

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 09 JUNE 2014



LEAD OFFICER: Greg Devine – Transport Development Planning (TDP)

SUBJECT: ROYAL HOLLOWAY UNIVERSITY OF LONDON MASTERPLAN DEVELOPMENT PLANNING APPLICATION – A30 EGHAM HILL HIGHWAY WORKS

DIVISION: Englefield Green

SUMMARY OF ISSUE:
To provide information about the highway works proposed on the A30 Egham Hill, associated with a current planning application for a 'masterplan' development at the Royal Holloway University of London, Egham.
RECOMMENDATIONS:
The Local Committee (Runnymede) is asked to: Note the report.
REASONS FOR RECOMMENDATIONS:
No direct action is required by the Local Committee in this matter.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 The Royal Holloway University of London (RHUL) has submitted a planning application reference number RU.14/0099 for a development at their Egham Hill campus, as described below:

“Outline planning application for the university's masterplan for development up to 2031. Demolition of selected existing buildings and construction of an additional 55,000sqm (net) academic and operational buildings, an additional 71,128sqm (net) student accommodation (c.2,650 bedspaces), alterations to Egham Hill to provide a new vehicular access, alterations to Highfield Road/Harvest Road/Egham Hill junctions to provide amended vehicular access, new car parks, sports facilities and associated hard and soft landscaping.”

- 1.2 The planning application proposes the following highway works on the A30 Egham Hill. These works are illustrated on the annexed highway works drawing.
- The construction of a new four-arm traffic signal junction on the A30 Egham Hill at Piggery Gate, to serve a new car park, consolidating car

parking relocated from elsewhere within the campus. This entails the removal of the RHUL-owned pedestrian footbridge at this location.

- The construction of two new 'toucan' signal controlled pedestrian crossings on the A30 Egham Hill, one by the Founders Building access and the other approximately midway along the RHUL site A30 frontage. The RHUL propose to remove the county council-owned pedestrian footbridge by the Founders Building access. The toucans are to enable people to cross the A30 between the northern and southern parts of the campus.
- Alteration to Harvest Road to make the southern part two-way and allow left turn exits from Harvest Road onto the A30 Egham Hill.
- Rationalisation of the existing A30 Egham Hill on / off road mixed cycleway / cycle lanes, into consistent shared off-road cycleways along the RHUL site frontage.
- Localised improvements to four existing bus stops on the A30 Egham Hill on the RHUL site frontage.
- Soft landscaping in A30 Egham Hill.

- 1.3 The borough council, as the local planning authority, has consulted the county council, as the local highway authority statutory consultee, on the planning application. This statutory consultee role is delegated to the transport development planning service (TDP).

2. ANALYSIS:

- 2.1 TDP review planning applications, such as that submitted by the RHUL, to ensure that they meet the council's transport requirements. In the case of the RHUL development, these are to ensure that:

- the proposals do not create severe transport impacts, such as traffic congestion and displaced vehicle parking, and that any significant transport impacts are cost effectively limited,
- works proposed on the public highway are safe and provide access for all members of society,
- the development fosters access by sustainable transport ,
- developers help to promote public sector transport schemes, as is reasonable and fairly related to their development.

- 2.2 The following provides a brief outline about how the RHUL development meets each of the above requirements.

Traffic congestion & displaced parking

- 2.3 The RHUL propose to cap the amount of on-site vehicle parking to the existing number and increase the student roll by building on-campus student accommodation. These measures in themselves will substantially reduce the need to commute to and from the site by car on public roads.

- 2.4 The application includes a transport assessment report, which analyses the surface transport impacts of the development, including estimating congestion

effects of the proposed A30 traffic signals. TDP has reviewed this report, to ensure that is a fair reflection of the development transport impacts and that those impacts are not severe or otherwise significant. Furthermore the new A30 traffic signals will include the latest traffic management control systems, to help manage queuing traffic.

- 2.5 It is known that there are local concerns about RHUL-related parking being displaced onto local roads around the campus. TDP's application response has included a requirement that the RHUL tightens its policies and enforcement techniques. TDP aim is to ensure that any displaced parking does not restrict access, create a highway safety problem, or undermine promotion of sustainable transport.

Safe public highway works & access for all

- 2.6 TDP has commissioned an in-house stage 1 road safety audit of the A30 highway works. The RHUL has revised their highway scheme to address the audit recommendations.
- 2.7 The A30 highway works will provide access for all members of society will be accomplished by:
- Upgrading the four bus stops on the RHUL A30 frontage,
 - Providing 'push button' pedestrian crossing facilities at two signalled toucans and at the signalled Piggery Gate junction,
 - Rationalising the cycleways along the RHUL A30 frontage to provide consistent off-road facilities.

Fostering sustainable transport

- 2.8 The application includes a travel plan to accompany the development. TDP has reviewed it and requested amendments, to strengthen RHUL's commitment to fostering non-car travel by staff, students and visitors.

Promoting public sector transport schemes

- 2.9 Expanding the on-campus student accommodation is likely to result in an increase the need to travel outside peak traffic hours between the campus and Egham. Consequently, the RHUL has been requested to help promote the Egham sustainable transport package. This could be accomplished by the RHUL offering a financial contribution, or by undertaking a part of the works themselves. At the time of writing this report, the RHUL's response is awaited, but is hoped it will be favourable.

3. OPTIONS:

- 3.1 Options, where applicable, are presented in this report.

4. CONSULTATIONS:

4.1 TDP routinely consults with other county council services over major planning applications. In the case of the RHUL application, this has included the following:

- the NW highways service,
- the road safety audit team,
- the passenger transport service (buses),
- the county arboriculture officer,
- the intelligent transport service (traffic signals),
- the police

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Highway works to be undertaken by developers are fully funded by the developer. The post-planning application delivery processes include the payment of fees to the county council to cover the county council's full costs. There are therefore no expected adverse financial or value for money implications associated with the RHUL A30 works.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is the county council's requirement to treat all users of the public highway equally and with understanding. As above, the proposed A30 highway works have been assessed to ensure that they meet these requirements.

7. LOCALISM:

7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of highway-related works. Specific details regarding localism are included in individual reports as appropriate.

8. OTHER IMPLICATIONS:

8.1 Other implications, such as the contribution that a well-managed highway network can give to reducing crime and disorder, are considered in relation to individual schemes, and specific details are included in individual reports as appropriate.

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.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Committee is asked to note the report.

10. WHAT HAPPENS NEXT:

10.1 Once the RHUL have satisfactorily addressed the outstanding transport matters associated with their application, TDP will make a final response to the local planning authority about transport matters.

Contact Officer:

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Consulted:

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Annexes: drawing(s) illustrating the A30 highway works.

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Sources/background papers:

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