

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 10 DECEMBER 2015



LEAD OFFICER: PAUL MILLIN

SUBJECT: A30 & CAMBERLEY TOWN CENTRE HIGHWAY IMPROVEMENT SCHEME & RESPONSE TO A30 BUS LANE PETITION

DIVISION: CAMBERLEY (WEST)

SUMMARY OF ISSUE:

This report provides an update on the joint Surrey County Council and Surrey Heath Borough Council work that is developing an A30 & Camberley Town Centre Highways Improvement Scheme. The development of this scheme aims to support the delivery of the Town Centre Area Action Plan (AAP), which forms part of the Local Plan for Surrey Heath. Section 4 addresses the petition to Local Committee which called for the removal of the existing A30 Bus Lane in London Road.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note:

- (i) The progress achieved to date and the future steps in the development of the A30 & Camberley Town Centre Highways Improvement Scheme and the role it will have in supporting the delivery of the Town Centre Area Action Plan.
- (ii) The establishment of the Major Scheme Members Task Group that is overseeing and scrutinising the development of the A30 & Camberley Town Centre Highways Improvement Scheme.
- (iii) That a future report setting out the detail of the A30 & Camberley Town Centre Highways Improvement Scheme is to be brought back to the Local Committee in summer 2016, post public consultation but pre submission of the business case to the Enterprise M3 Local Economic Partnership.

REASONS FOR RECOMMENDATIONS:

The report and recommendations aim to highlight the linkages between the A30 & Camberley Town Centre Highways Improvement Scheme and the delivery of the Town Centre Area Action Plan. Furthermore, it aims to ensure that Members, residents and businesses are sighted on project timescales, including the planned public consultation and the need to develop a positive business case that will support evidenced based decision taking.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Camberley has significant potential based upon its strategic location, which has been recognised in that Camberley has been identified as a 'Step-Up Town' as part of the Enterprise M3 (EM3) Strategic Economic Plan (SEP). The vision of the SEP is for the EM3 sub-region to become the premier location in the country for enterprise and economic growth, balanced with an excellent environment and quality of life.
- 1.2 To help enable Camberley to meet its potential there is the need to address transport issues.
- 1.3 The A30 and, in particular, the Meadows Gyratory suffers from congestion and the adverse impacts of high traffic volumes on road safety and access to and through the A30 and town centre. This is exacerbated when incidents occur on the nearby M3, which forces traffic to divert onto the A30.
- 1.4 The Meadows Gyratory accommodates over 60,000 vehicle movements a day, with over 14,000 vehicles a day using the A331 Blackwater Valley Road corridor to access the 'high-end' business located in Bracknell. Similar traffic conditions occur at the weekends.
- 1.5 Key to this is Surrey Heath Borough Council's Camberley Town Centre Area Action Plan (AAP), which forms part of the Local Plan for Surrey Heath. It sets out policies relating to the future development of Camberley Town Centre and looks at:
 - A vision of how Camberley Town Centre should evolve.
 - The scale and location of new shopping facilities.
 - Managing the town centre to enable the full range of shopping facilities to be provided.
 - The range of leisure, cultural and community facilities in the town centre.
 - The level and location of employment uses such as offices in the town centre.
 - The level and location of housing in the town centre.
 - Improving transportation to and around the town centre.
 - Enhancing and protecting the environmental design quality of the town centre.

Delivery of this vision is likely to require changes to the local highway network, including access / egress arrangements to and from Camberley town centre.

- 1.6 The Camberley Town Centre AAP was adopted by Surrey Heath Borough Council's Full Council on 16 July 2014.
- 1.7 The AAP highlights opportunity areas and sites. These are individual or groups of sites that are known to be available, or on which there is considered to be an opportunity for development. The AAP states that the precise mix of uses and form of development sought will only be realised through future negotiations with landowners and developers, and undertaking further studies as appropriate. However, by identifying these areas and sites now, the AAP

highlights their redevelopment potential and provides guidance as necessary for proposals which come forward in due course.

- 1.8 Together with the other policies of the AAP their redevelopment will help to achieve the Plan's Spatial Strategy.
- 1.9 This report provides an update on the joint Surrey County Council and Surrey Heath Borough Council work to develop an A30 & Camberley Town Centre Highways Improvement Scheme that aims to support the delivery of the AAP.

2. SCHEME DEVELOPMENT:

- 2.1 To support the AAP the A30 & Camberley Town Centre Highways Improvement Scheme is being developed by the County Council and Borough Council, with potential support from other partners, for submission to the Enterprise M3 Local Economic Partnership (EM3 LEP) for funding. The scheme will be a package of improvements along the A30 that will improve accessibility to Camberley Town Centre, complementing the recently funded A30/A331 Meadows Gyratory improvement scheme.
- 2.2 The A30 & Camberley Town Centre Highways Improvement Scheme will enable the next section of the A30 improvements to take place, ie between Frimley Road & Knoll Road. It will specifically help to deliver the policies adopted in the Camberley Town Centre AAP, and in particular, it will assist with the regeneration of the London Road Block, identified as an opportunity area in the AAP (reference TC14). It will improve accessibility in and around Camberley Town Centre, including access via the A30 London Road to the London Road Block.
- 2.3 The redevelopment of the London Road Block is key to the implementation of the Spatial Strategy of the AAP. It provides the best opportunity to significantly improve the retail offer of the town centre and bring about a major enhancement of the Centre's environment. It will announce the existence of a thriving, modern, Town Centre.
- 2.4 A comprehensive masterplan for the area will be prepared setting out in more detail how development will be delivered and the likely programme for delivery.
- 2.5 To fully understand the current movement of traffic within the area and plan for the impact of change, a micro simulation model has been constructed. This provides a visual image of traffic flows on links (highways) and nodes (junction) within the modelled area as denoted in **Annexe 1**. The model has been constructed using detailed traffic data collected over several years. Its application will allow existing issues to be clearly understood within the context of the overall demand for movement, eg rat running traffic, with options for change able to be better developed and their impacts clearly visualised before decisions are taken, with the aim of improving accessibility within and to the town centre by all means of transport.

3. POTENTIAL IMPROVEMENTS AND MEASURES:

- 3.1 In considering how the A30 & Camberley Town Centre Highways Improvement Scheme can best support the delivery of the AAP, a list of potential measures and locations considered within scope of the business case has been developed. This is summarised in the following table.

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Table 1: Potential measures and locations considered within scope of the business case

Measure	Location	In Scope of Business Case
Highway Infrastructure		
Junction Improvements	A30 London Rd / Knoll Rd / Kings Ride A30 London Rd / Park St A30 London Rd / Grand Avenue A30 London Rd / The Avenue A30 London Rd / Onsaburgh Hill A30 London Rd / Frimley Rd Knoll Rd / Portesbery Rd High St / Portesbery Rd / Pembroke B'way Southwell Park Rd / Charles St	Consider improvements to general junction layout, operational capacity & equipment, lane markings, road safety issues, signal timings & co-ordination, pedestrian crossing facilities, cycling facilities and bus priority measures to complement public realm requirements.
Route Improvements	A30 London Rd (Knoll Rd to Meadows Gyratory)	Review on-street parking, general arrangements & route performance, asset condition, lane markings & usage, speed management, signing & lighting, road safety, signal timings and co-ordination and reallocation of road space and cycling facilities to maintain and improve access from / to the town centre from the A30. Investigate any potential 'Rat Running' specifically in The Avenue & Heatherley Rd and other potentially susceptible roads.
New Road Infrastructure	Bracebridge Link (*)	Investigate requirements for a new 300m section of highway within Yorktown Industrial Estate to connect Tuscam Way with Bracebridge Rd to provide redevelopment opportunities and provide rear service access to businesses currently fronting the A30 between Yorktown Way & Victoria Avenue.
Bus Infrastructure		
Bus Priority	At key A30 junctions and along main bus routes	Review bus reliability, priority at traffic signals and patronage to main employment sites and town centre. Investigate potential new routes to serve employment areas and / or changes to existing routes.
Bus Lane	Knoll Rd - Victoria Ave (Westbound only)	Review impact and requirements of the bus lane, including operational times, signage and road safety.
Bus Infrastructure	Key routes around the Town centre	Review bus operations area in Pembroke Broadway, review bus shelter provision & consider upgrade to Real Time Passenger Information to complement public realm.

Cycling Improvements		
Off Road Routes	A30 off-carriageway route (town centre to Meadows Gyratory) -Knoll Rd / Portesbery Rd -High St / Portesbery Rd / Pembroke B'way	Review of A30 off-carriageway route in association with A30 route improvements and possible road-space allocation.
New Cycle Routes	Between residential areas and town centre. -Knoll Rd / Portesbery Rd -High St / Portesbery Rd / Pembroke B'way	Consider cycle network including both on and off carriageway routes, including better crossing facilities at key junctions, signing and cycle parking provisions. In association with the Town Centre Area Action Plan and the developing Surrey Heath Cycling Strategy.
Walking Improvements		
Upgrade Facilities	Between residential areas and town centre -Knoll Rd / Portesbery Rd -High St / Portesbery Rd / Pembroke B'way	Review pedestrian network including better pedestrian crossing facilities at key junctions and way-finding / signing to key town centre destinations.
Public Realm		
Environmental Improvement	Pan Town Centre & A30 London Rd	Consider creation of new public spaces, pedestrian priority within High Street and environmental improvements to London Road, Obelisk Way, Park Street, Pembroke Broadway and Princess Way. Signing and de-cluttering, taking account of dementia friendly design guides.
Technology		
Network Mgt	Pan Town Centre & A30 London Rd	Consider CCTV usage & coverage, review car park guidance and information system, consider use of Variable Message Signs to inform drivers, possible links to future Wider Network Benefits (West) bid?

(*) May be deemed out of scope depending on timescales, costs and legal requirements

3.2 The improvements package will look to provide a consistent approach to traffic management and highway appearance for the town centre and the A30 from the Meadows Gyratory to Knoll Rd. The improvements will seek to address issues such as highway performance, road safety, asset condition, route performance, technology, vulnerable road users, environment and public realm.

4. LINKED ISSUES:

4.1 There are two linked issues to the A30 & Camberley Town Centre Highways Improvement Scheme, namely the A30 / A331 Meadows Improvement Scheme and the existing A30 bus lane.

A30 / A331 Meadows Improvement Scheme

4.2 The proposed A30 & Camberley Town Centre Highways Improvement scheme forms part of a package of improvements along the A30 to improve accessibility to and from Camberley town centre. The scheme complements

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the A30 / A331 Meadows Improvement Scheme, which is an EM3 LEP priority scheme to be delivered in 2017/18 following approval of the business case by the LEP. The scope of the scheme includes the Meadows Gyratory and the A30 London Road junction with B3411 Frimley Road. Improvements include the following:

- 4.3 Modifying the meadows gyratory to provide more direct movements for the A30 and A331 through traffic.
- 4.4 Upgrade and improve traffic signal equipment, detection and operational strategies for Meadows Gyratory, including the opportunity to provide priority for buses.
- 4.5 Provide better traffic management measures along the A30, including lane markings and road signing, speed management and public realm improvements on the A30 east of the Meadows Gyratory to Frimley Rd.
- 4.6 Provide bus priority measures.
- 4.7 Improved cycling and pedestrian facilities and linkages between Blackwater Station and Yorktown and Watchmoor Park employment areas including off carriageway cycle route along A331 Blackwater Valley Road.

A30 Bus Lane

- 4.8 The A30 London Road bus lane was established in 2004 as part of the Blackwater Valley Quality Bus Partnership by creating two 3m westbound lanes from the then existing wide single westbound lane.
- 4.9 The bus lane currently operates from 7:00am to 9:30am and 4:00pm to 7:00pm and is only allowed to be used by buses, taxis, pedal cyclists and goods vehicles over 7.5 tonnes during these periods.
- 4.10 The bus lane assists the operation of local bus services by reducing the impact of traffic congestion and the consequential impact upon service performance in the area. This helps to improve service reliability, which is key in retaining and attracting residents and workers onto buses and reducing the call on public sector funding for local bus services.
- 4.11 As context, on Stagecoach route 1 (Gold Route), patronage currently stands at 2.2 million passengers per annum, up from 1.3 million in 2005/6. On Stagecoach route 3 patronage is currently 720,000 passengers per annum, up from 627,000 in 2005/6. Finally on Stagecoach route 94, the current patronage estimate is 400,000 passengers per annum.
- 4.12 It is encouraging that patronage has been increasing. However, growth has now slowed as reliability has become an issue in the area as a whole. For example, on route 1 (Gold Route), operational running time has increased by 8 minutes since 2009 in the off peak, but even more so in the peak period. To tackle this Stagecoach has deployed 3 additional peak vehicles; 2 to assist with running time and 1 to cater for additional capacity. In December 2015 a new timetable is being implemented that will introduce more 'stand time' at key points so that delays can be recovered. This has a cost implication to Stagecoach as more buses are needed in the off-peak, yet it is necessary

given variable journey times. In addition to this, route 3 has had reliability issues in the peak, resulting in a reduced but deliverable frequency.

- 4.13 Some Members and residents have expressed concern regarding road safety along the A30.
- 4.14 An online petition of 251 signatures has been received on this subject. Mr Ken Clarke (petitioner) states:

“I have lived and worked in Surrey Heath for most of my life, both as a police officer, and now currently a chauffeur, and the bus lane in the London Road, applicable 7am to 9.30am, and 4pm to 7pm causes much confusion and is the cause of accidents, as well as near misses. Regardless of the time the majority of motorists do not drive in it, and thus one third of the road is not used. This results in long queues of traffic, adding to an increase in pollution. At the present time Farnborough are removing their bus lane and one of the reasons given was that it holds up buses, which was the very opposite reason for having it in the first place. Removing the bus lane would be safer and less dangerous for all road users. Currently it is used by some 6 or so buses an hour.”

- 4.15 The following table (2) shows the number of collisions and casualties (in brackets) on A30 London Road Between Park Street and Victoria Avenue. A collision pattern was identified involving eastbound vehicles turning right into the side roads, across the bus lane. This was thought to be due in part to the right turning vehicles manoeuvring between westbound queuing vehicles in the offside lane and then conflicting with westbound vehicles in the nearside bus lane.
- 4.16 From the data in Table 2 it can be seen that the number of casualties increased following the introduction of the bus lane in August 2004, from 46 to 103 in the three year period before and after. Prior to the last committee report (October 2011) the number of casualties had reduced to 65 in the three year period before the committee report. However, following the introduction of the yellow box junctions in February 2012 the number of casualties has reduced to 33 in the three year period. This is fewer than in the three year period prior to the bus lane.

Table 2: Collisions and casualties on A30 London Road between Park Street and Victoria Avenue

Period	Collisions (Casualties in Brackets)			Other types of collision	Total
	Involving eastbound vehicles turning right into side roads				
	During bus lane operating hours	Weekday outside bus lane operating hours	Weekend (bus lane is not in operation)		
Three years before bus lane (1/9/01 – 31/8/04)	1 (1)	1 (2)	1 (1)	31 (42)	34 (46)
Three years after bus lane (1/9/04- 31/8/07)	6 (8)	9 (10)	9 (16)	49 (69)	73 (103)
Three year period analysed for last committee report on 13 Oct 2011 (1/8/08 – 31/7/11)	7 (11)	1 (1)	8 (16)	31 (37)	47 (65)
Three years before yellow box junctions installed (23/2/09 – 22/2/12)	9 (15)	4 (5)	8 (15)	20 (28)	41 (63)
Three years after yellow box junctions installed (23/2/12 - 22/2/15)	5 (7)	3 (6)	1 (2)	14 (18)	23 (33)
Three years before 'No Right Turn' into Osnaburgh Hill installed (14/1/12 – 15/1/15)	0	1(1)	0	2(2)	3(3)
Period after 'No Right Turn' installed (15/1/15 – 31/7/15)	0	0	0	1(1)	1(1)

4.17 It is encouraging that the number of casualties is now lower than before the bus lane was introduced, meaning that there would be no justification to remove the bus lane purely on road safety grounds. However, more needs to be done to reduce the number of casualties, and this scheme provides an opportunity to provide a design that reduces the risk of collision and injury for all road users.

4.18 The A30 & Camberley Town Centre Highways Improvement Scheme includes the section where the bus lane is currently located. The development and refinement of the scheme and associated improvements will include the assessment of and provision for a consistent approach to the A30 in terms of operational performance, speed limit and the overall appearance of the road. The development of the A30 & Camberley Town Centre Highways Improvement Scheme aims to deliver the best option for this section of the A30 to further tackle casualties, reduce congestion, provide better accessibility to and around the town centre and provide appropriate priority for bus services.

4.19 When approved the changes to the A30 will of course complement the improvements to the A30 / A331 Meadows Improvement Scheme, which already has funding agreed.

5. SCHEME PROGRAMME:

- 5.1 When the potential measures and locations have been investigated, the options defined and appraised, the results that will form the business case will be presented to the Major Schemes Member Task Group and Local Area Committee. This will allow consideration and debate on which options should comprise the scheme to be put forward for public consultation.
- 5.2 It is planned to hold a public consultation in the Spring of 2016. This will take place over several weeks and will include a staffed exhibition to explain the options and proposals that will comprise the A30 & Camberley Town Centre Highways Improvement Scheme. This will likely be located at one or more locations in Camberley town centre, and potentially other key locations in the immediate area.
- 5.3 The appraisal of the potential measures will provide the evidence base to identify the preferred option(s) to be included in the business case submission to the EM3 LEP for funding and implementation. The business case will be developed in 2016 for submission in the Summer of 2016.
- 5.4 Once approved construction of the improvements will begin in 2017.

6. MEMBER ENGAGEMENT:

- 6.1 A Major Scheme Members Task Group has been established. This is overseeing and scrutinising the development of the A30 & Camberley Town Centre Highways Improvement Scheme. The Members Task Group is comprised of the following Councillors:
- Surrey County Councillors
- David Ivison
 Denis Fuller
 Mike Goodman
 Bill Chapman
- Surrey Heath Borough Councillors
- Vivienne Chapman
 Valerie White
 Josephine Hawkins
- 6.2 At the meeting of the Major Scheme Member Task Group in September the potential measures and locations considered within scope of the business case as summarised in table 1 were agreed.

7. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 7.1 The appraisal of the potential measures within the A30 & Camberley Town Centre Highways Improvement Scheme will provide the evidence base to identify the preferred option(s) to be included in the business case submission to the EM3 LEP for funding and implementation. The business case will be developed in 2016 for submission in the Summer of 2016.

8. EQUALITIES AND DIVERSITY IMPLICATIONS:

8.1 The business case for the A30 & Camberley Town Centre Highways Improvement Scheme and the measures contained within it will be subject to an Equality Impact Assessment (EIA) to be completed in 2016.

9. LOCALISM:

9.1 The focus of the impact from the A30 & Camberley Town Centre Highways Improvement Scheme will be those living, working and visiting the town centre of Camberley. However, given many residents of the Borough, the Blackwater Valley area and beyond travel to / from and through Camberley on the A30 to access employment, shopping, leisure activities, etc the impact will be wider than the residential the town centre.

9.2 The scheme will aim to deliver a balance of measures to support the needs of drivers, public transport users, cyclists and pedestrians to facilitate safe and reliable access to and from Camberley.

10. OTHER IMPLICATIONS:

10.1 The following have been considered for any potential implications in respect to the council priorities and policy as set out in the table below:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

11. CONCLUSION AND RECOMMENDATIONS:

11.1 There is a clear need to look at Camberley Town Centre and the A30 holistically. This will help plan for the future of the town and support the delivery of the AAP. Thus there is a need to undertake detailed consideration of the impact and requirements of the AAP, the associated development proposals, the detail of the proposed LEP improvements, the appropriate speed limit for the A30, measures to further reduce casualties, etc. The Local Committee can then consider and agree what should be done to improve access to and from the town centre, inclusive of the section of the A30 where a bus lane currently exists, by considering how best to support delivery of 41,000sqm of prime retail space, a new A30 London Road frontage plus new and improved residential and leisure facilities.

12. WHAT HAPPENS NEXT:

- 12.1 Work will continue to develop the potential measures that will comprise the A30 & Camberley Town Centre Highways Improvement Scheme to create a business case for submission to the EM3 LEP in Summer 2016. In advance of submission, the detail will be presented to the Major Schemes Member Task Group and Local Area Committee in 2016, with a public consultation planned for Spring 2016.

Contact Officer:

Paul Millin, Group Manager Travel & Transport, 020 8541 9365
Steve Howard, Transport Strategy Project Manager, 020 8541 7348

Consulted:

All Members of the Surrey Heath Local Area Committee
Jenny Rickard, Executive Head – Regulatory, Surrey Heath Borough Council

Annexes:

Annexe 1: Camberley traffic model study area (attached)

Sources/background papers:

Camberley Town Centre Area Action Plan (AAP)

Surrey Heath Local Committee, 13 October 2011, Item 11,
A30 Bus Lane Report

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