and Shortwood Common

On the north corner of the Georgian Close junction with Leacroft, introduce double yellow lines up to the entrance to the Staines bypass bridge and ending in line with the existing restrictions within Georgian Close. This is to maintain access and sight lines on the junction, including the ability to see pedestrians and cyclists travelling under the bridge. In addition, on the south corner of the junction with Shortwood Common, introduce a length of double yellow lines to maintain access and sight lines. Please see drawing number 2023-4.

Broadway, Kingston Road

Outside 1, 2 and 12, revoke sections of the 'Monday to Saturday 8am to 6pm 2 hours no return within 1 hour' restriction and extend the 'no waiting Monday to Saturday 8:30am to 6:30pm' to reflect the actual layout of these restrictions on the ground. These are changes to our traffic regulation order plans only. Please see drawing number 2023-5.

Staines South and Ashford West division proposals

The county councillor for this division is [Denise Turner-Stewart](#). We have made [drawings available on our website](#) to accompany the written description below.

Staines

Stainash Parade, Kingston Road

Outside 4, revoke two sections of the 'Monday to Saturday 8am to 6pm 2 hours no return within 1 hour' restriction to reflect the actual layout of these restrictions on the ground. These are changes to our traffic regulation order plans only. Please see drawing number 2023-5.

Stainash Crescent

Outside 2 and 4, revoke the 'no waiting Monday to Saturday 8:30am to 6:30pm' restriction (not installed on the ground) and convert the installed length of this same restriction to double yellow lines, from number 2 to the existing double yellow lines by the junction. This is to both reflect the current installed layout on the ground and to maintain traffic flow, access and sight lines in and out of Stainash Crescent and out of Stainash Parade. Please see drawing number 2023-5.

Laleham

Bingham Drive

Formally revoke the 'electric vehicle recharging bay Monday to Saturday 8am to 6pm max stay 4 hours' outside 29 to 35 from our traffic regulation orders, after this bay was not possible to be installed on the ground due to construction related design issues at this location and late resident objections to its installation. Please see drawing number 2023-6.

Northfield Road junction with Staines Road

Extend the existing double yellow lines on both side of the junction on Staines Road as well as into Northfield Road on the south side. This is to significantly improve sight lines and access in and out of the street following a meeting held between Surrey Police and Surrey Highways where inadequate sight lines and access issues were identified. Whilst these extents of double yellow lines are longer than what is normally done on junctions, Staines Road is a busy main road and drivers will be often be travelling around the speed limit along here, with southbound drivers' attention being split between the junction and the approaching bend. All these things considered, it was believed a greater extent of double yellow lines was needed here to make a noticeable difference to sight lines. Please see drawing number 2023-7.

Ashford

Avondale Road junction with A30 London Road (National Highways)

On both sides of Avondale Road, starting from the pedestrian dropped kerbs, which is where the public highway ends and National Highways land starts, introduce double yellow lines to maintain sight lines, access and road safety on the junction. Please see drawing number 2023-8.

Woodthorpe Road (Salvation Army)

On the south side, outside the Salvation Army building, introduce a length of double yellow lines to maintain sight lines for people crossing at the uncontrolled crossing point. An unrestricted gap of 20m (4 car lengths) will remain by the junction with The Wickets. Please see drawing number 2023-24.

Laleham and Shepperton division proposals

The county councillor for this division is [Maureen Attewell](#). We have made [drawings available on our website](#) to accompany the written description below.

Shepperton

Watersplash Road

On the east side of Watersplash Road, from outside 64 to outside 1 Grange Court (not extending into Harvest Court (private), introduce double yellow lines. On the west side of Watersplash Road, from the north side of Petts Lane to the southern boundary of 117, introduce double yellow lines.

Between The Barley Mow Pub and Petts Lane, there is a slight bend in Watersplash Road. Whilst parking has been taking place on both sides of the road here for a large number of years, with vehicle sizes being larger today than in the past, the amount of carriageway width remaining between the parked vehicles for passing traffic has reduced. Combined with the bend, this section of Watersplash Road has become difficult to pass with single file traffic, and more so with larger vehicles such as buses, lorries, refuse collection, and emergency service vehicles.

The 574 bus route using Reptons Coaches has temporarily stopped using Watersplash Road due to the parking along this specific part being too problematic to pass, and as Reptons Coaches are the same width as many other large vehicles, this access issue is one that needs to be resolved to maintain a safe and passable road network. The extent of the restrictions described above maintains parking on one side of the road only throughout this part of Watersplash Road, with the eastern extent aiming to control the current problem, and the western extent aiming to control displacement parking that is likely to create a future problem. The double yellow lines terminate by 117 as this is where the total highway width including adjacent footways and verges significantly widens, leaving much more room to pass and along a straight section of road. Whilst it is understood that this will result in a loss of on-street parking for residents and visitors, the need to park on-street cannot jeopardise the fundamental requirement for traffic to pass along a public highway. Please see drawing number 2023-9.

Thurlstone Parade, High Street

Outside 18/19 Thurlstone Parade, revoke the 'electric vehicles recharging point only Mon to Sat 8am to 6pm max stay 2 hours' restriction and introduce a 'Mon to Sat 8:30am to 6:30pm 3 hours no return within 1 hour' restriction in its place. Between 15 and the kerb buildout, revoke the 'Mon to Sat 8:30am to 6:30pm 3 hours no return within 1 hour' restriction and introduce an 'electric vehicles recharging point only Mon to Sat 8am to 6pm max stay 2 hours' restriction in its place.

These changes are to reflect the current installed layout on the ground following a late change to the location of the electric vehicle recharging bays by the contractor.

It is also proposed to revoke the 'Mon to Sat 8:30am to 6:30pm 3 hours no return within 1 hour' restriction where it is currently shown running through the kerb build outs, which is again to reflect the current installed layout on the ground. Please see drawing number 2023-10.

Manygate Lane

On the west side of Manygate Lane, extend the existing double yellow lines outside River Court northwards, up to the back of the footway and in line with the existing restrictions by the entrance leading to 13 to 47 Manygate Lane. Part of this describe length of double yellow lines has already been installed by the developer of the new River View Lodge development, which currently has double yellow lines extended up to its boundary with 13 to 47 Manygate Lane. As shown on the plan, these will be formalised and extended as explained above, to help maintain traffic flow along this part of Manygate Lane. Please see drawing number 2023-11.

Lower Sunbury and Halliford division proposals

The county councillor for this division is [Buddhi Weerasinghe](#). We have made [drawings available on our website](#) to accompany the written description below.

Sunbury

Green Street incl. junction with Sutherland Avenue

On both sides of Green Street, introduce additional double yellow lines from the existing double yellow lines south of Heathlands Close and Manor Gardens, southwards up to the existing double yellow lines by Manor Drive, and extending into the junction with Sutherland Avenue and further southwards from this junction along this side of Green Street up to the southern boundary of Sutherland House. This is to address a history of complaints regarding on-street parking taking place here for the health centre and the school. Whilst the health centre has a car park for visitors, some visitors prefer not to use it even when there is space or cannot use it if it's very busy at certain times. Whilst it's understandable why Green Street is used as an alternative or an overflow parking solution, this part of Green Street is a hazardous stretch of road. It is both on and on approach to a bend and is also on or near to four side road junctions, the largest of which (Sutherland Avenue) is currently unrestricted. This proposal aims to keep this entire section of Green Street clear of parking to maintain sight lines, access, traffic flow and road safety at all times. Please see drawing number 2023-12.

Sunbury Common and Ashford Common division proposals

The county councillor for this division is [Harry Boparai](#). We have made [drawings available on our website](#) to accompany the written description below.

Ashford

Alexandra Road

Outside 82, revoke the 'at any time' disabled parking bay as it is no longer required. The sign for this bay has already been removed after being hit by a vehicle and the bay and been blacked over in temporary road paint as an interim measure before it is formally revoked. Please see drawing number 2023-13.

Sunbury

Juniper Gardens (Private) junction with Vicarage Road

Introduce double yellow lines on the public highway part of the junction to maintain sight lines, access, and road safety at all times. Please see drawing number 2023-25.

Ashford division proposals

The county councillor for this division is [Joanne Sexton](#). We have made [drawings available on our website](#) to accompany the written description below.

Ashford

Feltham Hill Road (Gatehouse Close)

On the north side of Feltham Hill Road, extend the existing double yellow lines to the east of Poplar Road further eastwards along the front of the new Gatehouse Close development, terminating at the boundary of that development with 219 Feltham Hill Road. This is primarily to prevent drivers parking on the footway along this section of Feltham Hill Road, which has continued to take place after the development construction had finished and the new access road built. This footway parking not only obstructs the footway which pedestrians and others are trying to use, but here it is also obstructing and damaging the multiple street boxes located in this footway, and obstructing sight lines to the newly constructed entrance to Gatehouse Close. It is understood that there are other nearby parts of Feltham Hill Road where similar footway parking takes place, and these sections of road may be subject to further parking restrictions as part of a future parking review. Please see drawing number 2023-14.

Feltham Hill Road junction with Orchard Avenue

Introduce double yellow lines on the junction to maintain sight lines, access, and road safety at all times. Please see drawing number 2023-14.

Feltham Hill Road junction with Garden Close

Introduce double yellow lines on the junction to maintain sight lines, access, and road safety at all times. Please see drawing number 2023-14.

School Road junction with Glenfield Road

On School Road, either side of the junction with Glenfield Road, extend the existing double yellow lines to further improve sight lines for this junction, especially at school peak times. Please see drawing number 2023-15.

Sandells Avenue junction with Wrens Avenue

Introduce double yellow lines on the junction to maintain sight lines, access, and road safety at all times. Please see drawing number 2023-16.

Poplar Road junction with Coolgardie Road

On this corner / bend where the two roads meet, which also contains the rear entrance to the Ashford Business Centre, introduce double yellow lines on all parts and extending further along the east side of Poplar Road from the entrance to the business centre. These restrictions are to help maintain sight lines for drivers travelling around the bend, and to also make it easier for meeting traffic to see each other and pass each other when negotiating this turning and its approach. These proposals will also make it easier and safer for drivers and pedestrians to access the business centre, especially when other drivers are negotiating the bend at the same time. Please see drawing number 2023-17.

Rosary Gardens

On the inside of the bend fronting the car park, introduce double yellow lines to maintain access, sight lines, traffic flow and road safety at all times, for both through traffic and also those entering and exiting the car park. Please see drawing number 2023-18.

Feltham Road

On the south side of Feltham Road opposite 29, extend the existing double yellow lines up to the bus stop, which is a slight distance to prevent parking from taking place between the bus stop and the entrance to the MOT centre. Parking here is both obstructive to buses and those entering and exiting the MOT centre, in terms of access and sight lines. Please see drawing number 2023-18.

Feltham Hill Road (by Fontmell Park)

To the south of the junction with Fontmell Park, extend the existing double yellow lines on both sides of the road further southwards to maintain traffic flow and sight lines on this bend and to also prevent obstructive footway parking from taking place adjacent to the high wall by number 79, which will maintain access for pedestrians and others. Please see drawing number 2023-19.

Chesterfield Road junction with Ford Road

Introduce double yellow lines on the junction to maintain sight lines, access, and road safety at all times. Please see drawing number 2023-20.

Ashford Town Centre

Proposals shown on drawing numbers 2023-21, 2023-22 and 2023-23 relate to the following streets and their associated proposed restrictions: -

- **Church Road** (double yellow lines and paid parking)
- **Percy Avenue** (double yellow lines)
- **Fordbridge Road** (double yellow lines)
- **Brownrigg Road** (double yellow lines)
- **Dudley Road** (double yellow lines)
- **Knapp Road** (double yellow lines and paid parking)
- **Clarendon Road** (double yellow lines and paid parking)
- **Station Road** (double yellow lines)
- **Station Approach** (double yellow lines and paid parking)
- **Woodthorpe Road** (double yellow lines, paid parking, and electric vehicles recharging)

The current free 2 hour free limited waiting period has been in effect and unchanged in Ashford town centre for several decades, and so too has the waiting restriction (single yellow line) layout. With Ashford railway station having direct links to London, the town attracts commuters from a much wider area, and as Ashford does not have the same quantity of parking restrictions and car park provision as Staines, commuters are more often able to find on-street space within the vicinity of the railway station. Unfortunately, this has included the use of some of the many 2 hour limited waiting bays located around the town, leading to overstay by several hours. Combined with additional overstaying vehicles belonging to other groups of drivers, such as those working in the town and possibly some residents as well, space for shoppers has been greatly reduced over the years.

The 2 hour restriction was specifically introduced for shoppers and other short term visits to the town, and the total number of spaces more than meets this demand, but only when they are being properly adhered to. The enforcement of free limited waiting periods is challenging and requires significant costs and employed staff to target such areas over several hours. Where it's important to ensure on-street parking space is available and not used for long periods of time by the same drivers, the most cost effective and sustainable approach is the introduction of paid parking, where the investment from drivers to stay for a defined period discourages overstay and drastically reduces the costs to enforce overstay. In shopping areas where businesses rely on on-street parking space to accommodate customers, a reasonable charging scheme ensures customers have the best possible chance at finding an available space and therefore being more likely to return and choose these businesses again in the future.

It is therefore proposed to introduce paid parking on all existing free 2 hour limited waiting bays located on Church Road, Knapp Road, Woodthorpe Road, Clarendon Road and Station Approach, to ensure that these bays are actually used for their intended purpose, which will see significant improvements to the town in terms of the ability of people to visit and continue to visit. The times will remain the same (Monday to Saturday 7am to 7pm) with a max stay of 2 hours. Parking outside of these days and hours will be free.

The tariff below has been selected to ensure that such a scheme is financially viable for the council, as there are costs associated with the day to day running of paid parking schemes, such as money collection, machine maintenance and increased but more efficient patrols. However, the tariff chosen is low enough to not discourage existing or new shoppers from visiting Ashford town centre.

Pay by Cash: 50p for 30 minutes / £1 for up to 2 hours.

Pay by Phone: 62p for 30 minutes / £1.12 for up to 2 hours. (There is a service charge of 12p applied to this option)

To supplement these proposed changes within the town centre, it is also proposed to convert the existing single yellow lines (no waiting Monday to Saturday 7am to 7pm) to double yellow lines, within the streets listed above but only where shown on drawings 2023-21, 2023-22 and 2023-23. All these locations that currently have this single yellow line waiting restriction are not suitable for parking at any time, as the parking is either obstructive to through traffic, sight lines or to pedestrians if taking place partly on footways. No waiting at any time is a far more suitable restriction for all of these locations, and will keep parking only within the parking bay areas at all times, including before and after the 7am to 7pm paid period. Having double yellow lines will also greatly reduce the amount of signage needed within the town centre and will see a reduction in both signs and signposts.

The existing 'no loading' restriction currently in place alongside the single yellow lines will remain in place and will continue to be signed and marked on the kerbs but alongside the double yellow lines instead. Loading and unloading will continue unchanged within the town centre. All existing disabled parking bays will remain free and unchanged.

Finally, it is proposed to introduce an 'electric vehicles recharging point 'Monday to Saturday 8am to 6pm 4 hours max stay' restriction on the existing electric vehicle bays and charging points located on Woodthorpe Road outside 23 to 29. This will ensure that these bays are only used by electric vehicle drivers who are charging their vehicles during these days and times and will help the council and the government to meet its climate change objectives. This location supplements the current electric vehicle recharging points located on the eastern end of Church Road, by providing chargers in the western end of the town centre as well.

Overall, it is believed that this redesign of all the on-street parking restrictions in Ashford town centre has been long overdue and will help to encourage growth of the town and its businesses for many years to come.

Annex 1 – Explanation of restriction types

No waiting at any time

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no signs are needed (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', in which no road markings are needed but upright signs are required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

No waiting (at a time non-continuous throughout the year)

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing showing the times of operation. The only exemption to this would be within a controlled parking zone (see below).

No loading

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time. They are always accompanied by an upright sign showing the times of operation.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for parking by blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be easily moved very far, such as a refrigerator.

Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e. when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

Permit parking schemes

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

Traffic signs and road markings

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

Annex 2 – Legal and policy information

Policy and Strategy

There is a framework of policies and strategies which help steer our decisions around parking schemes.

Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Help enable greener and more sustainable travel choices
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the [parking review process](#) to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval. Engineers consider a number of factors when assessing those requests, including, but not limited to:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network, and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

- Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Preventing damage to the road or to any building on or near the road.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- Preserving or improving the amenities of the area through which the road runs.
- Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g. parking bays, permit schemes etc.

Annex 3 – General enquiries

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals, but are generally things that are not considered within a parking review, or not possible to consider at that time.

Speed limits, traffic calming, and speed enforcement

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

[Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

Road safety and sustainable travel for schools

Surrey County Council provides a range of services to help schools on this matter, more information can be found at:

[Road safety and sustainable travel for schools](#)

Creation of additional parking space on verges or grassed areas

This is not something that is considered by the parking team or within a parking review. Unfortunately, the council has little to no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page.

Requests for permit parking schemes

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes cannot be considered based on only one or two requests. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at:

[Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form (petition), as explained online at:

[The parking review process](#)

Requests for additional parking controls

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at:

[The parking review process](#)

Enforcement

Parking controls on street in Spelthorne are administered and enforced by Surrey County Council via its contract with NSL.

If you have any queries about this, you may email them via the following address: -
SurreyParkingEnforcement@nslservices.co.uk

General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

[Contact our roads and transport service](#)

Or using the contact details below:

- **Email:** contact.centre@surreycc.gov.uk
- **Textphone** (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, First Floor, Dakota, De Havilland Drive, Weybridge, Surrey KT13 0YP
- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Please note that because of the pressure to our services due to the current Coronavirus challenge, **this number should only be used to report highway emergencies**. Please report all other issues using the online forms).