

**OFFICER REPORT TO LOCAL COMMITTEE  
(Surrey Heath)  
Atrium Traffic Orders: Update  
16<sup>th</sup> October 2008**



**Supplementary note:  
Further objection to the proposed new no-waiting-at-any-time restriction in Southern Road, Camberley**

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Letter of objection, undated, but sent 3<sup>rd</sup> October 2008:

Ms J Isaac  
Surrey Highways  
Grosvenor House  
London Road  
Guildford  
Surrey  
GU1 1FA

**OBJECTION TO PROPOSED WAITING RESTRICTIONS IN SOUTHERN ROAD**

Dear Ms Isaac,

We are writing in objection to the proposed waiting restrictions in Southern Road which will enforce no-waiting-at-any-time restrictions. We would like to see the use of the provided parking bays for resident's parking. Under the proposed restrictions residents will not be allowed to use the provided parking bays at any time and we feel this is counterintuitive for a number of reasons:

1. As residents of Southern Road we are keen to ensure that parking restrictions are appropriate to the needs of the residents and avoid abuse of the allocated parking spaces from visitors to Camberley town centre and the Atrium. Prior to the Atrium development, parking in Southern road was successfully controlled between peak times and parking was allowed for residential permit holders. It is not clear why this is not a viable option for the redesigned road, especially as residents made strong cases to developers and planners for parking spaces to be provided in the road.
2. Unless the bays are actively enforced in the evening it is likely that customers of the Atrium's cinema and restaurants will take the risk to park in the bays irrespective of the restrictions. This would be very unfair for the residents and it would seem more sensible to let residents and their visitors (via parking permits) to park in the bays rather than leave them available for people visiting the town centre.
3. The proposed restrictions do not allow for unloading in residential areas, prior to the development there were single yellow parking restrictions over residential driveways which allowed for delivery vehicles and additional parking spaces during the evening and Sundays.
4. If parking is never allowed in the allocated bays, then it undermines the effort resident's made to have the allocated parking space. Similarly, having paved bays which cannot serve their purpose due to the restrictions is not an effective use of the space, especially as more green space could have been allocated instead. This in a context where the Government have recently made changes to planning legislation for the use of impermeable surfaces to reduce flood risk and therefore having unnecessary areas of hard paving would be contradicting the Government's environmental agenda.

Yours sincerely,

Letter from the same household requesting all parking to be removed from Southern Road, dated 25<sup>th</sup> September 2007:

Jane Baldwin  
Planning Department  
SHBC  
Knoll Road  
Camberley

Dear Ms Baldwin,

**Re: Southern Road Parking**

As a resident of Southern Road Camberley I too have concerns about the traffic situation now that we no longer have pavements and therefore, I can confirm that I am against any on street parking facilities being made available in Southern Road for anyone.

I have never been consulted personally by anyone on this matter and am of the opinion that the road will be safer without any on street parking.

Yours sincerely,

In response to the points raised in the letter of objection:

1. Before the Atrium development, there were indeed parking places in Southern Road, together with various waiting restrictions (single and double yellow lines). Residents were permitted to apply for residents' parking permits, which enabled them to park in the parking places free of charge. The original design for Southern Road as part of the Atrium development included a number of parking bays that could have been used for residents' parking.
2. Enforcement is vital to the success of any scheme of parking and waiting restrictions.
3. The objector's third point is not true. The proposed no-waiting-at-any-time restriction would allow vehicles to be stopped for the purposes of loading and unloading, for as long as may be necessary. This is one of the standard exemptions for a no-waiting-at-any-time restriction.
4. The choice of materials for Southern Road, and the precise extent of landscaped area, is not relevant to the Permanent Traffic Regulation Order for the no-waiting-at-any-time restriction. The layout and materials were decided as part of the planning process. Any change would need to be the subject of a planning application to Surrey Heath Borough Council.

Conclusion:

Altogether Surrey County Council has received two objections to the proposed no-waiting-at-any-time restriction in Southern Road. In September 2007 letters were received from both households requesting the removal of all parking from Southern Road. Neither household responded to the consultation in December 2007, unless they did so anonymously.

In September 2007 occupiers or landlords of all the then households wrote to request all parking be removed from Southern Road. All current households in Southern Road had opportunity to object to the proposed new waiting restriction in September 2008. As only two objections have been received, it is recommended that Committee overrule the objections and that SCC make the order as proposed. In doing so SCC would satisfy the wishes of the majority of the residents.

Committee should note that all properties in Southern Road (new and old) have off-street parking. Committee should also note that disabled drivers holding a blue badge would be able to park on the no-waiting-at-any-time restriction in Southern Road, according to the provisions of the blue badge scheme.