

## **Item 26**

**ATRIUM TRAFFIC ORDER TASK GROUP**

**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE (SURREY HEATH)**

**19<sup>th</sup> October 2006**

### **KEY ISSUE:**

The report details the notes of the Atrium Traffic Order Task Group held on the 20<sup>th</sup> September 2006.

### **SUMMARY:**

A meeting was held on Wednesday 20<sup>th</sup> September 2006 in Committee Room 2 of Surrey Heath House and discussed the traffic order requirements for the pedestrian zone in Park Street and the waiting and parking restrictions for Park Street and Princess Way (west). The notes of this meeting are shown in Annex A.

### **OFFICER RECOMMENDATIONS:**

That the Local Committee (Surrey Heath) notes this report.

### **CONSULTATION**

1. 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.

### **FINANCIAL IMPLICATIONS**

2. The developer will fund all costs associated with the advertising and implementation of the traffic orders and statutory notices.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

3. None

### **CRIME AND DISORDER IMPLICATIONS**

4. None

### **EQUALITIES IMPLICATIONS**

5. None

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**BACKGROUND PAPERS:** None  
**Number of Annexes:** 1

**Notes of the Atrium TRO Task Group  
Wednesday 20<sup>th</sup> September 2006**

**Present: Cllr Vivienne Chapman (Borough), Cllr Fred Chipperfield (County), Cllr Maurice Neighbour (County), Mr Ian Haller (Local Transportation Manager SCC).**

**Apologies: Cllr Moira Gibson (Borough).**

The meeting commenced at 2.10pm with Cllr Maurice Neighbour joining the meeting at 2.30pm.

**Atrium Traffic Orders, Committee item and Resolution**

Mr Haller outlined the contents of the Atrium Committee report from the 18<sup>th</sup> July Local Committee meeting and highlighted the various traffic order requirements to facilitate the development. Furthermore, the role of the task group was clarified.

In essence the advertising of all traffic order and statutory processes, associated with the Atrium development, had been delegated to the Local Transportation Manager. However, as some points of detail had still to be agreed a Task Group of members had been set up to discuss and agree the proposals prior to advertising. Members were also advised that the Local Transport Manager, the Local Committee Chairman and the task group were also delegated to determine any un-withdrawn objections. It was highlighted though, that under the regulations, certain objections could not be determined locally.

**Pedestrian Zone**

An outline of the Pedestrian Zone and its status to the development was briefly explained. Reference was given to the Local Plan policies outlining the requirements for the town centre development and the reasons for the inclusion of the pedestrian area for Park Street as part of the development.

The extent of the pedestrian zone was detailed and confirmed that it would include:

- the section of Park Street just south of Service Area 1 to a point where it met Princess Way (west).
- the small remaining section of St Mary's Road
- Service Area 3
- Service Area 5

Members were advised that the planning consent had been granted for a Pedestrian Zone at all times of the day but with access permitted for deliveries between midnight and 10am and 4pm to 6.30pm. Exemptions, in addition to the

standard ones, allowing certain access would be required in some circumstances. These were set out and included:

- Residential access (one property).
- Business Premises with private car parks (two businesses).
- Invalid Carriages (as defined by the Road Traffic Regulation Act 1984).
- Certain customer collections.

It was reaffirmed that the general public would not have access to Park Street other than on foot and that to ensure the utmost safety a protocol would be drawn up for persons requiring access to fully explain the pedestrian area and the expectation of drivers manoeuvring within the zone.

The method of controlling access to the Pedestrian Zone was explained. This would be via the use of an automated bollard system situated, in Park Street, just south of Service area 1. The system would be linked to The Mall Shopping centre security office and would be covered by CCTV. Depending on access requirements the bollard system would operate through a number of standard control methods. The bollard system would also be linked to The Mall fire alarm system and in the event of activation would lower automatically.

In addition a system of operation would be devised with the shops and The Mall to facilitate customer collections. Collections will only be permitted for large or heavy goods and where no other suitable option is available.

### **Proposed Waiting Restrictions within the zone.**

Members were informed that all areas of the pedestrian zone would be subject to a 'No Waiting at Any Time' restriction. This would allow loading and unloading to take place within the zone at permitted times but would not permit the parking of vehicles. Shops in The Mall will continue to be serviced from Service Area 3 and 5 and the new shop units fronting Park Street would use the Atrium servicing facilities. The proposal does not include marking the area with waiting restriction lines (yellow lines) instead the restrictions would be denoted by special 'Pedestrian Zone No Waiting' signs.

In addition it was explained that there are currently four parking places marked out in Service area 3. Under the proposals all but one will be removed which is to limit the amount of access needed within the zone. The current permit holders for these spaces would be offered alternative facilities in Service area 1 a short walk away. There will remain one parking place in Service area 3 and this will be, subject to the permit regulations, available to the single residential address within the zone. This provision has been retained to limit the amount of movements in Park Street, as it is not possible to deny access to the residential property.

Proposed Traffic Orders incl. waiting restrictions in Park Street, Princess Way.

### **Park Street – Area north of the Pedestrian Zone**

Members were advised of the proposals and layout changes to the roads immediately either side of the pedestrian zone, these being 'No Waiting and No Loading/ Unloading at Any Time'. Park Street, immediately north of the Pedestrian Zone, would revert to two-way traffic and provide direct access to Service Area 1 and entry for the Pedestrian Zone area. The signal junction with the A30 London Road would be modified as a result and the existing 'one-way' traffic order for Park Street would be revoked and a new one made.

Most of the waiting and loading restrictions already in place for this section of Park Street would remain although the proposals included the provision of two-disabled parking places on the eastern side. An area close to the pedestrian zone, on the western side is to be provided to allow loading and unloading. This would assist with deliveries, particularly to properties numbered 12 to 24 Park Street. Properties numbered 5 to 21 would continue to receive deliveries via Service Area 1.

### **Park Street and Princess Way (west) – Area south of the Pedestrian Zone**

It was explained that the priority at the Princess Way (west) junction would be changed with exiting vehicles from the pedestrian zone needing to 'give way' to traffic circulating around Princess Way (west) and the lower section of Park Street. Again many of the existing waiting restrictions would remain, these being 'No Waiting and No Loading/Unloading at Any Time'. However, the following changes were planned:

- Removal of the taxi rank on the northern side of Princess Way (west) to be replaced by a 12m long taxi rank on the southern side.
- The provision of a 9 metre 'loading place' on the south side of Princess Way (west)
- The provision of a 12 metre disabled parking place on the lower section of Park Street opposite numbers 67-73 Park Street.

### **Advertising Period, objections & representations**

Members were advised that the standard advertising period of 21 days would apply to all traffic orders advertised. Within that time objections and representations could be made. The Local Committee has resolved that the determination of un-withdrawn objections be delegated to the Local Transportation Manager in consultation with the Committee Chairman and members of the task group. Whilst this applied to all the traffic orders under consideration at this meeting there were some exceptions. These related to objections by Bus Operators and those relating to restricting loading and unloading at certain times of the day. In such cases, where there are maintained objections then a public inquiry would need to be held.

The meeting finished with all members confirming their approval of the proposals presented.