



Item 11 – A30 Bus Lane Casualties and Congestion – Addendum 1

1. A summary, provided by Iain Reeve, of issues and questions relating to the A30 Bus Lane (Camberley)

In the past two months, we have been asked a number of questions about the A30 bus lane in Camberley. The committee report seeks to answer these questions:

- Why was the bus lane introduced?
- What is the objective of the bus lane?
- Which vehicles can use the bus lanes and at which times?
- What is the safety record of the bus lane?
- How can we make the bus lane safer – either by improving it or removing it?
- What would be the implications of removing the bus lane?
- Do all drivers understand how the bus lane operates?
- Can we make the operation of the bus lane easier for drivers to understand?
- What do the different road markings along the bus lane mean?
- How can we reduce congestion along the A30, both in normal conditions and when there is a problem on the M3 or other surrounding roads?
- How is traffic on the Meadows gyratory managed? Do we give priority to one lane of traffic over another?
- How can we ensure that the A30 meets Camberley's future needs?

There have been two issues raised which are not considered in the report:

- The report does not take into account collisions which cause damage to vehicles and property, but which do not cause injuries. It is County policy to focus our efforts only on incidents that cause injuries.
- The report does not look at a suggestion which has been made that buses are inherently unsafe because they are large vehicles.

These are much wider questions than the safe operation of the A30 bus lane. I do not think that it would not be a good use of officer time to examine these questions.

Iain Reeve
Assistant Director, Strategy, Transport and Planning

19 September 2011

2. Issues and concerns raised in Denis Fuller's communication with community groups and interested individuals

Surrey Chambers of Commerce

- The bus lane prevents free flow of traffic and creates congestion
- Better signage would avoid confusion over when drivers can enter the bus lane, which creates a backlog of traffic
- Reduce operating hours of the bus lane
- The traffic lights at Windlesham appear to add to traffic build up on London Road and are positioned dangerously
- Improve traffic light phasing for the Atrium
- The bus lane is often empty due to relatively few buses
- Modify the bus lane to allow tidal flow control by St Michael's Church
- Drivers moving between lanes cause accidents and endanger cyclists

St Michael's Conservative Branch

- In favour of removing the bus lane
- Further signage would be pointless as drivers pay no attention to current signs
- Strongly against extending the operating times of the bus lane

Camberley Society

- Request to see 'benefit analysis' for the bus lane
- Extending bus lane operating hours seems pointless
- Use radar signs to inform drivers as to whether they are allowed to use the bus lane or not

St Michael's Church

- Part-time operation of the bus lane leads to uncertainty in drivers
- Cars coming up the inside at speed when turning right into The Avenue are dangerous (masked by vehicles in the outside lane)

St Tarcisius Roman Catholic Church

- In favour of removing the bus lane
- Difficult to turn into the church car park and Grand Avenue while looking for traffic in the bus lane
- Turning onto the A30 is hazardous as the view of traffic on the A30 and turning onto it from Charles Street is obscured
- 5 accidents (non-injury) have occurred at St Tarcisius since the installation of the bus lane
- Arrows on the road are unclear, e.g. turning left into Grand Avenue

High Cross Church

- In favour of either scrapping the bus route or banning turning into either Grand Avenue or The Avenue (both ways) – danger posed by cars turning left across the bus lane from the outside lane

TABLED ITEM 11
additional information

- A30 coming from Bagshot gets quickly congested at the Frimley Road junction

Federation of Small Business

- Restore the bus lane to general use, with a no parking zone/clearway in effect between Knowle Road traffic lights and Meadows roundabout
- Reduce the size of the pavement in order to introduce a cycle lane

Bengali Welfare Association

- Concerns over safety of making right turns into the mosque and The Avenue

Arena Leisure Centre

- Risk of accidents due to cars turning from the A30 onto Grand Avenue from the Lower Charles Street traffic lights
- Problems with the traffic management design (e.g. road markings) lead to human error
- Recommend further monitoring and review to reduce the risk of accidents

Comments from individuals

- Bus lane needs to be removed or restructured
- Signage and road layout is confusing, e.g. two lanes changing to one and vice versa
- Traffic signs and road markings to indicate "left only except buses" at the Lower Charles Street junction
- Solar-powered warning signs could clarify whether the bus lane is operative or inoperative
- Speed limit should be reduced to 30mph to allow drivers more time to absorb information on signs
- Bus lane hours of operation need to be altered so that vehicles turning left during peak periods are unimpeded
- Possibly make the bus lane permanent and for left turn traffic only