

Item 22

**CAMBERLEY CONTROLLED PARKING ZONE
TOWNSIDE PLACE, LANCASTER DRIVE & MARKHAM COURT**

SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN SURREY HEATH

22nd July 2004

KEY ISSUE:

To seek authority to extend the Camberley Controlled Parking Zone (CPZ) into Townside Place, Lancaster Drive and Markham Court, Camberley and to delegate authority to the Local Transportation Director to advertise the Traffic Regulation Order arising from the consultation with local residents.

SUMMARY:

The Surrey Heath Area Transportation Committee in March 2002 considered a report to amend parts of the Camberley CPZ including the extension of the zone to Townside Place, Lancaster Drive and Markham Court. The Committee at that time considered that an extension to the CPZ was not justified and that the location should continue to be monitored. Since that time indiscriminate parking has occurred and regular parking now takes place within the estate causing daily problems for residents.

The Local Transportation Service (LTS) has reviewed the current parking and concludes that there is a need for parking control. It believes that the most appropriate and efficient way of doing this is by extending the CPZ. A consultation on the proposals is currently being carried out but responses are not due back until the 6th August 2004 due to the summer holiday period.

OFFICER RECOMMENDATIONS:

That the Local Committee in Surrey Heath:

- i) give approval to extend the Controlled Parking Zone into Townside Place, Lancaster Drive and Markham Court, Camberley.
- ii) delegate authority to the Local Transportation Director in consultation with the Chairman of the Local Committee to agree the extent of the restrictions that arise out of the consultation with local residents and advertise a Traffic Regulation Order in accordance with the Traffic Regulation Act 1984 to that effect.
and subject to no objections being maintained, the traffic Order be made,

- iii) the Local Transportation Director in consultation with the Chairman of the Local Committee resolve any objections received in connection with the proposal.

INTRODUCTION AND BACKGROUND

1. The Surrey Heath Area Transportation Committee in March 2002 considered a report to amend parts of the Camberley CPZ including the extension of the zone to Townside Place, Lancaster Drive and Markham Court.
2. Approval was given to advertise some proposals and these have since been implemented. However, the Committee at that time felt that an extension to the CPZ in Townside Place, Lancaster Drive and Markham Court was not justified and that the location should continue to be monitored.

ANALYSIS AND COMMENTARY

3. Since the last report indiscriminate parking has occurred. Regular parking now takes place within the estate and this continues to cause daily problems for residents. The most likely cause of the increased parking is the occupation of a building on the corner of Townside Place and Knoll Road although some vehicles may also be associated with workers from the town centre and visitors to the adjacent recreational area.
4. The Local Transportation Service (LTS) has reviewed the current parking and concludes that there is a need for parking control. It believes that the most appropriate and efficient way of doing this is by extending the CPZ into the estate.
5. The previous consultation in 2001 indicated that some residents felt that the restrictions extended too far into the estate and that there should be a reduction in these. Whilst this would prevent parking in the current problem areas it would simply displace vehicles further into the estate where residents currently experience no parking problems. These areas are generally shared use areas (no footways, where vehicles share the road space with pedestrians) and are less suitable for continual parking. The LTS believes the likelihood of displacement is high given the closeness of the office at the corner of Knoll Road and short walk to the town centre from all parts of the estate.
6. As a result the LTS recommends that the original proposal, attached as Annex A, be implemented and it has circulated this proposal again to residents for comment. The proposal would restrict parking in all three roads between the hours of 8am and 6pm Monday to Saturday although unrestricted parking would be permitted in the four existing lay-bys in Lancaster Drive. Resident's private parking areas are not affected by the proposal. Some residents have previously indicated that they do not have any off street parking provision for visitors and this is currently being investigated by the LTS.

CONSULTATIONS

7. Residents were previously consulted in 2001 on the proposal to extend the controlled parking zone into the estate. Comments received at that time were mixed but a number of residents felt the restrictions extended too far.
8. A further consultation has been sent out recently but due to the time of year the date for receipt of comments has been extended until the 6th August 2004.
9. Further consultations in other areas of the CPZ are also due to be undertaken shortly although these are not linked to the current proposal. These locations are Portesbery Road (just outside the CPZ boundary) and in Gordon Road/Avenue.

FINANCIAL IMPLICATIONS

10. It is suggested that changes to waiting and parking restrictions should be carried out in conjunction with the decriminalised parking process and funded from that budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

CRIME & DISORDER IMPLICATIONS

12. There are no Crime & Disorder Implications.

EQUALITIES IMPLICATIONS

13. The Local Transportation Service will assess opportunities and constraints with the aim of achieving the best possible outcomes whilst having regard for budget and practicality.

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BACKGROUND PAPERS: Surrey Heath Area Transportation Committee report 8 March 2002.