

Spelthorne parking review 2024: 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 2024. 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](#).



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Stanwell and Stanwell Moor division proposals

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

Stanwell

Falcon Drive

On the north side, either side of the entrance to the Church View Care Home and extending up to Lancaster Close, introduce double yellow lines to maintain turning and access in and out of the entrance to the care home. These restrictions will also keep parking on the south side of the road only along this part of Falcon Drive, which will help further to maintain access to the care home but will also help maintain two-way traffic flow and access in general along this part of the street, where staggered parking on either side has been known to obstruct access and turning. Please see drawing number 2024-01.

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

Waters Drive (by River Bridge)

At the end of the road by the river bridge and in between the two parking bays, convert the single yellow line to double yellow lines. This is to reflect the current installed layout on the ground only. During refreshment of all the parking restrictions in the Moormede Estate in early 2024, this very short length of single yellow line was refreshed as a double yellow and is a more suitable restriction to help maintain access to the parking bays in this end of the street at all times. Please see drawing number 2024-02.

Waters Drive (by Footpath to Mill Mead)

To the west of the footpath entrance to Mill Mead, introduce a 6.6m disabled parking bay applying at all times. This will require the revocation of the same length of permit holders only parking bay at this end to allow for this conversion to disabled parking, which is to assist blue badge holding residents in this part of Waters Drive following requests to the council. Please see drawing number 2024-02.

High Street / Norris Road / Tilly's Lane

To match the currently signed and marked layout on the ground, amend the traffic regulation order plans only to include a 'No waiting at any time and No loading Monday to Saturday 9:30am to 5pm' restriction area referred to as the 'Staines Pedestrian Zone'. This zone is drawn in a black boundary line shown on plan 2024-03, incorporating the D3282 High Street, Norris Road, and part of Tilly's Lane. When the Staines Pedestrian Zone was first introduced in 2001, for reasons unknown, the on-street parking traffic regulation order plans were not updated to reflect this waiting and loading restriction that came into operation on 5 January 2001 as part of the restricted traffic order for the pedestrian zone, and this proposed amendment corrects this longstanding anomaly. As part of this parking review's installation work, we will install some new repeater signs on lamp columns within the Staines Pedestrian Zone to remind drivers of the restriction currently signed at its entry junction with Thames Street. Please see drawing number 2024-03.

111 to 145 London Road

For the existing parking bay currently outside numbers 111 to 145 London Road, introduce a 'permit holders only 8am to 6:30pm' restriction to give residents priority over non-residents. When this parking bay was first installed as part of a highway re-development scheme in this part of London Road, it was primarily intended to provide on-street parking spaces for residents who had previously been parking on the footway outside their properties. This bay was introduced unrestricted, and residents have since requested for it to be made permit holders only for residents and their visitors, which has been deemed to be feasible and practical in this location. Please see drawing number 2024-04.

The properties that would be eligible for (K) permits are numbers 111 to 145 London Road (inclusive). 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.

- Resident visitor permits cost £2 for all day permits (with a limit per household of 150 per year) and £1 for 2 hour permits (with a limit of 250 per year).
- Childcare permits cost £104.
- Carers permits and operational permits are issued free of charge.

Leacroft

To match the current double yellow line layout on the ground, extend the double yellow lines across the vehicular entrance to number 35 Leacroft to maintain access to this property at all times. Please see drawing number 2024-05.

Wheatsheaf Lane junction with Garrick Close

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. These restrictions will extend up to the layby parking area by number 53 Wheatsheaf Lane to also prevent parking on the footway, which will be damaging raised kerbs, service box covers and the footway surface itself, which is constructed and intended for pedestrians only. Please see drawing number 2024-06.

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

Staines Road junction with Wrabness Way

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-07.

Ashford

Ferndale Road junction with Marlborough Road

Introduce double yellow lines on the crossroads junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-08.

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

Studios Road

To reflect the currently installed double yellow line layout for the newly built junction and carriageway realignment located at the western end of Studios Road as shown on plan 2024-09, introduce double yellow lines to maintain access, sight lines and road safety at all times. The extent of the proposed restrictions will match the county council adopted public highway extent only. Please see drawing number 2024-09.

Sheep Walk junction with Thornhill Way

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-10.

Gaston Way junction with Catlin Crescent

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-11.

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

Nursery Road junction with Evelyn Crescent and Stratton Road

Introduce double yellow lines on both these staggered junctions to maintain access, sight lines and road safety at all times, especially during school peak times. On the north side of Nursery Road to the west of Evelyn Crescent, the double yellow lines will terminate at the start of the pedestrian crossing zigzag markings on the ground (terminating at the School Keep Clear marking on the traffic regulation order plans) to help prevent parking on the footway, which will be damaging raised kerbs, service box covers and the footway surface itself, which is constructed and intended for pedestrians only. It will also help prevent drivers driving onto this footway during school peak times, which is obstructive to both pedestrian and driver sight lines and hazardous to pedestrians, especially school children. Please see drawing number 2024-12.

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.

Sunbury

Windmill Road West (Incl. junction with Dolphin Road South)

On the industrial side of Windmill Road West, starting from the southern corner of the junction with Dolphin Road South and continuing southwards, terminating at the end of the extent of grassed verges, introduce double yellow lines to keep parking on the south side only. This is to help maintain access and turning in and out of the industrial site entrances and the junction with Dolphin Road South. Whilst the parking on the south side can still cause issues for Heavy Goods Vehicles, this proposed extent has been deemed the priority to restrict and will still be a significant addition for this location. Please see drawing number 2024-13.

Heathcroft Avenue

On the north side of Heathcroft Avenue, introduce double yellow on the two junctions either side of the circular green to maintain access, sight lines and road safety at all times. Please see drawing number 2024-14.

Seymour Way junction with Cardinals Walk

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-15.

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 junction with Chessholme Road

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-16.

Convent Road (Service Road by Elm Tree Close)

Outside the car park entrance for the former Ash Tree Pub, introduce double yellow lines extending to partly outside number 117. This is in preparation for the conversion of this site to a new Sainsbury's store, and to maintain access and turning in and out of this car park, especially for goods vehicles. The extent of double yellow lines in this location will also act as a passing place for this narrow two-way service road, allowing vehicles to pull into it to allow oncoming traffic to pass. In addition, the extent of double yellow lines by number 117 could also be used as a place for drivers to load or unload goods away from the car park entrance itself. However, all goods vehicles associated with the new Sainsbury's store will be asked to only load and unload goods inside the car park grounds in a specifically designated area. Please see drawing number 2024-17.

Chesterfield Road junction with Princes Road and Arlington Road

Introduce double yellow lines on the crossroads junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-18.

Village Way junction with Meadway

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. Please see drawing number 2024-19.

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).