

# Spelthorne parking review 2020: 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 2020. 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 23 April 2021. 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](#).



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# Stanwell and Stanwell Moor division proposals

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

## Stanwell

### Cranford Avenue junction with Long Lane

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. Please see drawing number 0109.

### Lauser Road junction with Town Lane

Introduce double yellow lines to maintain access, sight lines and road safety on the junction. Please see drawing number 0169.

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

Introduce double yellow lines on the northern part of the junction to maintain access, sight lines and road safety. Please see drawing number 0169.

### Orchard Way junction with A30 Service Road and Desford Way Access Road

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. Please see drawing number 1121.

## Stanwell Moor

### Spout Lane

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. Please see drawing numbers 1120 and 1126.

### Horton Road (including junction with Hithermoor Road)

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. Please see drawing numbers 1103 and 1127.

## **Staines South and Ashford West division proposals**

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

### **Ashford**

#### **Avondale Road junction with Cumberland Road**

Introduce double yellow lines to maintain access, sight lines and road safety on this crossroads junction at all times. Please see drawing number 0125.

#### **Adelaide Road junction with Ferndale Road**

Introduce double yellow lines to maintain access, sight lines and road safety on this junction at all times. Please see drawing number 1129.

## Ashford division proposals

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

### Ashford

#### Feltham Hill Road (by The Elms)

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. Please see drawing number 0130.

#### Feltham Hill Road (outside Morgan Court)

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. Please see drawing number 0130.

#### Romney Close junction with Poplar Road

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. Please see drawing number 0182.

#### 6 New Parade, Church Road

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. Please see drawing number 0127.

#### Clarendon Road / Coleridge Road / Chaucer Road / Ford Road

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.

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.

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.

Please see drawing numbers 0127, 0128, 0186 and 1105.



# Sunbury Common and Ashford Common division proposals

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

## Sunbury

### 86 Alexandra Road

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. Please see drawing number 1110.

### Brooklands Close

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. Please see drawing number 0147.

### Heathcroft Avenue (including junction with Green Lane)

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. Please see drawing numbers 0135 and 0137.

## Lower Sunbury and Halliford division proposals

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

### Sunbury

#### 16/17 Station Road

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. Please see drawing number 0138.

#### Green Street junction with Heritage Close

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. Please see drawing number 0140.

#### Stratton Road (including junction with Rooksmead Road)

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. Please see drawing number 0146.

#### Loudwater Road junction Halliford Road

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. Please see drawing number 1102.

## **Laleham and Shepperton division proposals**

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

### **Shepperton**

#### **Lindsay Drive junction with Gordan Road**

Introduce double yellow lines to maintain access, sight lines and road safety on this junction at all times. Please see drawing number 1130.

#### **Green Lane junction with Manygate Lane**

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. Please see drawing number 0197.

#### **Harrow Way junction with Charlton Road**

Introduce double yellow lines to maintain access, sight lines and road safety on this junction at all times. Please see drawing number 1124.

## Staines division proposals

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

### Staines

#### Mill Mead

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. Please see drawing numbers 0113 and 0116.

#### Shortwood Avenue

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. Please see drawing number 0124.

#### Dolphin Court junction with Bremer Road

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. Please see drawing number 0170.

#### Chestnut Grove

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. Please see drawing number 0181.

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

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. Please see drawing number 0183.

#### Victoria Road and Moor Lane

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 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.

Please see drawing numbers 0112 and 0188.

# Electric vehicle charging points proposals

We have made [drawings available on our website](#) to accompany the written description below.

## Borough wide

Following the consultation and the subsequent adoption of Surrey's Electrical Vehicle Strategy policy in 2018 which forms part of Surrey's Transport Plan, a number of issues have been identified concerning on street electric vehicle charging and the lack of commitment from Surrey to invest in the infrastructure that would help residents in the transition to electric vehicles. There was recognition that provision should be targeted in areas where air quality is a concern, for example, Air Quality Management Areas, town centre locations, and that there was a need for standardisation to ensure a consistent user experience throughout Surrey.

As the demand for electric vehicles increases, the pressure to provide the right type of infrastructure in particular locations will also increase. There are a number of issues that need to be considered before Surrey County Council introduces a county wide roll out, which is to be done by Surrey or a private company, for example parking, availability of space on the public highway, sustainable business model, capital and revenue funds required to deliver and operate this type of technology on the highway network.

The trial, funded by Enterprise M3 Local Enterprise Partnership with match funding provided by Spelthorne Borough Council, aims to support the Council in upholding their commitments to improving air quality and addressing the climate change emergency, both of which require urgent action. The trial's objectives are aligned with the ambitions set out in the government's 'Road to Zero' strategy published in 2018.

The prioritised sites within the Borough of Spelthorne have been selected based on a strict site feasibility criteria in partnership with our charge point supplier and Spelthorne Borough Council. Two twin 22 Kilowatt fast charging units will be installed at each site, giving capacity for four electric vehicles to charge simultaneously.

The following seven locations have been selected for electric vehicle charging point installation in Spelthorne, subject to formal advertisement:

- **Woodthorpe Road, Ashford.** Please see drawing number 1129.
- **Church Road, Ashford.** Please see drawing number 0129.
- **High Street / Thurlstone Parade, Shepperton.** Please see drawing number 0165.
- **Wraysbury Road, Staines.** Please see drawing number 0112.
- **Knowle Green, Staines.** Please see drawing number 0122.
- **Clare Road Service Road / Corinthian Way, Stanwell.** Please see drawing number 0110.
- **The Avenue, Sunbury.** Please see drawing number 0143.

## **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 Spelthorne Borough Council on our behalf. They also enforce their own public off street car parks. If you have any queries about this, you may reach them on:

- **Telephone:** 01784 459355
- **Email:** car.parks@spelthorne.gov.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, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH
- **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).