

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 3 JULY 2017



LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: A308 THE CAUSEWAY/THE GLANTY – URBAN CLEARWAY

DIVISION: EGHAM

SUMMARY OF ISSUE:

To consider the introduction of a new urban clearway order along the A308 The Causeway and the A308 The Glanty in place of an existing urban clearway order which has been determined to be invalid (because it was not made in accordance with the relevant legislation).

The Local Committee (Runnymede) is asked to agree that:

- (i) a notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to revoke the existing urban clearway traffic order and implement a new urban clearway traffic order prohibiting stopping from 7am to 10am and from 4pm to 7pm (7 days a week) along the A308 The Causeway and A308 The Glanty from the Staines Bridge Roundabout to the Runnymede Roundabout as shown on the plan attached as Annex 1.
- (ii) any objections to the traffic regulation order should be considered and resolved by the Area Team Manager for Highways in consultation the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member, and that this issue only be returned to Committee if any objections prove insurmountable;
- (iii) the Order be made once any objections have been considered and resolved.

REASONS FOR RECOMMENDATION:

Existing signs along the A308 The Causeway and A308 The Glanty indicate there is an urban clearway in operation. However, the existing traffic order has been found to be invalid. As such, there are currently no enforceable parking controls along these roads.

Due to the nature of the roads and occurrence of previous parking issues, it is considered that some form of parking controls are required.

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In the short term it is not possible to introduce waiting/parking restrictions in place of the invalid urban clearway order since the A308 The Causeway and the A308 The Glanty are not included in the list of streets approved by the Department for Transport for civil parking enforcement.

It is therefore proposed that a new urban clearway order is made in accordance with the relevant legislation prohibiting stopping from 7am to 10am and from 4pm to 7pm (7 days a week).

1. INTRODUCTION AND BACKGROUND:

- 1.1 The A308 The Causeway and the A308 The Glanty are busy A-class roads that provide a route between the Runnymede Roundabout and Staines Bridge. There are a number of large businesses along the route as well as residential properties.
- 1.2 The Causeway is subject to a 30mph speed limit over its full length. The Glanty is subject to a 40mph speed limit from the Runnymede Roundabout to a point immediately east of the roundabout at its junction with Woodhaw. The remainder of the road is subject to a 30mph speed limit.

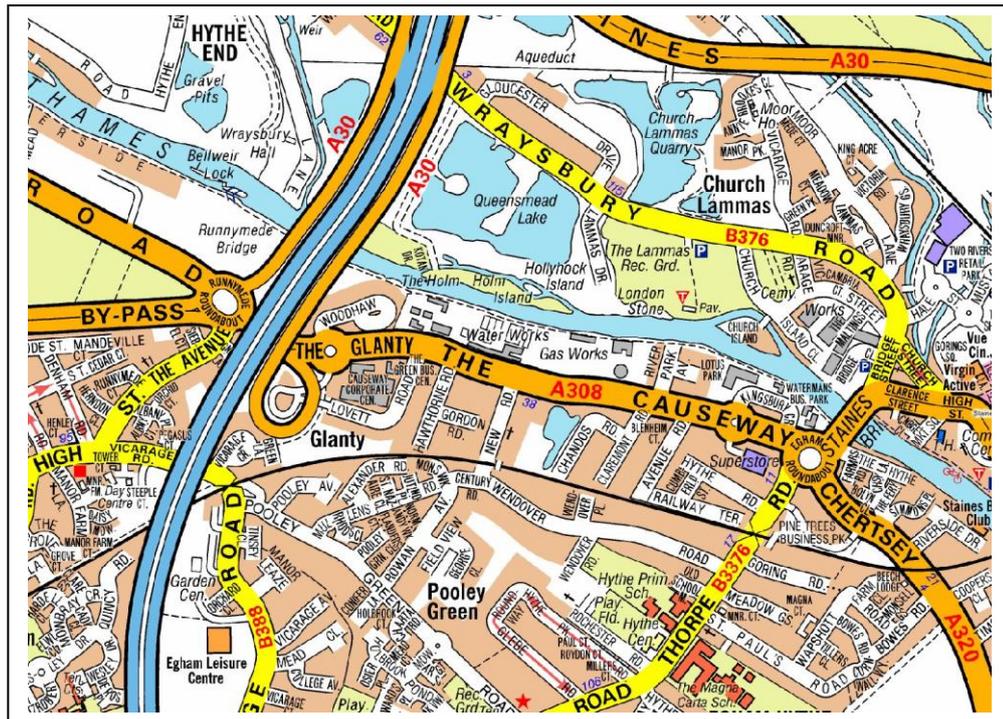


Figure 1 – Location Plan

- 1.3 As part of the Egham Sustainable Transport Package major scheme, a 3-metre wide shared pedestrian and cycle path has recently been created along A308 The Glanty / The Causeway and a new toucan crossing created. In addition, raised tables were installed at a number of side road junctions.
- 1.4 Work is also due to commence shortly on a further major scheme to improve the Runnymede Roundabout.

2. ANALYSIS:

- 2.1 Recently there has been a problem with vehicles parking on the carriageway along the A308 The Glanty. The parking is thought to be related to a site where development works are currently taking place.
- 2.2 There are a number of signs along the The Glanty and the The Causeway indicating the roads are subject to an urban clearway and that stopping is restricted between 8am and 6pm.

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Figure 2 – Existing clearway sign

- 2.3 Surrey Police are responsible for enforcing urban clearways in Surrey and were considering taking action against vehicles parking in contravention of the signed urban clearway.
- 2.4 For the clearway to be legally enforceable there needs to be adequate signing on site and a valid traffic regulation order (TRO) in place. These factors were therefore checked prior to any action being taken.
- 2.5 Having examined the TRO, which was made in 1997 by Runnymede Borough Council, the County Council's legal team have advised the existing traffic order is not valid. This is because it prohibits stopping between 8am and 6pm when legislation only allows an urban clearway to prohibit stopping during the morning and evening peak times. As such, the existing urban clearway order cannot be legally enforced.
- 2.6 In terms of the recent specific parking problem the Police have visited the development site and spoken to the site agent in an attempt to encourage the contractors' staff to park in a manner that does not create an obstruction or danger.
- 2.7 It should also be noted that whilst the urban clearway may not be enforceable, Surrey Police have powers of enforcement in circumstances where they consider vehicles have been parked in a position that causes either a danger or an unnecessary obstruction.

3. OPTIONS:

- 3.1 The various available options in the circumstances are considered below:

Introduce Waiting Restrictions/Parking Controls

- 3.2 Introducing a waiting restriction/parking control scheme along the complete length of The Causeway and The Glanty would avoid any potential problems with parking problems being displaced and the restrictions would be enforced by the Borough Council's parking enforcement officers. The County Council would also be able to decide what times any restrictions should apply.

- 3.3 However, all locations where clearways were understood to apply (including the A308) were excluded from the list of roads that was submitted to the Department for Transport (DfT) for civil enforcement when Decriminalised Parking Enforcement (DPE) was introduced in Surrey. This means that waiting/parking restrictions cannot be introduced by the County Council along The Glanty/The Causeway without first applying to the DfT for permission to get the roads added to the DPE list of approved streets. This would be a lengthy process and therefore waiting/parking restrictions are not an option that could be introduced in the short term.

Make a new Urban Clearway Order in accordance with the legislation.

- 3.4 The normal legal processes associated with making a traffic regulation order would need to be completed before a new urban clearway order could come in to effect. As such, it could not be introduced immediately. However, subject to the consideration of any objections received, a new urban clearway could still be introduced relatively quickly compared to the time it would take to introduce waiting/parking restrictions.

- 3.5 If a new urban clearway were to be introduced it is proposed that it would cover the complete length of the The Causeway and The Glanty and would apply from 7am to 10am and from 4pm to 7pm (7 days a week). It would therefore have the benefit of prohibiting stopping during the morning and afternoon peak times when it would cause the greatest disruption. However, outside these times vehicles could park provided they are not parked in a position that causes either a danger or unnecessary obstruction (in which case the police would have powers of enforcement as explained above).

- 3.6 If a new urban clearway were introduced then only the Police would have powers to carry out enforcement.

Do nothing

- 3.7 If no additional controls are introduced then drivers could legally park along The Glanty and The Causeway provided they do not leave their vehicle in a position that causes either a danger or an unnecessary obstruction. Whilst the police have powers of enforcement when such parking takes place, they can only be used when there is considered to be sufficient justification. As such, these powers would not enable effective control of parking along the length of The Glanty and The Causeway.

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- 3.8 Due to the nature of the roads and occurrence of previous parking issues, it is considered that some form of parking controls are required.

4. CONSULTATIONS:

- 4.1 Surrey Police have been consulted and have no objections to a new urban clearway order being made. However, they have highlighted that the amount of enforcement that could realistically be carried out will be limited due to the level of resources available and other priorities.
- 4.3 If the Local Committee agrees a new urban clearway should be introduced then a traffic regulation order would be formally advertised and public notices displayed in the local press and on site. There would then be a period of time for any objections to the proposal to be submitted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The total cost of implementing the new urban clearway (including advertising and making the legal order as well as installing the required signing) is approximately £7,500
- 5.2 At present no funding has been allocated and therefore a source of funding will need to be identified.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

- 7.1 The Local Community will have the opportunity to express their views about the proposal through the statutory consultation process.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It has been determined that the existing urban clearway along the A308 The Glanty and A308 The Causeway is not valid and cannot be enforced. However, some form of parking controls are considered necessary due to the nature of the roads and the occurrence of previous parking problems.
- 9.2 It is not currently possible to introduce waiting/parking restrictions at the location (since civil parking enforcement has not been authorised for these roads). As such it is proposed that a new urban clearway order is made in accordance with the relevant legislation to prohibit stopping from 7am to 10am and from 4pm to 7pm (7 days a week) along the complete length of The Causeway and The Glanty.
- 9.3 Following its introduction, the effectiveness of the new urban clearway would then be assessed to determine whether it is necessary to consider introducing waiting/parking restrictions in the longer term. However, this could only be done following a successful application to the DfT to have the roads added to the DPE list of approved streets.

10. WHAT HAPPENS NEXT:

- 10.1 Initially a source of funding will need to be identified.
- 10.2 Subject to the Local Committee agreeing the recommendations of this report and funding being provided, a Traffic Regulation Order would be formally advertised (with public notices displayed in the local press and on site) for the proposed introduction of the new urban clearway. A period would then be allowed for any objections to be submitted in response to the proposal.
- 10.3 Any formal objections to the Order would have to be considered. Subject to no irresolvable objections being received the new urban clearway would then be introduced.
- 10.4 Parking along the route would then be monitored to assess the effectiveness of the new urban clearway and to determine whether it is necessary to consider introducing waiting/parking restrictions in the longer term.

Contact Officer:

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Consulted:**Annexes:**

Annex 1 – Extents of proposed urban clearway

Sources/background papers:

None

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