



**OFFICER REPORT TO LOCAL COMMITTEE  
(SURREY HEATH)**

**Development Related Improvement  
Scheme on the London Road Footway opposite The Meadows  
Gyratory and along Blackwater Valley Road as far as the junction  
with Stanhope Road**

**557-593 London Road Camberley**

**15 July 2010**

**KEY ISSUE:**

The introduction of a Traffic Regulation Order to prohibit motorised vehicular use along the area highlighted in orange on the plan in Appendix C.

**SUMMARY:**

As part of planning permission to build a self storage facility at 557 to 593 London Road, Camberley (see location plan in Appendix A) the developer is required to construct a new footway/cycleway along the site frontage from London Road adjacent to the Meadow Gyratory and along the Black Water Valley Road as far as the junction with Stanhope Road as indicated on the plan in Appendix B.

Part of the footway/cycleway runs along a former service road located adjacent to the western most frontage of the site. This service road is accessed from the existing access to the site from London Road.

The request for a Traffic Regulation Order to prohibit motorised vehicle use of this former service road is required to formally prohibit the use of motorised vehicles on the section of service road shaded orange on the plan in Appendix C following its completion of redevelopment to the proposed footway/cycleway.

**OFFICER RECOMMENDATIONS:**

That the Surrey Heath Local Committee is asked to agree:

- (i) That a Traffic Regulation Order prohibiting motorised vehicle use in that part of the former service road as shown shaded orange on the drawing attached in Appendix C to be advertised and that should no objections be maintained, that the order be made.

**CONTACT DETAILS**

Accountable Officer: Michael Green  
West Team Manager  
0300 200 1003

Responsible Officer: Scott Dickson  
Transportation Development Control Officer  
0300 200 1003

**INTRODUCTION AND BACKGROUND**

1. On 9 July 2009 the Local Planning Authority Surrey Heath Borough Council issued a decision notice granting planning permission for the construction of 3 to 5 storey warehouse building for self storage use (Class B8) together with parking and access works, boundary treatment, landscaping and associated works.
2. From a highway perspective the scheme includes the following:
  - i. construction of a new access to London Road from the site
  - ii. construction of a new access to Nelson Way from the site
  - iii. closure of the existing access to London Road following construction of the new accesses to London Road and Nelson Way;
  - iv. financial contribution of £5,332 towards Yorktown Transportation Strategy
  - v. construction of footway cycleway along the Blackwater valley Road and London Road site frontages.

**ANALYSIS AND COMMENTARY**

3. The overall aim is to improve accessibility for pedestrians and cyclists between the site and surrounding areas and to raise the standard of visual amenity.

4. A cycleway-footway is proposed along the London Road site frontage adjacent to the Meadows Gyratory and along the Blackwater Valley Road to the junction with Stanhope Road.
5. The proposed Traffic Regulation Order to prohibit motorised vehicle use on the section of the former service road shaded orange on the attached Appendix C will formally prohibit the use of motorised vehicles once that section of service road has been redeveloped to form part of the footway/cycleway.

### **OPTIONS**

6. If the Traffic Regulation Order was not made to prohibit the use of motorised vehicles on the section of the service road shaded orange on the plan in Appendix C, there would be no formal ban in place to stop drivers of motor vehicles from driving over the cycleway/footway. There is therefore no alternative option to the Traffic Regulation Order to safeguard users of the new facility.

### **CONSULTATIONS**

7. Consultations regarding the cycleway/footway were undertaken as part of the Planning Application process. No further consultations are required other than those necessary for Traffic Regulation Order advertising process.

### **FINANCIAL IMPLICATIONS**

8. The full cost of the implementation including formulating advertising and implementation of the Traffic Regulation order will be borne by the developer.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

9. The introduction of a footway/cycleway will enable further opportunities to be developed which will offer realistic options for travel, thus supporting the objectives of sustainable development in the Local Transportation Plan.

### **COMMUNITY SAFETY IMPLICATIONS**

10. There are no direct community safety implications.

### **EQUALITIES AND DIVERSITIES IMPLICATIONS**

11. There are no direct equalities implications

**VALUE FOR MONEY**

12. The developer will cover the cost regarding all aspects of the Traffic Regulation Order.

**RECOMMENDATIONS AND CONCLUSIONS**

13. It is recommended that the committee agree to the making of a Traffic Regulation Order on the section of service road fronting 557 to 593 London Road to prohibit motorised vehicular traffic along the section shaded orange in Appendix C and that the Local Highways Manager in consultation with the Chairman and the local member be authorised to resolve all objections.
- 14 The Traffic Regulation Order to prohibit the use of motorised vehicles on the section of service road shaded orange in Appendix C will formally prohibit the use of motorised vehicle on that section of service road following its redevelopment to a footway/cycleway.

**REASONS FOR RECOMMENDATIONS**

15. Required to formally stop the use of motorised vehicles on the service road once it has been redeveloped to a cycleway/footway.

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**BACKGROUND PAPERS:**

None

**Number of Appendices 3**