



OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)

Atrium Cycle Infrastructure

6th March 2008

KEY ISSUE

The cycle infrastructure to be provided by the developer of the Atrium, Camberley, has been modified and extended since Committee considered it in July 2006.

SUMMARY

In July 2006 Committee approved the use of a number of footways in Camberley as shared and segregated cycleways and footways.

During the construction phase of the Atrium, the layout of Pembroke Broadway has been modified as a result of consultation with a number of key stakeholders. The proposed extent of shared and segregated cycleways and footways has been modified to reflect the new layout.

There is a planning obligation on the developer of the Atrium to provide a cycle link on London Road between High Street and Park Street. In discussion with the developer, it has been agreed to provide link between Park Street and the existing facility to the east of Knoll Road. This link was not considered by Committee in July 2006.

The cycle infrastructure considered by Committee in July 2006 is presented in Annex A. Annex B shows the latest proposed cycle infrastructure.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath) agrees the use of footways along Pembroke Broadways, Southwell Park Road, Park Street, Lower Charles Street, Southern Road, Charles Street and London Road as shared and segregated cycleways and footways, as shown in Annex B.

INTRODUCTION AND BACKGROUND

1. The Atrium is a mixed-use development, consisting of retail and leisure facilities on a site between Park Street and Southern Road, Camberley. Surrey County Council has an agreement with the developer under Section 278 of the Highways Act 1980, for the developer to provide approximately £4M investment in Highway and Transportation improvements in Camberley town centre.
2. A number of new cycle routes are among the improvements proposed to be provided by the developer. The provision of high quality cycle routes contributes to a number of Surrey County Council's Local Transport Plan aims – including improved accessibility, widening travel choices, congestion reduction, improved air quality and casualty reduction.

ANALYSIS AND COMMENTARY

3. In July 2006 Committee approved the use of a number of footways in Camberley as shared and segregated cycleways and footways. These were in Pembroke Broadway, Southwell Park Road, Park Street, Southern Road, New Southern Road and London Road. The extent of the shared and segregated cycleways and footways approved in July 2006 is shown in Annex A.
4. A number of changes to the proposed cycle infrastructure are required as a result of issues arising during construction of the Atrium Highway works.
5. The layout proposed for Pembroke Broadway originally included bus stops, a taxi rank, and a new Toucan (pedestrian and cycle) Crossing. The lengths of Pembroke Broadway allocated for bus stops and taxi ranks have now been agreed with local bus operators and taxi drivers. To accommodate their needs, the layout of the Toucan has been modified to free up space on the south side of Pembroke Broadway, outside the railway station. This has resulted in revised cycle provision as shown in Annex B. In addition there are no cycle facilities proposed for the north side of Pembroke Broadway at the present time. Therefore the crossing will be a Puffin (pedestrian only) Crossing, with the layout designed to accommodate cyclists for ease of future upgrade.
6. The developer of the Atrium has a planning obligation to provide a cycle link between High Street and Park Street. This link was not considered by Committee in July 2006. The original proposal for this link was to widen the footway on the south side of the Service Road between High Street and Park Street, to accommodate a new shared or segregated cycle route. However this footway could only have been widened by removing the existing 30-minute parking from the Service Road. In addition there would have been considerable risk of conflict between pedestrians and cyclists, because of the large number of shops and businesses fronting onto the Service Road. Therefore an off-carriageway cycle link between Park Street and High Street is not feasible.
7. As an alternative it has been agreed with the developer to provide an off-carriageway shared and segregated cycle link between High Street and the existing facility to the east of Knoll Road. This new facility is shown in Annex B. Cyclists travelling west will be able to cycle along the Service Road between High Street and Park Street. Unfortunately no provision can be made for cyclists to travel east from Park Street to High Street at the present time.
8. The street referred to as "New Southern Road" in July 2006 has now been designated "Charles Street".

CONSULTATION

9. As mentioned above, local bus operators and taxi drivers have been consulted with regard to the layout Pembroke Broadway. Surrey County Council's Safety Audit and Traffic Signals teams were consulted to finalise the detailed design of the new layout. Surrey Police have been consulted as part of the statutory process for the introduction of a new Puffin Crossing.

FINANCIAL IMPLICATIONS

10. Surrey County Council's agreement with the developer under Section 278 of the Highways Act 1980 provides that all improvement works are fully funded by the developer.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. The proposed cycle infrastructure will improve safety for cyclists, and will link a number of key destinations in Camberley town centre. In doing so the expanded cycle network will widen travel choice, and encourage people to cycle rather than drive into Camberley – this will result in reduced congestion and improved air quality.

CRIME & DISORDER IMPLICATIONS

12. None.

EQUALITIES IMPLICATIONS

13. The proposed cycle improvements – including improved widened footways and crossing points, dropped kerbs, tactile paving, etc – will benefit pedestrians as well as cyclists.

CONCLUSION & REASONS FOR RECOMMENDATIONS

14. The revised cycle infrastructure will augment the existing cycle network in Camberley, linking to a number of key destinations. The revised proposals provide a net increase in the length of new cycle routes.

WHAT HAPPENS NEXT

15. The developer of the Atrium scheme will construct the cycle infrastructure described above, and shown in Annex B.

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BACKGROUND PAPERS:

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