

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH).

DATE: 14 June 2018



LEAD OFFICER: Kevin Ratnasingam, Transport Strategy Projects Manager

SUBJECT: A30 London Road / Camberley Town Centre Highway Improvements

DIVISION(S): ALL

SUMMARY OF ISSUE:

This report provides an update on the A30 London Road / Camberley Town Centre highway improvements, which are to be considered at the upcoming Cabinet meeting on 17th July 2018. This update includes the public consultation carried out to date, and a summary of the components that will be included in a future Business Case submission.

The proposed improvements are to be included in a Business Case submission to be submitted to the Enterprise M3 Local Enterprise Partnership (EM3 LEP) in August 2018. If successful, funding for the measures will be provided by the EM3 LEP with matched funding from Surrey Heath Borough Council (SHBC) and Surrey County Council (SCC).

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to:

- (i) Note the contents of the report for information
- (ii) Note the proposed improvements are to be submitted to SCC Cabinet in July 2018, and included in the Business Case submission to the EM3 LEP in August 2018.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is aware of and content with the package of measures prior to these being presented to SCC Cabinet in July 2018, and which will be included in a Business Case submission to the EM3 LEP in August 2018.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 The Camberley Town Centre Area Action Plan (AAP) adopted in July 2014 sets the vision for the town centre for the next 14 years, with the AAP vision being for the town centre to have:
- Thriving mixed use development
 - An attractive street scene with high quality design
 - A good public transport system providing easy access to the town centre
 - Priority provision for pedestrians
- 1.2 The A30 London Road / Camberley Town Centre Highway Improvements are part of a much wider programme of schemes in Surrey Heath and the Camberley area, which also include the following:
- A331 Shared Footpath & Cycle Route (completed in April 2017)
 - Meadows Gyratory (works due to start in June 2018)
 - Camberley Town Centre Public Realm
 - Blackwater Valley Quality Bus Corridors (previously referred to as the “Gold Grid”)
- 1.3 All projects, other than the Camberley Town Centre Public Realm are being developed and delivered in partnership by SHBC and SCC, although the wider programme of schemes collectively aim to deliver the ambition set out in the APP.
- 1.4 A Member Task Group has been established, and reports to the Local Committee. Project Management is carried out by a shared SHBC / SCC Project Manager.
- 1.5 The A30 Camberley Town Centre highway improvements have the following objectives:
- Reduce A30 peak hour delay for all traffic.
 - Support economic activity on the A30 and in Camberley town centre, including the London Road Block.
 - Create a public transport network that supports the Camberley Town Centre AAP.
 - Encourage sustainable travel to Camberley town centre.
 - Improve accessibility and safety for all road users, both to and within Camberley town centre and the A30, including people with disabilities.
 - Improve the quality of public realm, complementing the “Camberley Public Realm Improvements”.

- 1.6 The total cost of the A30 Camberley Town Centre highway improvements is £5m, comprising EM3 LEP Local Grant Funding of £3.75m and Local Contributions of £1.25m.
- 1.7 The business case for these measures will be submitted to the EM3 LEP in late August 2018. If funding is secured, construction is anticipated to take place in 2019, for a period of approximately 8 to 12 months.
- 1.8 The following is a summary of upcoming reporting actions for the A30 Camberley Town Centre highway improvements:
- Report to Local Area Committee (for information) – 14th June 2018
 - Report to SCC Cabinet for decision – 17th July 2018
 - Business case submission to EM3 LEP – 31st August 2018

2 ANALYSIS:

- 2.1 The objectives of the A30 London Road/ Camberley Town Centre highway improvements are set out in para 1.5.
- 2.2 For road users in the Camberley area, the measures proposed for the A30 Camberley Town Centre highway improvements will complement the journey time benefits arising from the completion of the Meadows Roundabout improvements, which are due to be completed by Summer 2019. ***(Please refer to the attached Annexe for further information regarding the upcoming Meadows work).***
- 2.3 The A30 works will also include some improvements to the highway surface condition where required, such as in the vicinity of the Royal Military Academy entrance junction.
- 2.4 The proposed improvements have been designed by external consultants, who have also undertaken all assessment and reporting of the impacts of the proposed improvements. This includes traffic modelling.
- 2.5 The assessment results show that better optimisation of the traffic signals at junctions along the A30 will improve the efficiency of traffic flow along this corridor by providing improved co-ordination of green times at the traffic signals. These will need to be balanced against other measures to improve movement by all modes of travel, for example, the potential to accommodate improved pedestrian crossing facilities at the Knoll Road junction.
- 2.6 In advance of the submission of the business case, further review and refinement of the design and assessment of the proposals, including the traffic modelling, are being undertaken. This work is aiming to reduce A30 peak hour delay for all traffic, to minimise delays to bus services and improve accessibility and safety for all road users, including those walking and cycling to reduce the need to travel by motorised vehicles along the A30 corridor.

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- 2.7 With regard to bus routes, the improvements being developed as part of the Blackwater Valley Quality Bus Corridors project will provide further benefits for several bus routes operating to/from the Camberley area.

3 OPTIONS:

- 3.1 The A30 Camberley town centre highway improvements include the following components:

- “Gateway features” on the A30 at the eastern end of Knoll Road and western end of Grand Avenue junctions, to highlight the vehicle entry into the Town Centre area.
- A30 London Road Block – new 3-way signalised junction to be located on the south side of the A30 between High Street and Park Street. This is intended to facilitate access and egress into a major redevelopment proposed for this part of the town centre. (Note that this new junction may require corresponding changes to the existing signalised junction at Park Street, due to its close proximity).
- Improving traffic flow for all vehicles via the optimisation of traffic signals along the A30, to make the network more efficient and reduce journey times.
- Improved pedestrian and cycle facilities – including sections of converted / widened shared footway / cycle track on the southern side of the A30, focusing on the section between Knoll Road and the Avenue.
- Revising the extent of the A30 westbound bus lane - retaining it between Grand Avenue and Frimley Road, with the existing sections of bus lane between Park Street and Grand Avenue, and west of Frimley Road being removed.
- Consideration of the appropriate operating hours of the bus lane, which is currently Monday to Friday 0700 to 0930 and 1600 to 1900.
- Retaining kerbside parking where this is currently provided.
- Maintaining pick-up and drop-off facilities.

- 3.2 Currently, we are reviewing the preliminary A30 designs and costing the proposed improvements in preparation for the business case submission to the EM3 LEP in August. The designs must support the following key aims:

- Delivering the ambition of the Camberley Town Centre AAP.
- Supporting the London Road Block redevelopment, including the proposed new 3-way signalised junction between High Street and Park Street.
- Providing Camberley town Centre ‘gateway treatments’ (eastern end at Knoll Road, and western end at Grand Avenue).

4. CONSULTATIONS:

- 4.1 Public consultation on the A30 Camberley town centre highway improvements was carried out for a period of 8 weeks commencing 20th

February 2017, in partnership with Surrey Heath Borough Council. The consultation focused on the following:

- To assess the level of support for the proposals that form the A30 and Camberley Town Centre Highway Improvements scheme.
- An opportunity to consult on the effectiveness of the A30, general travel patterns and transport issues in and around Camberley.
- The A30 bus lane and how it can be used the most effectively.

4.2 The consultation was successful in that we obtained 523 responses to the questionnaire, plus 43 bus stop surveys. The response to the A30 bus lane question was split almost evenly, 45.8% of people supporting the removal of the bus lane entirely and 48.2% wanting the bus lane to remain in some form.

4.3 The key outcomes from the consultation were:

- The most important transport issue raised by respondents was congestion on the A30.
- All supported improvements to access by all modes to Camberley town centre.

4.4 As part of the consultation, respondents were asked what they felt should be done with the bus lane, with the following results:

- 46% of respondents wanted to remove the bus lane, whilst 48% wanted to retain the bus lane in some form. 6% of respondents had no preference.
- Out of the 48% who wanted the bus lane to be retained, 29% expressed a preference to shorten the bus lane to the section between The Avenue and Frimley Road, whilst the rest wanted it to be retained in full.
- The current proposals are for the bus lane to be retained between Grand Avenue and Frimley Road, which is approximately 300m longer than the preferred bus lane length identified in the consultation.

4.5 In considering the consultation results alongside traffic modelling analysis it is currently proposed to shorten the bus lane at either end, retaining a core middle section to provide journey time benefits to buses supporting the Camberley AAP vision.

4.6 As noted previously, consideration is being given to the operating hours of the bus lane. A Traffic Regulation Order (TRO) is required to shorten the bus lane and as part of this there is the potential to also amend the hours of operation of the retained core bus lane section as part of the detailed design to become 7am to 7pm, 7 days a week. The aim is to enhance road user understanding and ensure that priority for buses is maintained every day of the week at key times. This, however, will need to be assessed to ensure that this does not adversely impact on A30 peak hour delay for all traffic and supports economic activity on the A30 and in Camberley town centre.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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- 5.1 The total value of the A30 Camberley Town Centre highway works is £5.0m. The funding bid to the LEP is for £3.75m, with the remaining £1.25m to be Local Contributions, i.e. circa £740k from SHBC and £480k from SCC.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 A full equality impact assessment will be completed as part of the business case submission process.
- 6.2 For the consultation, groups and individuals were targeted based on previous experience and included dialogue with groups catering for individuals with protected characteristics. Letters and posters were used to raise awareness of the project to those in the area who are not easily contactable by email, the internet or social media channels.

7. LOCALISM:

- 7.1 The proposals will affect all road users in the areas where improvements are proposed. The proposals were publicised as described and any comments received will be given careful consideration.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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	Set out below.

Sustainability and Public Health implications

- 8.1 Many of the proposed improvements are intended to help reduce congestion, the resultant journey times and the lowering of emissions generated by motorised vehicles. This is expected to aid public health as there are expected to be air quality improvements; furthermore, the promotion of bus routes and encouraging modal shift promotes active travel.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Local Committee (Surrey Heath) is asked to:
- (i) Note the contents of the report for information

- (ii) Note the proposed improvements are to be submitted to SCC Cabinet in July 2018, and included in the Business Case submission to the EM3 LEP in August 2018. be included in Business Case submission to the EM3 LEP in August 2018.

10. WHAT HAPPENS NEXT:

10.1 The following is a summary of upcoming reporting for the A30 Camberley Town Centre highway improvements:

- Report to Local Area Committee (for information) – 14th June 2018
- Report to SCC Cabinet for decision – 17th July 2018
- Business case submission to EM3 LEP – 31st August 2018

10.2 If funding is secured, construction is anticipated to take place in 2019 for a period of approximately 8 to 12 months.

Contact Officer:

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Consulted:

Local Ward and Divisional Councillors
Surrey Heath Borough Council

Annexes:

Annexe covering the background to the Meadows roundabout upgrade works (scheduled for construction between summer 2018 and summer 2019)

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