

Item 20

YORKTOWN, CAMBERLEY
PROPOSED WAITING RESTRICTIONS & CYCLE ROUTES
SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(SURREY HEATH)
18th July 2006

KEY ISSUE:

To seek authority to advertise amendments to the Surrey Heath Parking Orders and to approve the use of footways by cyclists as a result of a planning consent.

SUMMARY:

Planning Consent has been granted for a mixed development consisting of a Travel Lodge, Car Showroom, fast food and retail outlets. The site fronts the A30 London Road, Camberley between numbers 539 and 505.

A condition of the planning consent required a new access road, a modified signal junction with the A30 London Road, incorporating cycle facilities and proposals for waiting restrictions. The waiting restrictions require the advertising of a Road Traffic Regulation Order and the use of the widened footways by cycles requires a resolution of the Local Committee. The proposals are shown on Annex A and B of this report.

OFFICER RECOMMENDATIONS:

The Local Committee in Surrey Heath approve:

- (a) the use of the footways along the A30 London Road and Yorktown Way, as shown in Annex A, as shared cycleways and footways.
- (b) an amendment order be advertised under the Road Traffic Regulation Act 1984, the purpose of which will be to:
 - (i) prohibit waiting at any time at London Road, Yorktown Way, Stanhope Road, Glebeland Road, Doman Road and Nelson Way as shown on the drawings attached as Annex A and B to this report,

and subject to no objections being maintained, the traffic Order be made,
- (c) the Local Transportation Manager in consultation with the Chairman of the Local Committee and local ward members resolve any objections received in connection with the proposal.

INTRODUCTION AND BACKGROUND

1. Planning Consent has been granted for a mixed development consisting of a Travel Lodge, Car Showroom, fast food and retail outlets. The site fronts the A30 London Road, Camberley between numbers 539 and 505.
2. Conditional to the development was the requirement to provide a new road link road in to the Yorktown Business Park, in accordance with the Yorktown Strategy and a new signal junction with the A30 London Road. The new link road also required the provision of waiting restrictions along the new link road, recently named, Yorktown Way.
3. The new junction design on the A30 London Road includes for the sharing of the footway with cyclists. The footways have been widened or constructed to a width of 3m to facilitate this but approval is required by the Local Committee to their conversion and to allow cyclists to use them.

ANALYSIS AND COMMENTARY

4. Yorktown Way will be a main access to the Yorktown Business Park. To facilitate safe and efficient access it is necessary to restrict the access road, on both sides, with a 'no waiting at any time' restriction. The proposal is shown on Annex A.
5. Whilst not part of the planning condition it is also recommended that the existing access at Stanhope Road is similarly restricted with a 'no waiting at any time' restriction. Additionally, during discussions with businesses on the park it is apparent that problems occur with HGV access to some adjacent premises in Stanhope Road. This is on the north side at a point where the existing 'no waiting at any time' restriction extends along from the entrance to the former Nokia building. Consequently it is recommended that the existing restriction be extended by 10 metres to overcome difficulties and preclude the need for HGV's to manoeuvre back and forth in the main carriageway. These proposals are shown on Annex B.
6. Observations also conclude that restrictions would also prove beneficial to the bend and junction of Glebeland Road and Doman Road. An existing restriction between 8am and 6pm exists around part of the bend and junction but indiscriminate parking still occurs causing visibility and obstruction problems. This is particularly apparent for HGV's, which find manoeuvring in this area difficult. It is proposed to remedy this by applying protection to the junction and bend through the use of a 'no waiting at any time' restriction. This proposal is also shown on Annex B.
7. Since 2002 the requirement to sign the restriction 'no waiting at any time' has been removed. Therefore, no new signing is required as part of the waiting restriction proposals. However, there will be a need to adjust the position of some existing restriction signs. The shared cycle route will be signed and the developer, at his expense, will carry this out. Most signs have been located on lighting columns to reduce the impact although some will have to be located on posts and which will be mounted at a height of 2.4 metres.

CONSULTATION

8. Surrey officers have discussed the proposals with representatives of the Yorktown Business Association and who are in general agreement of there benefit to safety and accessibility on the business park.
9. Surrey Heath Borough Council have also been consulted and the Parking Services Manager has no objection to the proposals. The enforcement of the existing yellow lines can be accommodated within the existing parking attendant resource. The Police also raise no objection.
10. Statutory consultations are undertaken as part of the planning process. The statutory process of advertising a Traffic Regulation Order also allows the general public to comment about an Order proposal.

FINANCIAL IMPLICATIONS

11. All cost associated with the junction improvement are to be funded by the developer. Subject to approval, the advertising of the traffic orders would be shared with the developer and the costs, not associated with the development, would be approximately £1500. This will be charged to income received relating to the Yorktown area strategy.

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BACKGROUND PAPERS: **None**

Number of Annexes: **2**