



OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)

Traffic Regulation Orders
Notcutts Nursery Site, A30 London Road, Bagshot

15 October 2009

KEY ISSUE

To seek authority to advertise traffic regulation orders as a result of a new signal junction to the A30 London Road, Bagshot.

SUMMARY

Planning Permission has been granted to erect 182 residential units on land at Notcutts Nursery, Bagshot including the retention of the existing garden centre. The Planning Permission requires the completion of extensive highway works funded and constructed under the terms of a Section 278 Agreement by the developer.

This highway work requires a number of traffic regulation orders and other statutory processes to be undertaken before construction can commence.

OFFICER RECOMMENDATIONS

The Local Committee is asked to agree:

The advertising of Traffic Regulation Orders in accordance with the Traffic Regulation Act 1984 and a traffic calming notice in accordance with the Highways Act 1980, the effects of which will be to:

- i. restrict vehicular movements to one way, in an eastbound direction only, along the new service road (serving properties 133 -161) adjacent to the A30 as shown on the drawing in Annex A,
- ii. prescribe the movements for each carriageway lane of the A30 London Road and the new access road for which vehicular traffic will be only permitted to travel as indicated on the drawing shown in Annex A,
- iii. restrict parking at the two new relocated bus stops on the A30 through the use of bus stop clearway markings as shown on the drawing in Annex A,
- iv. the creation of a shared use cycle facility along the widened footway on the southern side of the A30 London Road as shown on the drawing in Annex A,
- v. Provide a raised table along the new service road (serving properties 133-161) adjacent the A30 as shown on the drawing in Annex A,
and subject to no objections being maintained the orders are made.

INTRODUCTION AND BACKGROUND

1. Planning consent has been granted for the re-development of the Notcutts nursery site in Bagshot. The development includes the construction of 182 residential units, the change of use of nursery land to public open space, the retention of the garden centre and associated highway works to the A30 London Road.
2. A condition of the consent was that the Developer must enter into an agreement with the highway authority to construction a signalised junction on the A30 London Road and other associated highway works.
3. The detailed design of the junction has been the subject of much discussion between Surrey's Transportation Development Control and the Developer including consultation with Traffic Signals, Passenger Transport Group, Structures and the Local Highways Manager. The proposed works have also been subject to a Stage 1 & 2 Safety Audit.

ANALYSIS AND COMMENTARY

4. The new junction seeks to provide a safe means of access for the development site and will result in improvements for highway users. Pedestrians will benefit from signal controlled crossings and improved bus stop facilities.
5. The highway works will also include a new access road and roundabout to the south of the A30 London Road, the provision of two eastbound traffic lanes up to the junction with Yaverland Drive, an off carriageway shared cycle/footway from opposite number 175 to the western side of Chapel Lane and the creation of a slip road outside numbers 133 to 161 London Road.
6. The traffic regulation orders are all required to ensure that the new junction operates in as safe a manner as possible.
7. Cyclists will have the use of the shared cycle/footway and the new toucan crossing that would in future connect to the existing cycle route further west along the A30. Other external funding is available to Surrey for this link, which would also continue down toward Bagshot village. Surrey will liaise with the developer over the future construction timescales and seek to ensure that the entire route length is completed within a reasonable time frame of each other.
8. The service road will improve highway safety for some residents (Numbered 133-161) providing casual on street parking space in place of the current indiscriminate arrangement. A raised table has been provided in the service road to help reduce the opportunity of vehicles using the service road to bypass the signals and to provide a distinctive area separate from the A30 London Road. As a result of the changes the properties numbered 125 to 131 will be required to access their private drive via the slip road only.

CONSULTATION

9. The Planning Application has been through the necessary consultation procedure. The traffic regulation orders will be advertised in accordance with the statutory requirements and which provides further consultation opportunity.

FINANCIAL IMPLICATIONS

10. The full cost of the implementation of the works including all costs associated with the traffic orders will be borne by the developer.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. The improvements to bus waiting facilities, pedestrian safety and accessibility combined with the improvements for cyclists all contribute to improved accessibility that may encourage modal choice away from the private car in accordance with Local Transport Plan objectives.

CRIME & DISORDER IMPLICATIONS

12. There are no direct crime and disorder implications.

EQUALITIES IMPLICATIONS

13. The proposed crossing points and bus stops will all meet the appropriate design standards and be DDA compliant. The introduction of the signal controlled pedestrian crossing points will improve safety for all pedestrians but particularly the mobility and visually impaired.

REASONS FOR RECOMMENDATIONS

14. To seek safe access to the proposed development site for all road users and improving pedestrian and cyclist accessibility.

WHAT HAPPENS NEXT

15. If approved the necessary statutory procedures will commence. Should any objections be maintained following advertising of the proposals then a further report will be brought back to the Committee for determination. No works to the A30 London Road can commence until the statutory process has been completed to a point where the traffic orders can be made.

LEAD OFFICER: Ian Haller, Local Highways Manager
TELEPHONE NUMBER: 0300 200 1003
E-MAIL: wah@surreycc.gov.uk
CONTACT OFFICER: Kerry James, Senior Development Control Officer, TDCD
TELEPHONE NUMBER: 08456 009 009
E-MAIL: kerry.james@surreycc.gov.uk
BACKGROUND PAPERS: None

Version No. 2 Date: 5/10/09 Time:8.45 Initials:ILH No of annexes: 1