

**POLICY TC1: MAINTAINING AND ENHANCING THE ROLE OF THE TOWN CENTRE** The Borough Council will maintain and enhance the role of Camberley town centre as a focus for retail, business, leisure, community and residential uses, and ensure its future vitality and viability by: (a) Improving the quality of the town centre by promoting schemes for the enhancement of the environment; (b) Improving accessibility to the town centre by promoting schemes which assist all modes of travel; (c) Encouraging a diverse range of uses within the town centre through a combination of protection of important town centre activities and through encouraging development where this is in the interests of the town centre economy, and the social and cultural needs of the community; and (d) Directing proposals for major business, retail and leisure development to the town centre, where a longer term need has been established. Major new retail or leisure development will not be permitted outside of the town centre, whilst appropriate town centre opportunities are available or can realistically be made available.

a. To complete highway improvements to the ring road. b. **Promote pedestrian friendly areas, exclude cars and restrict servicing times.** c. Traffic management measures to reduce car speeds and enhance safety. d. Improve pedestrian links between Pembroke Broadway, the station, and town centre. e. Adopt short/long stay parking strategies to keep town centre attractive to shoppers.

Through traffic management and/or environmental improvement schemes for the benefit of pedestrians and those with disabilities, particularly in Camberley town centre and local centres and in older residential areas;

Enhancement of Non-Car Based Travel, particularly Facilities for Cyclists and Pedestrians, including those with Disabilities In peak times many journeys are made by car which are of short duration and could be made by alternative means of travel, including by foot and bicycle. It is therefore the intention to make such alternative journeys more attractive by **gradually introducing a cycle network and improved pedestrian areas.**

Enhancement of Improved Rail and Bus Services as an Alternative to the Car.

A major feature of this scheme is expected to be a cycleway linking Camberley to the centre of Bagshot. This is referred to under Policy M13 (Proposed Cycle Network), and will contribute to the implementation of a Borough wide cycle network

**Borough Council will seek to achieve rear servicing** where appropriate and necessary. In particular it will seek to achieve the following rear service roads through redevelopment schemes and minor highway and transport improvements: (a) To the rear of Nos. 423-469 London Road, Yorktown; (b) To the rear of Nos. 319-369 London Road and 1-13 Frimley Road, Camberley; (c) To the rear of Nos. 279-299 London Road, Camberley; and

**POLICY M13: PROPOSED CYCLE NETWORK** The Borough Council will seek to achieve a cycle network within the Borough linking: (a) Rural communities; (b) Residential areas to town centres and local shopping parades; (c) Residential areas to town centres and core employment areas; (d) Residential areas to local schools sports facilities and hospitals; (e) Residential and commercial centres to railway stations; (f) Into cycle routes or planned cycle routes in adjoining areas, particularly within the Blackwater Valley.

**POLICY M14: COMPLEMENTARY CYCLING MEASURES** The Borough Council will promote measures which assist the safe movement of cyclists and promote cycling as a mode of transport and where appropriate will seek developer contributions to: (a) Reduce conflict between cyclists and motor vehicles; (b) Provide safe and convenient access for cyclists both on and off the carriageway; and (c) Design junctions that do not increase risk or

unreasonable inconvenience on cyclists; and (d) Provide secure and convenient cycle parking facilities.

**POLICY TC2: ENVIRONMENTAL IMPROVEMENTS** The **Borough Council will carry out or work with others to achieve schemes of environmental improvements in the following locations: (a) Princess Way, West; (b) Pedestrian link between Pembroke Broadway and Princess Way, East; (c) High Street; (d) Park Street; (e) London Road (A30), between High Street and Park Street junctions.**

13.24 Some enhancement works have already been undertaken to improve the pedestrian areas around the Main Square shopping centre, including the provision of cycle facilities. The area of Princess Way East has been resurfaced and new seats and street furniture provided as part of a joint Surrey County Council and Borough Council project. Princess Way West and the pedestrian link on the eastern side of the Princess Way multi-storey car park would benefit from enhancement during the plan period. It is intended to carry these out this work when resources can be made available. **Improvements to High Street and to Park Street are intended when these streets can be the subject of “pedestrian-friendly” improvements**, further details of which are provided at Policies TC9 and TC10. Improvements to Park Street are intended to come forward with the development of Land West of Park Street, as set out in Policy TC19. The frontage to London Road provides a rather tired first impression of Camberley town centre and requires environmental enhancements. In the longer term this may come forward as redevelopment of frontage sites takes place, as set out in Policy TC20. If resources are available the Borough Council will seek improvements within this area in the first half of the Plan period.

**POLICY TC3: PROPOSED TOWN PARK** Land off Valroy Close, as shown on the Proposals Map, is proposed as public open space to form a Town Park. Within the Park, the Obelisk, a Grade II listed building, will be restored to provide an important Town Park attraction.

**POLICY TC7: REAR SERVICE ROADS** The **Borough Council will continue to seek improvements to servicing arrangements within the town centre. In particular, the Borough Council will, in considering development proposals, seek the provision of the following rear service roads as shown on the Proposals Map: (a) East of High Street (nos. 1-9), north of St. Georges Road; (b) East of High Street (nos 11-61), between St. Georges Road and Knoll Walk; (c) East of High Street (nos. 65-85), south of Knoll Walk; and (d) West of Park Street (nos. 80-100), south of Southwell Park Road.**

**POLICY TC6: HIGHWAY IMPROVEMENTS** The following highway works are required within the town centre during the plan period. The Borough Council will seek to safeguard from development any land required to implement these schemes, as shown on the Proposals Map: (a) Junction of London Road (A30), Kings Ride and Knoll Road; (b) Junction of Knoll Road and Portesbery Road; (c) Junction of Portesbery Road, Pembroke Broadway and High Street; (d) Junction of Pembroke Broadway and Park Street; (e) Widening of Knoll Road, and to provide for an extended service road adjacent to the Library; (f) Widening of Southern Road, including junction improvements at Southwell Park Road and Lower Charles Street; (g) Junction of London Road (A30) and Lower Charles Street.

**POLICY TC9: TRAFFIC MANAGEMENT MEASURES** The Borough and County Council will **introduce traffic management measures within the town centre, particularly within the High Street, London Road service road and Park Street. Increased priority will be given to pedestrian movements through the introduction of pedestrian friendly crossing points, wider pavements and improved facilities for those with disabilities.**

As part of its overall strategy to improve the environment and improve accessibility within the town centre, the Borough Council will seek to reduce the level of on-street servicing in Park Street and High Street. Much progress has already been made with the construction of rear service roads to the east of High Street properties but some key links remain to be implemented. 13.43 **When complete, the service roads to the rear of High Street properties will help reduce traffic congestion caused by service vehicles and will enable the High Street to be improved as a pedestrian friendly environment in accordance with Policy TC10.**

**POLICY TC10: PEDESTRIAN-FRIENDLY AREAS** The Borough Council will create pedestrian- friendly areas within the following streets, as shown on the Proposals Map: (a) High Street, from Princess Way to St. Georges Road; (b) Park Street, from No. 5 Park Street to Princess Way; (c) London Road, from High Street to Park Street; (d) High Street, from St. Georges Road to London Road; (e) Obelisk Way, from High Street to Service Area No. 2; and (f) Knoll Road access route to the existing multi-storey car park.

**POLICY TC11: PROVISION FOR CYCLISTS** The Borough Council, in considering major development proposals in the town centre, will improve conditions for cyclists by encouraging the provision of special cyclist facilities. **These should include secure cycle parking, and cycle routes** and should pay particular attention to the need for adequate and safe segregation of pedestrians and cyclists.

**POLICY TC19: LAND WEST OF PARK STREET** The area bounded by Park Street, Southwell Park Road, Southern Road and Lower Charles Street, as shown on the Proposals Map, is proposed for comprehensive redevelopment for mixed uses, which may include retail, business, leisure, community facilities and housing together with parking and servicing. In considering redevelopment proposals, particular account will be taken of the likely impact on the living conditions enjoyed by neighbouring residents.

**POLICY TC20: LONDON ROAD POLICY AREA** Within the London Road Policy Area, as shown on the Proposals Map, the Borough Council will encourage comprehensive proposals for mixed use development, incorporating retail, leisure, business or housing uses, together with appropriate car parking and servicing. Proposals will need to: (a) Meet design considerations in accordance with Policy TC4; (b) Contribute to the achievement of environmental and pedestrian improvements to the London Road service road, in accordance with Policies TC2 and Policy TC10; (c) Provide satisfactory arrangements for parking subject to the provisions of Policy TC13; (d) Provide satisfactory servicing arrangements which do not prejudice traffic circulation and servicing to adjoining development; and (e) Contribute to the objectives of Policies TC11 and TC12 and provide for the needs of cyclists and passenger transport.