



OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

Atrium Traffic Orders: Update

26th February 2009

KEY ISSUE

The Atrium scheme requires various new and amended traffic orders, and other statutory notices, to support the new infrastructure being constructed, and to accommodate the new road layout.

SUMMARY

A number of traffic orders and statutory notices were described to Committee in October 2006. This report describes the progress that has been made to date with these traffic orders and statutory notices.

The legal process to create a pedestrian zone in Park Street is now complete, and the pedestrian zone has been in operation since November 2008.

Following Committee's last meeting in October 2008, Surrey County Council (SCC) consulted residents of Southern Road in December 2008, in respect of new waiting restrictions that were advertised in September 2008.

The last remaining substantial element of works associated with the Atrium is the implementation of a traffic calming scheme in Southwell Park Road and Grand Avenue.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath):

- i. Agrees to overrule the objections to the new no-waiting-at-any-time restriction in Southern Road, and to make the proposed Traffic Regulation Order as advertised in September 2008;
- ii. Agrees to advertise the statutory notice for the traffic calming scheme proposed for Southwell Park Road and Grand Avenue, comprising three junction road tables and two further road tables, the outline design for which was used as the basis of public consultation in December 2007, and agrees that this is the scheme that should be implemented to discharge Crest Nicholson's obligations under its agreement with SCC under s278 of the Highways Act 1980 (the outline design for this scheme is shown in Annex B);
- iii. Note the current position with regard to Traffic Regulation Orders for the Atrium development.

INTRODUCTION AND BACKGROUND

1. The Atrium development is now substantially complete. As part of the development, approximately £4M has been invested in Highway and Transportation improvements in Camberley town centre, and the road layout has changed significantly. A number of new traffic regulation orders have been made, and a number of existing traffic regulation orders modified, to complement the new road layout.
2. The programme of traffic regulation orders associated with the Atrium development is nearly complete.

PROGRESS SINCE PREVIOUS COMMITTEE MEETING OF OCTOBER 2008

Park Street

3. Since the previous Committee meeting of October 2008, SCC has made amendments to the Park Street Pedestrian Zone that were approved by Committee in July 2008. These include a number of additional provisions to aid the enforcement of the pedestrian zone, and also to enable The Mall to give access for deliveries at certain times.
4. The rising bollard is operational.

Access into Park Street for secure vehicles

5. It has been suggested that access be provided into the pedestrian zone, at any time, for secure vehicles. This would enable secure vehicles to stop immediately outside business premises to pick up or drop off cash deliveries. At present such vehicles are restricted to the same times as all other deliveries: midnight to 10:00am, and 4:00pm to 6:30pm. There is also a loading bay in Princess Way, which may be used at any time, which is approximately 70m from the bank.
6. There is concern for the security of personnel making cash deliveries. Surrey Police have advised as follows:

"...it would not be advisable to require the security company representative to have to walk great distances to collect / drop off large amounts of cash. This would increase the dangers involved and therefore we are of the opinion that a special dispensation should be given for this type of activity.

"...it is unwise for this type of delivery to be carried out at the same times as its arrival is then easy to predict. This in itself creates a security issue."

7. Officers are currently consulting with Legal Services to find out how such provision could be made from a legal point of view.

Southern Road

8. In September 2008 SCC advertised a number of amendments to parking and waiting restrictions in Camberley Town Centre, including proposed new no-waiting-at-any-time (double yellow line) restrictions throughout Southern Road. There is considerable history to this proposal, the detail of which has already been reported to Committee:
 - The original design for Southern Road included a number of lay-bys that could be used for residents' parking.
 - In September 2007, the occupiers or landlords of all households of Southern Road wrote to request all parking to be removed from Southern Road. At

the time there were 37 addresses in Southern Road, although not all were occupied.

- SCC convened a public meeting in December 2007 to explain the likely consequences of this request.
 - In December 2007 SCC consulted residents on three options: one of which was a no-waiting-at-any-time restriction, and the other two that would have provided residents' parking.
 - As reported in detail to Committee in March 2008, 71% of respondents voted for the no-waiting-at-any restriction.
 - In September 2008, SCC advertised the necessary legal notice to introduce a no-waiting-at-any-time restriction throughout Southern Road, the effect of which would be to remove all on-street parking from Southern Road.
 - In Autumn 2008, an experimental traffic-calming scheme was tested. This consisted of barriers placed at locations to form chicanes, to encourage drivers to reduce their speed. Anecdotal evidence suggests that this experimental scheme was effective in slowing drivers, and was well received by residents.
 - SCC 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.
9. In response to the two objections received, Committee decided in October 2008 to defer its decision in respect of Southern Road to the February 2009 meeting, to allow time for further consultation. Accordingly SCC consulted Southern Road residents again in December 2008, offering a choice of no-waiting-at-any-time or residents' parking. The results are shown in Table 1 below.

Response	Number	Proportion
Total delivered	68	
Total respondents	19	28%
Result		
a) No waiting at any time (double yellow lines)	9	47%
b) Residents parking	10	53%

Table 1 – Southern Road parking consultation results, December 2008

10. A number of comments were submitted – these are listed in Annex A.
11. There is no clear consensus among residents as to the preferred parking scheme for Southern Road. Indeed it would appear that most residents of Southern Road are indifferent. Therefore it is recommended to implement the no-waiting-at-any-time restriction as advertised in September 2008, for the following reasons:
- The no-waiting-at-any-time restriction could be implemented quickly; enforcement could commence as soon as March 2009; no further consultation would be needed.
 - Removal of parking from Southern Road would minimise further any traffic hunting for parking spaces.
 - Removal of parking would enable traffic calming to be considered. Traffic calming was one of the recommendations of the most recent Road Safety

Audit of Southern Road. A number of residents have also raised safety concerns. The experimental traffic calming that was tested in Autumn 2008 could not be installed if parking was provided.

12. It is proposed to consider Southern Road for residents' parking permits in another nearby road in the context of the CPZ review. This would provide residents of Southern Road with an on-street parking facility, albeit not in Southern Road. This review started on 17th February 2009.
13. 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.
14. Committee should note that the process needed to introduce residents' parking in Southern Road is open-ended, and would result in at least a 5-month delay to any enforcement of any restrictions in Southern Road. The process would be as follows:
 - SCC would have to draft and advertise a modification to the traffic regulation order first advertised in September 2008.
 - SCC would have to consider objections to the proposed modifications. Officers believe that any proposal for residents' parking is likely to be opposed by a number of residents of Southern Road. The earliest opportunity to consider objections would be Committee's next meeting of July 2009.
 - If Committee decided to overrule any objections and make the modified traffic regulation order, the earliest the order could be made and enforcement commence would be August 2009.
 - If in the light of objections Committee decided to modify the traffic order further, there would be further delay to allow drafting and advertising the further modification, considering objections and so on.
15. Committee should be aware that until this matter is resolved, no parking enforcement is possible in Southern Road.
16. Committee should be aware that although the experimental traffic calming was tested in full consultation and with the agreement of Crest Nicholson, and although the recent Safety Audit of Southern Road recommends some form of traffic calming, there is no guarantee that Crest Nicholson would provide such traffic calming. Crest Nicholson appeared initially to be agreeable to the provision of such measures. However recent discussions indicate that this is no longer the case. Safety concerns raised in the recent Safety Audit were dismissed by Crest Nicholson, which has proposed to install 'pedestrians-in-road-ahead' hazard warning signs.

Southwell Park Traffic Calming

17. As mentioned above SCC has an agreement under section 278 of the Highways Act 1980 with Crest Nicholson, the developer of the Atrium. Under the terms of this agreement Crest Nicholson are committed to providing traffic calming in Southwell Park Road and Grand Avenue.
18. Crest Nicholson developed an outline design for this scheme, comprising three junction road tables and two further road tables. The outline design for the scheme is shown in Annex B. It would be highly effective at reducing vehicle speed on Southwell Park Road and Grand Avenue, and therefore has the

potential to reduce the frequency and severity of Personal Injury Accidents in the area. It would discourage drivers from using the Southwell Park area as a through route. This outline design was used as the basis for public consultation in December 2007. As reported to Committee in March 2008, the majority of respondents supported the introduction of road tables.

19. Crest Nicholson is now questioning the need to provide road tables as originally proposed, and are seeking alternatives that might reduce the volume of traffic entering the Southwell Park area. Alternatives such as banning certain manoeuvres at key junctions, or banning entry to certain roads, have been suggested. Such alternatives would need to be subject to informal consultation with local residents and then formal consultation as part of the traffic order process. Officers consider any such alternatives to be unfeasible, as they would inconvenience residents of the area and visitors to the Arena Leisure Centre. Such alternatives may encourage drivers to detour along Firwood Drive and past Camberley Infants' School in France Hill Drive. In addition such alternatives would not address the speed of traffic through the area. Such alternatives would create an additional enforcement burden that Surrey Police may not be able to resource. For these reasons officers consider it very likely that there would be substantial local opposition to such alternatives.
20. Therefore it is recommended that Committee express its unequivocal support for the traffic calming scheme that was originally proposed, and that was used as the basis for public consultation in December 2007. The next formal step is to advertise a statutory notice for the traffic calming scheme. This notice invites objections to the scheme. However, on the basis of the informal consultation in December 2007, Officers do not expect any insurmountable objections.
21. SCC will continue to work with Crest Nicholson to ensure that its legal obligations are discharged to the satisfaction of SCC.

Car Club

22. The Car Club, proposed as part of the Atrium Travel Plan, has been abandoned.

Progress Summary

23. All the traffic orders and statutory notices relating to the Atrium are listed in Table 2 below.

	Location and purpose of traffic order / statutory notice	Status
1	London Road at its junction with Lower Charles Street (a) Revoke banned-right-turn restriction from Lower Charles Street onto London Road; multi-lane prescribed route; restrict U-turns at the new signal junction.	Order made 19 th September 2008.
2	Southern Road, Lower Charles Street and Charles Street (a) Prohibition of driving orders where vehicular access has been blocked at Southern Road's junctions with Southwell Park Road and Lower Charles Street. (b) Amendments to the Camberley CPZ to reflect the new road layout of Southern	Order made 2 nd July 2008. Advertised in September 2008, two objections

	<p>Road, Lower Charles Street and Charles Street.</p> <p>(c) Traffic calming notice for the road table outside the main entrance to the Atrium; statutory notice for Zebra Crossing at southern end of this road table.</p> <p>(d) New taxi rank order to be agreed and made by the SHBC Licensing Officer.</p>	<p>received, further consultation complete, could be made March 2009.</p> <p>Statutory notices advertised in July and August 2008; constructed in November 2008.</p> <p>To be advertised by SHBC in due course.</p>
3	<p>Southwell Park Road</p> <p>(a) Notice to install a Toucan Crossing between Park Street and Firwood Drive.</p> <p>(b) Amendments to the Camberley CPZ to reflect the new road layout of Southwell Park Road</p>	<p>Advertised in September and October 2007; crossing commissioned January 2008.</p> <p>Advertised in September 2008, awaiting decision in respect of Southern Road.</p>
4	<p>Pembroke Broadway</p> <p>(a) Notice to install a Puffin Crossing near to the railway station car park entrance.</p> <p>(b) Prohibition of driving orders for the closure and modification of gaps in the central reservation.</p> <p>(c) Amendments to the Camberley CPZ to reflect new road layout, including closure of gaps in central reservation.</p> <p>(d) New bus lane in the nearside lane of the eastbound carriageway between Albert Road and High Street.</p>	<p>Advertised in February and March 2008; crossing due to be commissioned March 2009.</p> <p>Order made 2nd July 2008.</p> <p>Advertised in September 2008, awaiting decision in respect of Southern Road.</p> <p>Abandoned following consultation with bus operators.</p>
5	<p>London Road at its junction with Park Street</p> <p>(a) Order to restrict 'U-turns' at the revised signal junction.</p>	<p>Order made 19th September 2008.</p>
6	<p>Park Street, St Mary's Road, Princess Way and Service Areas 3 & 5</p> <p>(a) Various orders to pedestrianise Park Street, St Mary's Road and Service Areas 3 & 5, and to make changes to the parking and waiting restrictions bordering the new pedestrian zone.</p> <p>(b) Amendments to the pedestrian zone to as detailed in this report.</p>	<p>Orders made 18th June 2008.</p> <p>Advertised September 2008, no objections received, order made October 2008.</p>
7	<p>Southwell Park Road and Grand Avenue</p>	

	(a) Traffic calming notice for road tables on both roads	Consultation completed December 2007; statutory notice to be advertised in 2009.
8	High Street (a) Traffic Calming Notice for a road table at the junction with St Georges Road	Consultation completed in August 2007; statutory notice advertised in September and October 2007; road table constructed in February 2009.
9	Firwood Drive (a) A traffic order to accommodate the Car Club, which is being promoted as part of the Atrium's 'green' travel plan.	Abandoned.
10	CPZ Review a) To review the entire Camberley CPZ, to examine whether it is still fit for purpose given the impact of the Atrium; to review the impact of the CPZ on the Surrey Heath Parking Management Plan; to review the area currently covered by the CPZ, with a view to possible expansion.	Preparatory survey work in progress.

Table 2 – Atrium related traffic orders and statutory notices

CONSULTATION

24. There is no further consultation required to complete the necessary traffic regulation orders and statutory notices, other than the formal consultation that forms part of the respective legal processes.

FINANCIAL IMPLICATIONS

25. SCC's agreement with the developer under Section 278 of the Highways Act 1980 provides that all SCC's costs incurred with the drafting, advertising, and implementation of traffic orders and statutory notices are fully funded by the developer.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

26. The traffic orders and statutory notices described above support the package of improvements being provided in Camberley town centre by the developer of the Atrium. This package of improvements has been designed to promote sustainable transport in and around Camberley, for example with public transport improvements, and pedestrian and cycle improvements.

CRIME & DISORDER IMPLICATIONS

27. None.

EQUALITIES IMPLICATIONS

28. In general the traffic orders and statutory notices described above apply equally to all members of the community. The only exception to this is the provision for disabled blue badge holders to park in accordance with the provisions of the Blue Badge scheme.

CONCLUSION & REASONS FOR RECOMMENDATIONS

29. The majority of the traffic orders and statutory notices for the Atrium development have now been made. There are various changes to parking and waiting restrictions in Camberley Town Centre, which have been advertised, but not yet made, and which therefore cannot be enforced – this includes Southern Road. These amendments will be made as soon as possible following a decision in respect of Southern Road. Thereafter only outstanding item would be the statutory notice for the Southwell Park traffic calming.
30. It is recommended to overrule the objections to the proposed new no-waiting-at-any-time restriction in Southern Road, to expedite resolution of what has been an already lengthy process, and to ensure safety concerns can be addressed.

WHAT HAPPENS NEXT

31. In respect of Southern Road, Surrey County Council would inform the objectors of Committee's decision, and if applicable proceed to make the traffic regulation orders relating to the changes to parking and waiting restrictions in Camberley Town Centre.
32. SCC will progress the statutory notice for the Southwell Park traffic calming, as soon as the detailed design is sufficiently well developed.

LEAD OFFICER: Ian Haller, Local Highway Manager
TELEPHONE NUMBER: 03456 009 009
E-MAIL: wah@surreycc.gov.uk
CONTACT OFFICER: Nick Healey, Engineer
TELEPHONE NUMBER: 03456 009 009
E-MAIL: wah@surreycc.gov.uk
BACKGROUND PAPERS: None

Version No.3 Date: 16/02/09 Time: 1049 Initials: NEH No of annexes: 2