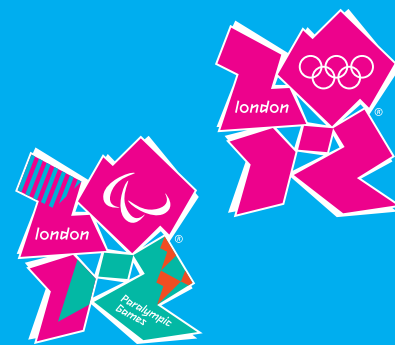


Olympic Route Network and Paralympic Route Network
Egham Rowing and Canoe Sprint Village at Royal Holloway
Engagement Report
May 2011



Report

Section 1 Introduction

Egham Rowing and Canoe Sprint Village at Royal Holloway

During the London 2012 Olympic and Paralympic Games, the Olympic Rowing, Paralympic Rowing and Olympic Canoe Sprint competitions will be held at Eton Dorney (Dorney Lake), near Windsor.

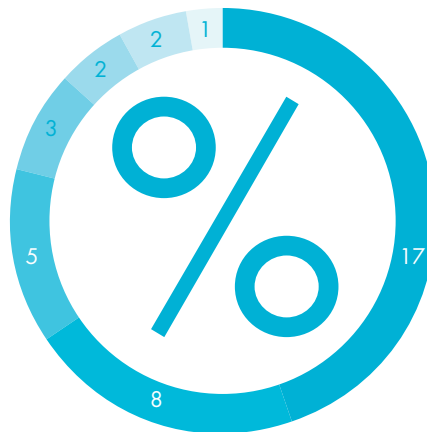
Athletes and officials taking part in these events will be staying in the existing student accommodation at the Royal Holloway, University of London, campus in Egham. During the Games, this will be called the Egham Rowing and Canoe Sprint Village.

To ensure the athletes and officials can get from their accommodation to the venue in time for their event, shuttle buses will operate along a special, designated system of roads called the Olympic Route Network and Paralympic Route Network (ORN and PRN).

Community drop-in sessions

Drop-in sessions to explain the proposals for the ORN and PRN were held by the Olympic Delivery Authority (ODA) in the local area in February 2011. Attendees were encouraged to complete feedback forms at the sessions or send comments by 26 March 2011.

The pie chart below shows how many times different subjects were mentioned in feedback. The detailed comments received, along with responses from the ODA are in section 2.



Subjects raised in feedback comments

- 17% Traffic impact
- 8% Drop-in sessions
- 5% Publicity
- 3% Safety
- 2% Level crossings
- 2% 2012 Games in general
- 1% House letting

Section 2 Feedback received

Traffic impact and safety

The majority of feedback related to traffic impacts. Of these, three specifically mentioned safety on the Runnymede Roundabout, in addition to general comments.

Safety on The Glanty diversion

Comments received

'Until a few years ago there was a sign on the A308 approaching the Runnymede Roundabout from Staines (the west) directing traffic for the B388

The Avenue Egham to go round the roundabout then turn into The Avenue. This prevents the problem of having to cut across two lanes of traffic coming down the Glanty Loop (M25 slip road and westbound A30 traffic)'

'The locals often go round the Runnymede Roundabout (coming from Staines) so they can pace the turning off to Egham. You are closing this facility. Why are you closing the bit of roundabout – a small area but an important area which can save accidents. We cannot see the reason.'

'Forcing traffic for Egham coming off the Runnymede Roundabout to use the small roundabout then negotiate traffic from The Glanty loop is dangerous.'

ODA response

A stage 1 road safety audit of the proposals was completed as part of the design process. This identified a possible increase in side swipe collisions resulting from vehicles merging at high speed. The recommendation of the audit was to introduce measures that would slow vehicles coming from the M25 on the approach to the merge area. These could include new road markings and signs, and these are now being considered as part of the detailed design.

The concerns raised will be addressed as part of the detailed design of the measures. Once the detailed designs have been proposed, they will be subject to an independent detailed (stage 2) road safety audit. This will ensure that the safety concerns raised have been addressed, and will propose further mitigation if appropriate.

Runnymede Roundabout

Comments recieved

'I think the traffic arrangements at the Runnymede Roundabout will be a nightmare at rush hours. Frequently, the traffic is solid from the Runnymede Roundabout back through Egham High Street, Church Road back up to the roundabout at the bottom of Egham Hill.'

'The A30 lane closure westbound will slow traffic down leaving the Runnymede Roundabout and this is liable to negate the gains from having the lane closure in place.'

'The idea of closing one of the lanes from The Causeway into the Runnymede Roundabout will also not help as the Glanty Loop traffic wanting to turn right will find it harder to merge into the solid line of traffic from The Causeway. Reducing this to one lane will also ensure that at busier times the traffic will back up to the Woodhaw Roundabout and then the few cars wanting to turn right will block the Woodhaw Roundabout, which will quickly cause a back up to the Runnymede Roundabout as The Glanty westbound is busy.'

ODA response

It would be counterproductive to the ODA's aim of keeping traffic moving if the proposed traffic measures slowed down the Runnymede Roundabout. Traffic modelling has been carried out to test the proposals and has found no evidence that the roundabout would be slowed.

Although westbound traffic on the A30 would be restricted to one lane, at the point of exit of the roundabout two lanes are available and continue for a sufficient distance for traffic to merge into one lane without affecting the roundabout.

Traffic on the A30

Comments received

'Currently the Egham Bypass is choked in the rush hour morning and evening as well as during the day. The Avenue is also very busy in the rush hour. By reducing the bypass to one lane, the traffic will build up to the top of Egham Hill.'

'How will you deal with an acute delay by M3 & M25 driving when all traffic comes from Bagshot exit M3 to J13 on M25 and vice versa?'

ODA response

Traffic modelling has been carried out to test the proposals for the Games Lanes on the A30. On the basis of the modelling, the risk of extended queues at peak hours is less than the likely benefit to the Games Family journey times. However, testing of the effects of the temporary traffic proposals is being considered for summer 2011.

The A30 through Egham is used by the Highways Agency as the diversion route for M25/M3 traffic when there is an incident on those roads. The Alternative ORN is available as a contingency route and could be used if the A30/M25 is particularly congested. However we plan to use the A30/M25 route under most circumstances.

In response to concerns about the effect of the traffic measures on traffic flow, the ODA is considering carrying out a physical test of the arrangement during summer 2011, to complement the computer traffic modelling tests already undertaken. This would provide greater understanding of what would happen, and allow the proposals to be adjusted if necessary.

Background traffic

Comments received

'What percentage increase will Olympics bring? Will it completely offset the estimated 30% reduction in school traffic? If it does then Egham will be full!'

'School holidays seem to make little difference to the volume of traffic in Egham.'

ODA response

The London 2012 Games will create additional pressure on the transport network. People who travel on a daily basis may have their journeys affected, and may need to think about reducing their peak-time travel during the Games. They may need to travel at different times or use different routes or public transport.

There will be a range of information for businesses and the general public as the Games get closer. Currently, a range of travel advice for businesses is available at london2012.com/traveladviceforbusiness. This gives information on likely traffic hotspots and tips for businesses to plan how they will make adjustments during the Games.

Measures such as these have proved successful in previous Host Cities. Public road use during the Sydney 2000 Games fell by around 20 per cent, with nearly double that reduction in some locations. During the Athens 2004 Games, there was a 30 per cent decrease in road traffic. The City of Vancouver experienced a decrease of more than 30 per cent in road traffic during the Winter 2010 Olympic Games.

The ORN team will also work closely with the London 2012 travel demand management team to alleviate localised congestion in identified hotspots.

Suggestion of alternative routes

Comments received

'M25 section to M4 always very busy particularly at rush hour. Egham Bypass often a long queue from end to end. Suggest better route Priest Hill – Old Windsor – Windsor – Eton.'

'Windsor Park could be used as part of the alternate route.'

'A back-up route over Albert Bridge, through Datchet and Dorney should also be considered.'

ODA response

The general approach to selecting routes for the ORN has been to use main roads wherever possible because:

- they are usually the quickest routes at most times of day;
- they provide better opportunities for traffic management, should such measures be needed; and
- they will be better suited to the range of vehicles that will be used, including buses, as they are generally wider.

For these reasons, motorways have been designated as first choice when they are available, then A roads and B roads, with unclassified roads being the least attractive options.

Multiple ORN routes have been avoided wherever possible, to avoid spreading the impact wider than necessary, and to focus investment to provide best value for money. Since the M4 is required anyway to connect Eton Dorney with central London, and the M25 is also used for the route to Weymouth and Portland, it is logical to use the A30 to Royal Holloway and then the M25/M4 to reach Eton Dorney, rather than create duplicate routes.

The ODA has looked at the suggestion to use Windsor Great Park as part of the alternative route, but it appears to be slower than the existing alternative ORN route.

The suggested alternative route through Datchet and Dorney will be investigated further.

Incident management

Comment received

'Extra cash for the Highways Agency should be looked at very carefully. An incident on the M25 is already a high priority to them. Giving them extra cash will not get it resolved any faster. ... They should be expected to deal with all incidents on the Olympic Route in an exemplary fashion without additional funding.'

ODA response

Enhanced operations aim to improve the reliability of the network and reduce delays on the ORN during the Games, rather than necessarily improving performance in terms of journey-time savings. Additional funding will be accompanied by signed service-level agreements. The ODA is implementing a process to monitor network operations performance during the Games.

Runnymede Avenue

Comment received

'We (Orchard Court residents) 36 flats already have ongoing problems with traffic and parking and strongly object to the Runnymede Avenue access to A30 being used as a through rat run for Olympic traffic.'

ODA response

We can confirm that Runnymede Avenue is not on the ORN and will not be used by Games traffic.

Egham High Street

Comment received

'Will access to Egham High Street be restricted during evening?'

ODA response

We can confirm that there are no plans to restrict access to Egham High Street at any time.

Other feedback

Legacy

Comment received

'St Jude's Road A328, Englefield Green: Olympic legacy for the area. Please do not forget to ask Surrey CC to assist in improving the athletes/officials experience of the area they just need to remove the speed humps, resurface the road and put up speed cameras to recoup the costs.'

ODA response

We have no plans to make changes to the roads comprising the Alternative ORN. However we will pass on this suggestion to Surrey County Council.

Royal Holloway Founders' Building

Comment received

'Will access to Royal Holloway College Founders Building be restricted during Olympics?'

ODA response

The Founder's Building will still be accessible during the Olympic and Paralympic Games. The building is widely recognised as one of the most spectacular university buildings in the world, and is home to the famous Picture Gallery containing Thomas Holloway's fine collection of Victorian paintings and the beautiful chapel.

AirTrack

Comment received

'Why aren't RailTrack [sic] available for consultation? They are conspicuous by their absence. We have four level crossings – they should be here!'

ODA response

The AirTrack scheme is another, unrelated scheme proposed in the area. It is the ODA's understanding that AirTrack will be consulting in Surrey in the near future.

Section 3

Conclusions and actions

The ODA has considered all of the feedback provided and has passed any concerns raised to the design team. Feedback on non-ORN issues has been communicated to the relevant members of the London 2012 team.

Olympic Delivery Authority

Level 23, One Churchill Place
Canary Wharf, London E14 5LN
Reception +44 (0)20 3 2012 000
Fax +44 (0)20 3 2012 001
london2012.com

**This publication is available on request in other languages
and formats. To obtain these please:**

Phone 0808 100 2012

Email enquiries@london2012.com

Quoting reference number ODA 2010/145

This document can be found in the publications section of london2012.com

The construction of the venues and infrastructure for the London 2012 Games is funded by the National Lottery through the Olympic Lottery Distributor, the Department for Culture, Media and Sport, the Mayor of London and the London Development Agency.

© 2011 Olympic Delivery Authority

The official Emblems of the London 2012 Games are © London Organising Committee of the Olympic Games and Paralympic Games Limited (LOCOG) 2007. All rights reserved.

The emblems of the National Lottery, the London Development Agency, the Department of Culture, Media and Sport, and the Mayor of London are reproduced with the permission of the Crown and the other copyright holders respectively. All rights reserved.

Published June 2011

Printed at an environmentally aware ISO14001-certified printer on recycled paper.