



OFFICER REPORT TO LOCAL COMMITTEE (RUNNYMEDE)

THE OLYMPIC ROUTE NETWORK IN SURREY

7 FEBRUARY 2011

KEY ISSUE

To assist with the Olympic and Paralympic Games in 2012, a section of the A30 between Egham Hill Roundabout and the M25 Junction 13 will become part of the Olympic Route Network. Temporary traffic lights will be installed on Egham Hill to facilitate athletes arriving and departing from Royal Holloway College.

SUMMARY

This report provides an introduction to a presentation to be made by the Olympic Delivery Authority to inform the Local Committee (Runnymede) what this will involve, how it will be delivered and what potential impact there will be.

OFFICER RECOMMENDATIONS

This report is for Information only, and is an introduction to a presentation to be given by the Olympic Delivery Authority.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Olympic Route Network (ORN) programme consists of a number of different, but connected, projects that will collectively assist with journey times for the Games Family.
- 1.2 Games Family is the term used to describe all the people who play a part in making the Olympics and Paralympics Games happen, including the competitors themselves. They will receive official accreditation during the Games.
- 1.3 The objective of the ORN Programme is to enable safe, secure and efficient transportation of the Games Family between venues and accommodation whilst minimising the impact of the Games on residents, businesses and visitors to London and the rest of the UK. The London Olympic Games and Paralympic Games Act 2006 set up the Olympic Delivery Authority (ODA), and granted it powers to deliver obligations for the Games, including the relevant transport needs.
- 1.4 Surrey is hosting one Games Family accommodation centre at Royal Holloway College (Egham) for the Rowing community. The only element of the Surrey local highway authority network that will be part of the ORN is the section of the A30 between Egham Hill roundabout close to Royal Holloway College and Junction 13 M25 (including the Runnymede roundabout).

2 ANALYSIS

- 2.1 The Olympic Delivery Authority (ODA) put forward a number of schemes along this section of the A30, and consulted with relevant Surrey officers. After discussions and meetings with the ODA and their consultants, a preferred scheme has been established, to which Surrey officers have agreed.
- 2.2 The main features of the scheme include:
 - a Games official vehicle only lane in each direction on the dual carriageway between Egham Hill roundabout and Runnymede roundabout;
 - the closure of the circulatory carriageway on the eastern section of Runnymede roundabout necessitating, inter alia, traffic entering the roundabout from the A308 wishing to go to Egham using A308 The Glanty/The Causeway roundabout to u-turn;
 - revised road markings on the A308 The Glanty to accommodate an extra lane of traffic;
 - adjusting the traffic signal timings of The Avenue junction with the Runnymede roundabout, which includes reducing the amount of green light time given to traffic entering from The Avenue.

A drawing illustrating the proposals is given in **Appendix 1**.

- 2.3 In addition to the above, temporary traffic signals will be required at the junction of the A30 Egham Hill with the entrance to Royal Holloway College. These are to facilitate Games Family traffic leaving the accommodation centre and joining the A30.
- 2.4 As well as engaging with the ODA on the ORN scheme, Surrey has been offered the opportunity to undertake the detailed design, implementation and operation of the scheme, including assisting drafting the necessary Traffic Regulation Orders. Surrey has agreed in principle to this, subject to a satisfactory Service Level Agreement, which includes the amount of funding to be provided by the ODA for this work.
- 2.5 A project manager to steer and deliver this project has been appointed, but has only just become available to take up the role. Initial tasks include developing the ORN delivery plan and drafting the ODA/Surrey service level agreement, both of which need to be finalised by April 2011.
- 2.6 The scheme has to be in place and operational by 01 June 2012, and will be retained in place from that date until the end of the Paralympic Games (9 September 2012). The scheme has to be removed by 31 December 2012.

3 CONSULTATIONS

- 4.1 Both the Cabinet Member for Transport and the Olympic Member Project Board have been informed about the ORN. This paper is to give the Local Committee (Runnymede) an introduction to the topic prior to a presentation on the scheme by the ODA.
- 4.2 Following this Local Committee meeting, the ODA will be undertaking a series of public engagement exercises, including individual meetings and drop-in sessions. This programme has yet to be established, but will be developed by the ODA with county council officers assisting in activities such as identifying stakeholders, local representative groups, organisations whose operations might be affected, and local businesses and residents whose frontages might be affected.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The ODA have offered Surrey the opportunity to undertake the detailed design, implementation and operation of the scheme, including assisting drafting the necessary Traffic Regulation Orders. Surrey has agreed in principle to this, subject to a satisfactory Service Level Agreement, which includes defining the amount of funding to be provided by the ODA for this work.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 Officers have worked closely with the ODA by commenting upon the proposed design of the scheme to ensure the impact of the scheme is minimised, but there is the potential for some disruption to traffic during the period the ORN will be in operation.
- 5.2 In order to help mitigate any potential impact, it is important that local residents and businesses and through traffic are made fully aware of the scheme to allow them to plan for any disruption. A public engagement exercise is to be undertaken by the ODA, and nearer the time further information will be made available.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications.

7 CONCLUSION

- 7.1 The ODA has the statutory powers to implement schemes to facilitate the movement of the Olympic and Paralympic Games Family. Due to the Royal Holloway College being an accommodation venue for the Games Family, the ODA will be implementing a scheme on the A30 as part of the Olympic Route Network.
- 7.2 Surrey officers are working closely with the ODA to ensure any disruption is minimised, and public engagement will be undertaken by the ODA to inform local residents and businesses.

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BACKGROUND PAPERS:

Version No. 2 Date: 25/01/2011 Time: 09.30 Initials: WB No of annexes: 1