

Item 18

**ATRIUM DEVELOPMENT, CAMBERLEY
TRAFFIC REGULATION ORDERS, STATUTORY NOTICES AND
PROPOSED CYCLE ROUTES**

**SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN
SURREY HEATH**

18th July 2006

KEY ISSUE:

To seek authority to advertise new, amend or revoke existing road traffic regulation orders and other statutory notices as a result of the Atrium Development, Camberley.

SUMMARY:

Planning Consent has been granted for a mixed development, known as The Atrium, consisting of retail and leisure facilities on a site between Park Street and Southern Road, Camberley. The Local Committee received a report in January 2005, from Transportation Development Control, giving detail about the development and its highway implications.

Many of the highway improvements or infrastructure changes require new traffic orders or statutory notices whilst other existing orders require amendment or revocation. The developers are required to enter into a Section 278 agreement with the County Council to facilitate these and the infrastructure requirements to the highway.

Exact changes, particularly relating to parking matters, have still to be agreed with the developer. However, consent to advertise proposals are being sought in advance, as the frequency of the Local Committee is unlikely to coincide with the construction programme. It is suggested that the Committee set up a task group, consisting of officers and 4 nominated members (two County Council and two Borough Council) to consider the detailed proposals relating to traffic regulation orders and other statutory advertising requirements for the development.

Details of the various traffic order and statutory notice requirements are tabled in the report. Annex A shows the approximate location or area of the traffic order or statutory notice requirement.

The development also seeks to provide new cycling facilities in the town centre and the use of footways by cycles requires a resolution of the Local Committee. These are also shown on Annex A.

OFFICER RECOMMENDATIONS:

The Local Committee in Surrey Heath:

- 1 Agrees that, in relation to The Atrium Development, Camberley, the advertising of all Traffic Regulation Orders and Statutory Notices, in accordance with the Road Traffic Regulation Act 1984 and The Highways Act 1980, be delegated to the Local Transportation Manager, and subject to no objections being maintained, the traffic Orders be made,
- 2 Agrees to the formation of a task group to consider all matters relating to traffic regulation orders and other statutory advertising requirements for the Atrium development and authorises the Local Transportation Manager, in consultation with the sub-committee, to conclude matters of detail.
- 3 Identify the Task group members comprising two nominated County Council and two nominated Borough Council members,
- 4 Agrees that the Local Transportation Manager in consultation with the Chairman of the Local Committee and the appointed task group resolve any objections received in connection with the proposals
- 5 Notes that the Local Committee will receive the minutes of the task group meetings, for information.
- 6 Agrees the use of the footways along Pembroke Broadway, Southwell Park Road, Park Street, Southern Road, New Southern Road, A30 London Road as shared and segregated cycleways and footways, as shown in Annex A.

INTRODUCTION AND BACKGROUND

1. Planning Consent has been granted for a mixed development, known as The Atrium, consisting of retail and leisure facilities on a site between Park Street and Southern Road, Camberley. The development also includes for a 623 space multi-decked car park and various highway infrastructure related improvements. The Local Committee received a report in January 2005, from Transportation Development Control, giving detail about the development and its highway implications.
2. Many of the highway improvements or infrastructure changes require new traffic orders or statutory notices whilst other existing orders require amendment or revocation.
3. The development also seeks to provide new cycling facilities in the town centre. Footways would be widened or constructed to a width of at least 2.5 metres to facilitate this and approval is required by the Local Committee to their conversion and to allow cyclists to use them. New sections of the route constructed purposely as a cycle route do not require agreement of the Committee although these sections have been included to show continuity. The proposals are shown on Annex A.

4. The developers are required to enter into a Section 278 agreement with the County Council to facilitate the work and infrastructure requirements to the highway. In addition a number of temporary traffic regulation orders are required to enable construction to take place. These are not subject to approval of the Committee but include the temporary closure of Southern Road, Lower Charles Street and Park Street and the temporary restriction of traffic movements along Park Street.

ANALYSIS AND COMMENTARY

5. Details of the various traffic order and notice requirements are tabled below. Annex A shows the approximate location or area of the traffic order or statutory notice requirement.
6. The exact detail of certain changes, particularly relating to parking matters, has still to be agreed with the developer. However, consent to advertise proposals are being sought in advance, as the frequency of the Local Committee is unlikely to coincide with the construction programme. Furthermore, the ability to advertise changes and amendments with a continually evolving programme is also considered beneficial. Therefore, it is suggested that the Committee set up a task group, consisting of officers and 4 members of the Committee (two County Council and two Borough Council) to consider the detailed proposals, including any consultation responses, on all matters relating to traffic regulation orders and other statutory advertising requirements for the Atrium development,

Controlled Parking Zone (CPZ)

7. There are two distinct elements as a result of the development that affect the CPZ. Firstly changes to individual roads or sections of existing restrictions due to road layout or other infrastructure changes. These will be advertised during the construction phase and ready to implement as different elements and phases of the development are completed.
8. Secondly, a full review of the CPZ is required toward the end of the construction elements of the development and is necessary to ensure that the aims of the Parking Management Plan and that the needs and demands of the town centre and local residents and are being met. For example there may be a requirement to review the time permitted for parking in certain roads due to their proximity to the new facilities.

Park Street Pedestrian Zone

9. The proposal, to create a pedestrian zone, is an integral part of the development. It seeks to restrict vehicular access, 7 days a week between the hours of 10am and 4.30pm and 6.30pm and midnight. This will apply to the section between Service Area 1 and its junction with Princess Way West and will alter the manner in which all shops and business along this section of Park Street are serviced and accessed. Automated bollards will prevent access during the prohibited times and will be managed by the security office

of the main square shopping centre. At the time of writing this report full details of how this will operate have yet to be confirmed.

10. The pedestrian zone also means the loss of the current bus services along Park Street and these would be routed via the new Southern Road. However, the bus companies are concerned at the loss of the use of Park Street and discussions between them and the developer are continuing. The Bus Companies along with any other interested parties or individuals could if they wished, make any objections during the statutory objection period.
11. The revision of the speed limit along Park Street has been considered. It is likely that vehicles entering the road during permitted hours will have their speed controlled by the engineering design. In discussion with the Department for Transport this is certainly the preferred method for pedestrian zones. However, it was felt beneficial to obtain consent to advertise a speed limit change should it be considered necessary.

Traffic Calming

12. The developer is obliged to implement traffic calming in Grand Avenue, and Southwell Park Road to assist with the impact of traffic due to the development. This requires consultation and the working up of a suitable scheme.

Table of Traffic Regulation/Statutory Notice requirements

	Location & Traffic Order/Statutory notice type	Reason
1	<p>A30 London Road j/w Lower Charles Street</p> <p>(a) Revoke 'No right turn' restriction from Lower Charles Street.</p> <p>(b) Amendment order to the multi vehicle lane, westbound on A30.</p> <p>(c) Order to restrict 'U-turns' at the new signal junction.</p> <p>(d) New bus lane/multi vehicle order in Lower Charles Street between the A30 London Road and Atrium Car Park entrance.</p>	<p>To allow right turn movements from the new junction layout.</p> <p>To reflect the new road layout and ensure continuity and legality of the multi-vehicle lane.</p> <p>To restrict movements to the new junction in the interests of safety.</p> <p>To help improve access and journey reliability for buses.</p>
2	<p>Southern Road/New Southern Road</p> <p>(a) Prohibition of driving orders at j/w Southwell Park Rd & Lower Charles St.</p>	<p>Required where the existing roads will be</p>

	<p>(b) Traffic Calming Notice for the road table outside the main entrance to the Atrium.</p> <p>(c) Amendment Order to the Camberley Controlled Parking Zone in relation to the lengths of Southern Road and for new waiting restrictions along the new Southern Road.</p> <p>(d) New taxi rank order to be agreed and made by the Surrey Heath Borough Council Licensing Officer.</p>	<p>closed off to traffic, to ensure legality of the road alignment changes taking place.</p> <p>To ensure legality of the placement of the feature.</p> <p>Changes to parking and waiting restrictions are required due to the new road layouts and to safe guard local residents from indiscriminate parking.</p> <p>A new taxi rank is to be located at the main entrance to the Atrium development and will require an order to enable enforcement.</p>
3	<p>Southwell Park Road</p> <p>(a) Notice to install a Toucan Crossing between Park Street and Firwood Drive.</p>	<p>Statutory notification for the provision of a new crossing.</p>
4	<p>Pembroke Broadway</p> <p>(a) Notice to install a Toucan Crossing near to the Station Entrance Car Park.</p> <p>(b) Prohibition of driving order for the closure of the central reservation to the entrance of Main Square Car Park.</p> <p>(c) New Bus lane/Multi vehicle lane order for the nearside lane of the northern carriageway between Albert Road and The High Street.</p>	<p>Statutory notification for the provision of a new crossing.</p> <p>To ensure legality of the changes taking place to the car park access.</p> <p>To help improve access and journey reliability for buses.</p>
5	<p>A30 London Road j/w Park Street</p> <p>(a) Order to restrict 'U-turns' at the revised signal junction.</p> <p>(b) Revoke 'No right turn' restriction from Service Area 1.</p>	<p>To restrict movements to the new junction in the interests of safety.</p> <p>To allow right turn movements from the</p>

	<p>(c) Revoke the existing 'one way traffic' order for Park Street and to make a new 'One Way traffic order between Service Area 1 & Pembroke Broadway.</p>	<p>Service Area.</p> <p>Permanent access, to and from, Service Area 1 will be via the A30 London Road. Park Street will remain one-way only south of Service Area 1 to Pembroke Broadway.</p>
6	<p>Park Street</p> <p>(a) Order to create a Pedestrian Zone and prohibition of traffic restricting vehicular access between 10am & 4pm & 6.30pm to midnight 7 days week.</p> <p>(b) Amendment and revocation Order to the Camberley Controlled Parking Zone to take into account the changes to Park Street.</p> <p>(c) Notice for the removal of the existing pelican crossing at Obelisk Way.</p> <p>(d) Prohibition of driving order for the closure of the section of carriageway extending from the A30 Service Road into Park Street.</p> <p>(e) Order for the change of speed limit.</p> <p>(f) Revocation of the existing taxi rank order to be agreed and made by the Surrey Heath Borough Council Licensing Officer.</p>	<p>Order required to restrict access to vehicular traffic at indicated times.</p> <p>Changes to parking and waiting restrictions are required due to the creation of a pedestrian zone.</p> <p>Statutory notification for the removal of a crossing.</p> <p>To ensure legality of the road alignment changes taking place.</p> <p>Subject to the outcome of discussions with DfT.</p> <p>The creation of a pedestrian zone will mean the loss of the taxi rank in Park Street.</p>
7	<p>Albert Road/Princess Way West</p> <p>(a) Revocation of existing and a new taxi rank order to be agreed and made by the Surrey Heath Borough Council Licensing Officer under the Local Government Miscellaneous Provisions Act.</p> <p>(b) Amendment Order to the Camberley Controlled Parking Zone to take into account the changes to Albert Road and Princess Way West.</p>	<p>The existing taxi rank is situated on the northern side of Princess Way West. The proposal seeks to relocate the rank to the southern side.</p> <p>In addition to a taxi rank it is proposed to provide 'no waiting at any time' and loading restrictions</p>

		in accordance with the existing CPZ hours of operation and also where possible designated loading spaces to assist nearby shops and community transport.
8	High Street (a) Traffic Calming Notice for the 'entry' feature at the junction with St Georges Road	To ensure legality of the placement of the feature.
9	General (a) Traffic Calming Notice for a traffic-calming scheme subject to future consultation. (b) Amendment Order to the Camberley Controlled Parking Zone, following a review of the wider implications of the development and its impact on the Surrey Heath Parking Management Plan.	Full consultation is required with residents as to the extent and type of traffic calming and also regarding any long-term changes to the Camberley Controlled Parking Zone. It is suggested that approval be given to advertise proposals and that schemes for both are developed through a task group of members following detailed investigation and consultation with residents.

CONSULTATION

13. Statutory consultations are undertaken as part of the planning process. The statutory process of advertising a Traffic Regulation Order or other statutory notice also allows the general public to comment about a proposal.
14. The Police have been consulted initially on the traffic order and statutory notice requirements and raise no objection to the proposals in general. Further consultation will be undertaken with the Police as specific details are confirmed.
15. The Surrey Heath Borough Council Parking Services Manager will be consulted with regard to parking matters and in particular their impact on enforcement resources.
16. Discussions are on going with the bus companies and the developer is also planning a meeting with the Borough Council licensing officer and representatives of the taxi drivers.

FINANCIAL IMPLICATIONS

17. The developer will fund all costs associated with the advertising and implementation of the traffic orders and statutory notices. Progression of and consultation for the traffic-calming scheme are to be undertaken by the developer under the lead of the transportation Service. The second stage review of the Camberley Controlled Parking Zone is subject to a capped contribution of £12,000 by the developer. The Local Transportation Service will undertake this work.

CRIME & DISORDER IMPLICATIONS

18. The Surrey Heath Crime and Disorder strategy seeks to continually improve the safety of the community. A new speed limit would assist in doing so by seeking to help reduce vehicular speeds.

EQUALITIES IMPLICATIONS

19. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

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BACKGROUND PAPERS: None

Number of Annexes: 1