



EGERTON ROAD IMPROVEMENTS

GUILDFORD LOCAL COMMITTEE

9th DECEMBER 2004

KEY ISSUE

This report seeks approval to implement a bus lane, two toucan crossings and cycle facilities on Egerton Road, Guildford.

SUMMARY

The planning obligations on the University of Surrey require the provision of a bus lane and two toucan crossings on Egerton Road, Guildford, in association with various stages of the University's development proposals. In addition, Guildford Borough Council had planned to implement a cycle route along the same section of road. In view of conflicts between these separate schemes, a revised combined proposal has been drawn up. This report seeks the necessary approvals for the various elements of this to be implemented.

Report by

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.

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GUILDFORD B.C. WARD(S)

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COUNTY ELECTORAL DIVISION(S)

GUILDFORD WEST

*This report has been revised since the version despatched on 1st December 2004.
For ease of reference the additional text is shown underlined.*

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the decision of the Committee on 18 September 2003 (minute 96/03) to approve the implementation of cycle facilities on Egerton Road, Guildford should be rescinded.
- (ii) that the intention to construct two ‘toucan’ pedestrian and cycle crossings at the proposed locations be advertised by notice separately or together in accordance with Section 64 of the Road Traffic Regulation Act 1984.
- (iii) that the intention of the County Council to make the necessary traffic regulation order under the appropriate sections of the Road Traffic Regulation Act 1984 in order to bring into effect the bus lane on Egerton Road, Guildford as described in the report be advertised and that if no objections are maintained, the order be made.
- (iv) that the revised proposal for cycle facilities on Egerton Road as described in the report be approved subject to Safety Audit and to the necessary funding being made available.
- (v) that the proposal to designate all or part of the proposed cycle path as a bridleway be approved.
- (vi) that Guildford Borough Council be requested to reallocate the £15,000 estimated cost of the previous cycle proposal to this revised cycle project, and also to consider whether, in the light of the substantially increased costs of the project, a higher contribution might be possible.
- (vii) that the balance of the funding of the cycle tracks be sought via the LTP bidding process.

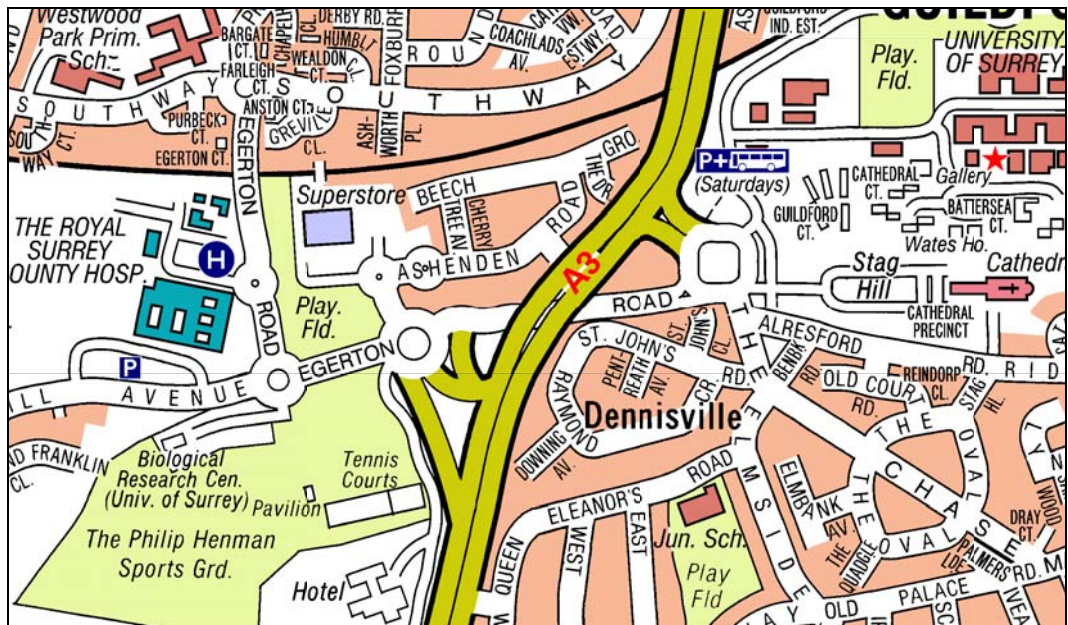
PROPOSALS ASSOCIATED WITH THE UNIVERSITY OF SURREY

- 1 The ‘Section 106’ agreement for Manor Park associated with the master plan for the expansion of the University of Surrey (UniS) requires UniS to implement a number of transport-related improvements at various ‘trigger’ stages of the development. Three of these improvements are:
 - Provision of a toucan crossing (for both pedestrians and cyclists) across the north - south arm of Egerton Road linking the first residential units to the hospital, Tesco and Stag Hill. This is required to be implemented prior to the occupation of any part of this residential development which is expected in late 2006 approximately.
 - Provision of a second toucan crossing across the east - west arm of Egerton Road linking the extended campus at Manor Park to the combined cycle / pedestrian shared facilities on the north side of Egerton Road. This is required to be implemented prior to the occupation of any part of the development accessed from the

southern arm of the hospital roundabout. This is likely to be required later than the first toucan crossing.

- Provision of a bus lane on Egerton Road in the A3 underpass between the Tesco and cathedral roundabouts. This is required to be implemented prior to occupation of more than 500 of the residential units mentioned above.

- 2 It is possible, although not obligatory, that UniS may opt to implement all three of the above elements at the same time, despite the planning obligations being tied to different dates. This would achieve economies of scale and would reduce the extent of disruption caused to traffic during multiple construction works in the area. If so, the combined works would be required to take place at the earliest of the three ‘trigger’ dates.
- 3 All of the above proposals are subject to independent Safety Audit.
- 4 A location plan is shown below. A more detailed plan will be on display at the meeting of the Committee.



PROPOSALS RELATED TO CYCLING

- 5 Members will recall that on 18 September 2003 the Local Committee approved a proposal put forward by Guildford Borough Council (GBC) as part of the joint cycle strategy to provide a cycle facility on Egerton Road between The Chase and Gill Avenue. This proposal was put forward before the UniS planning application with its associated transport requirements was approved by GBC’s Planning Committee. The estimated cost of this proposal was £15,000, to be funded from GBC’s Minor Capital Schemes budget.
- 6 A review of the designs of the UniS bus lane and the GBC cycle scheme has revealed that they are incompatible since inadequate width exists in the underpass to provide two traffic lanes, a bus lane and a cycle lane.

ITEM 13 – REVISED VERSION

Were the proposals to proceed independently, at least one element of the overall proposal would have to be constructed below normal standards, with the potential for confusion, congestion, or at worst prejudice to safety, particularly of pedal cyclists.

- 7 A joint review of the overall design has therefore been undertaken by Surrey County Council (SCC), GBC and consultants acting for UniS, and a revised proposal has emerged. A drawing of this will be on display at the meeting of the Committee, and is also available for inspection at Grosvenor House, Cross Lanes, Guildford.
- 8 The two toucan crossings and bus lane are unaffected by this redesign. The proposed alteration is therefore to the cycle facility. In the scheme previously approved by the Committee the cycle lane would have run alongside Egerton Road between The Chase and Gill Avenue. The proposal was for on-road advisory cycle lanes that would have reduced the effective width of the carriageway. The proposal was intended to link the hospital, Surrey Research Park and the University.
- 9 Instead it is proposed that the cycle lanes should instead run through the pedestrian underpass on the north side of Egerton Road, linking in with the existing cycle network on either side. Eastbound cyclists may choose instead to use the bus lane when it has been completed. In order to tie in effectively with the cycle route leading towards The Chase, however, it will be necessary to construct an additional length of path between the eastern end of the underpass and the western side of the Cathedral roundabout, together with crossing facilities to take cyclists and pedestrians safely across Egerton Road at this point.
- 10 Previous attempts to create a cycle track linked to the University's travel plans in this area foundered when objections were received to the advertised proposals. These objections, although small in number, could not be negotiated away. To overcome this, it is proposed that the new route including the new section linking to The Chase should be created as a bridleway by dedication. The intention here is not to encourage its use by equestrians, and it would not be signposted as such. This is merely a procedural device to ensure that the use of the route by cyclists is legal. It will be necessary for all owners of land under the proposed route to dedicate the land as a bridleway. It is currently believed that most of the land concerned is owned by the County Council, but it is possible that Guildford Borough Council and/or the university may also own land in this area. Officers are continuing to investigate land ownerships and other legal matters related to this. In the meantime, this report recommends agreement in principle to the dedication of the route as a bridleway.
- 11 The greater extent of the proposed works is such that the estimated cost is now some £170,000. GBC officers have indicated that it may be possible to reallocate to this scheme the £15,000 allocated to the previous scheme, although this is subject to approval by GBC's Executive. This leaves an estimated shortfall of £155,000. It is intended that this proposal be included in the five year Local Transport Plan programme

- 12 These additional estimated costs are substantial, and take account of the need for additional high fencing in recognition of the standards required for bridleways. The new cycleway in the vicinity of the cathedral roundabout will also require significant earthworks, which are likely to be expensive. The estimates have made allowance for contingencies, and it may be possible to reduce the estimated cost when further detailed design has been carried out. Nevertheless it is considered that taken alongside the other improvements in sustainable transport being delivered by the university, this project represents value for money.

FINANCIAL IMPLICATIONS

- 13 The bus lane and two toucan crossings will be funded by the university as elements of their planning obligations as agreed by GBC’s Planning Committee. The total value of the works from which the public will derive benefit as a result of the university’s Section 106 obligations is estimated at some £340,000.
- 14 As indicated in the report, it is hoped that GBC’s Executive will agree to the transfer of the £15,000 allocated for the previous scheme to this revised project. It is recommended that in view of the substantially increased cost of the proposals following the redesign, that GBC be approached with a view to increasing their financial contribution.
- 15 Assuming that GBC’s contribution remains at £15,000, this leaves a balance of £155,000 to be funded. It is recommended that this scheme be added to the list of Local Transport Plan projects to be considered for funding when the outcome of the Local Transportation Service’s LTP Bid is known.

LOCAL TRANSPORT PLAN OBJECTIVES & MONITORING

- 16 The effectiveness of this project against LTP objectives and strategies and the monitoring regime planned are as shown below:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Positive effect on safety of cyclists and pedestrians
Environment	Positive, through encouragement to cycle and environmental enhancement measures
Economy	No effect
Integration	No effect
Accessibility	Improved accessibility by cycling

LTP STRATEGIES	EFFECT (including delivery of TARGETS)
Passenger Transport	<u>Positive effect on bus reliability</u>
Walking	<u>Positive effect as a result of new toucan crossings</u>
Cycling	Positive effect, through encouragement to use sustainable mode of transport
School Travel	Marginal positive effect, through encouragement to use sustainable mode of transport for school journeys
Traffic Management	No effect
Speed Management	No effect
Transport Telematics	No effect
Parking	No effect
Road Safety	Positive effect on safety of cyclists and pedestrians
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED	
'Before' monitoring carried out	Cycle survey
'After' surveys planned	Cycle surveys

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 17 The package of measures described in this report will encourage safe travel by sustainable modes including walking, cycling and public transport. They will also assist in delivering the university's target to limit traffic generation to no more than 5% above current levels, thereby ensuring the further development of the university's business while minimising the effects on the environment.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 18 The individual projects outlined in this report will deliver the sustainability objectives above, and in some cases are necessary consequences of decisions already taken by Guildford BC's Planning Committee. The revised cycleway proposal is considered the best way forward in terms of completing the cycle network in this area.

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BACKGROUND PAPERS Guildford Local Committee Report and Minutes
(18 September 2003)
University of Surrey Traffic Impact Assessment
