

Highlight summary of Egham Sustainable Transport Package and Runnymede Roundabout Major schemes consultation.

Updated 14 January 2014

The consultation was carried out between 21 October and 15 December 2013. Over 400 local businesses were contacted, the Egham Residents Association (over 600 members), local schools and local members of both the County and Borough Councils.

5,000 leaflets were distributed within the Egham area including shops, restaurants, post office, library, Royal Holloway University of London, Strode's College and Egham railway station. Over 15 posters were also displayed within the High Street area.

The consultation had two parts, a) a general consultation on both major schemes and b) specific questions sent to over 400 businesses.

The general consultation was available online via the County Council and Borough Council web sites and used a link to the survey monkey. By then end of the consultation period, 332 replies had been received, 88.3% (293) were posted online and 11.7% (39) were completed on hard copies.

Key questions

Question1 - Egham Sustainable Transport Package

If the cycle/walking network was improved and extended to cover large parts of Egham (see Figure B), using off road and quiet streets, would this encourage you to use it for short journeys? (walking up to 2 km and cycling up to 5 km). **185 people (57%) said yes it would encourage them to use it for short journeys.**

Question 2

If you answered yes to the above; what type of journeys would you change?

This was very positive with between 62 and 115 yes they would change to cycling and walking, especially for journeys to the town centre/retail and to the railway station.

Question 3

If a Brompton Dock Cycle Hire was installed at or near Egham railway station (see Figure B, 3), would that be of benefit to you? **38 (16%) of people who responded said yes it would be of benefit. However, with this in mind a 20 bay dock would be empty. As, the majority of people that would use this would be people travelling into the area using the train that may have not been captured in this consultation. It could also be used as a means of transport from the station to the Magna Carta site and Royal Holloway College UoL as requested in comments made.**

Question 4

If the bus priority and corridor improvements were undertaken (see Figure B, 6, 11, 13 and 15), would this encourage you to use the bus service for certain journeys? **99 (41%) said that improvements would encourage them to make certain journeys by bus.**

Question 5

If you answered yes to question 4 above, what type of journeys would you change? **Although the number of people saying yes (37 to 70) they would change to travelling by bus, this was lower than for cycling and walking (question 2), the response is still positive.**

Question 6

How do you normally travel to the following;

Answer options	Walk	cycle	bus	car	Response count
Town centre shops/local shops	170	30	22	126	277
School/college	65	13	40	80	169
Egham railway station	152	16	16	84	238
Work	36	26	23	170	227

This question provides a snapshot of how people travel at the moment. Car is favoured for work, and walking and the car for journeys to the tow centre/retail. School/college is favoured by car and walking, but walking followed by car is favoured for trips to/from the station. Cycling and bus travel are always 3rd/4th in all of these categories.

Question 7

How often do you make those journeys		
Answer Options	Response Percent	Response Count
5 or more times a week	78.8%	242
3 or 4 times a week	14.3%	43
1 or 2 times a week	3.6%	11
Less often	3.3%	10

This is very helpful data as the vast majority of these journeys are made 5 or more times a week

Question 8

Do you require changes at your employment base to encourage you to change travel modes from the car to bike/rail or bus? for example secure cycle parking facilities, showers.

133 comments have been analysed and have been summarised as follows:

6 said yes

85 said no

4 suggested secure employers' cycle parking – *SCC/RBC could provide assistance to these employers.*

1 suggested extending Brompton bike hire to Royal Holloway, Magna Carta, Crown Estate & others – *SCC/RBC could investigate the feasibility of these options.*

Question 9

Do you use Runnymede roundabout for any of your normal journeys?

230 people (78%) said yes they did use this roundabout.

Question 10

The improvements indicated on Figure D, have been modelled and will improve traffic management and dramatically reduce waiting times at peak periods. Will this be of benefit to you?

A very positive 202 people (84%) said yes the improvements would benefit them.

Question 11

If you answered YES to question 10 above, what type of journey are you making?			
Answer Options	YES	NO	Response Count
Journeys to the town centre shops/local shops	105	44	149
Journeys to school/college	54	67	121
Journeys to Egham railway station	50	68	118
Journeys to work place	124	39	163

Only focus on the yes column, as these are the journeys that people are making.

Question 12

The improvements will also significantly improve walking and cycling accessibility (see Figure D, 1, 4, 6, 8, 10, 11 and 15).

Will this be of benefit to you?

125 people (53%) said that it would of benefit. This is very positive as the majority of this scheme is associated with road traffic.

Question 13

If you answered yes to question 12 above, what type of journey are you making?			
Answer Options	YES	NO	Response Count
Journeys to the town centre shops/local shops	87	22	109
Journeys to school/college	40	40	80
Journeys to Egham railway station	52	34	86
Journeys to work place	48	41	89

Question 14

Would the planned improvements encourage you to change your mode of travel from the car to walking, cycling, bus or train?

A positive 86 people (36%) said that they would change travel modes because of the improvements.

Question 15

How often do you travel through Runnymede Roundabout?		
Answer Options	Response Percent	Response Count
5 or more times a week	47.9%	139
3 or 4 times a week	18.6%	54
1 or 2 times a week	18.6%	54
Less often	15.2%	44

Again, the majority of people who responded travel through this junction 5 or more days a week.

Question 16

95% (267) responded as an individual.

Question 17

247 post codes supplied.

16 Most popular postcodes
GU15, GU18, GU19, GU25, KT12, KT16, SL4, SL5
TW1, TW14, TW15, TW17, TW18, TW19, TW2, TW20

Question 18

Which of the following groups best describes you?		
Answer Options	Response Percent	Response Count
Up to 14 years	0.7%	2
15 to 19 years	26.7%	76
24 to 29 years	9.8%	28
30 to 39 years	13.3%	38
40 to 49 years	18.9%	54
50 to 59 years	18.6%	53
60 to 69 years	6.7%	19
70 to 79 years	3.9%	11
80 or over	1.4%	4
Prefer not to say.	1.4%	4

The response to this question has reflected the views of much younger people, especially in the 15 to 19 age group (most likely Royal Holloway UoL and maybe Strodes College).

Question 19

Any other comments that you would like to add (*SCC officer comments in italics*)

Egham Sustainable Transport Package - 80 comments

20 are supportive, including British Gas who would welcome an opportunity for engagement. They will want to know details of the construction programme.

7 are against the scheme. Of these, 3 simply said 'No', 1 said 'not in favour', 1 stated 'is a failure waiting to happen', 1 stated 'waste of money - don't see how this will improve anything' & 1 stated 'cycle lanes are a waste of taxpayers money'.

Some of the key comments are:

Concern	Response
11 raised concerns about the delays at the level crossings	Outside of scope of the project, but SCC/RBC working with Network Rail on possible options for improvement.
3 stated their support for cycle lanes & 1 opposed them	The use of off road cycle lanes and quiet streets for cycle routes should reduce the number of cycle casualties, and increase people cycling more often.
2 commented on providing a pedestrian/cycle link/crossing on A30 near Hummer Road	<i>SCC/RBC could investigate the possibility of this with the Magna Carta project</i>
1 suggested air quality monitoring during construction	<i>RBC capture air quality in the area</i>
Ralph Trustees Ltd. who speak on behalf of Runnymede Hotel, raised a number of comments	These have already been translated by SCC/RBC into actions through our consultation with the hotel.

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Runnymede Roundabout - 120 comments

31 are supportive, including British Gas who would welcome an opportunity for engagement

14 are against the scheme

Some of the key comments are:

Concern	Response
7 oppose the u-turn link & 2 support it	Without the changes to the layout congestion would not be tackled at this junction.
6 raised concerns about the delays at the level crossings	Outside of scope of the project, but SCC/RBC working with Network Rail on possible options for improvement
3 recommend a dedicated free-flow left-turn / filter lane from Egham Bypass to Windsor Road, 1 of whom suggested a give way to traffic from the circulatory to Windsor Road.	This would require additional land outside of the highway boundary and require land in the ownership of National Trust, who would oppose it.
3 recommend a dedicated free-flow link from The Glanty to The Avenue	this would require omitting the Toucan crossing on the exit to The Avenue, and consequently also the Toucan on entry from The Avenue. This would contravene two of the objectives of the scheme, to improve pedestrian and cycle routes and to reduce accidents.
2 suggesting a pedestrian crossing on A30 near Hummer Road	SCC/RBC could investigate the possibility of this with the Magna Carta project
oppose removing the circulatory between the Glanty & The Avenue	Without proposed layout, congestion at this junction would not be tackled.
2 oppose the crossing on the A30 northbound exit	This would reduce the safety on a desire line
2 recommended cycle lanes on the roundabout & 1 opposed it	There are currently cycle casualties on the roundabout and the county council policy does not recommend cycle lanes to be introduced on such a road.

Concerns and comments raised at the Egham Library on the 8/9 November 2013.

Concern/comment	Response
Concern at the removal of the Runnymede Roundabout section from Windsor Road to	Without this change the new junction would

Egham	not tackle the current congestion.
Difficulty of turning left from The Causeway into The Avenue because of fast-moving traffic from the M25	this issue should be removed when the Major scheme is implemented
Concern that the proposed Toucan crossing on the A30 northbound will cause traffic to queue back on the roundabout	Although on a desire line, it is considered that this crossing will be lightly used.
How can The Avenue be widened to 3 lanes without land take	proposals all within highway land.
Concern that the radius of the new u-turn from/to The Glanty is too tight especially for HGVs	detail design checked and acceptable
The proposed Toucan crossing on The Avenue exit welcomed as it is difficult to cross the road there at the moment	
Proposed signals on the Glanty welcomed as it will remove the conflict of the 2 streams of traffic	
New signage proposals on existing cycle route to Royal Holloway - this cycle route is considered unpopular with local residents	Not part of major scheme
Can the roundabout which links to Staines Bridge be converted to signal control	Outside scope of project
The proposed pedestrian crossing on The Glanty east of The Glanty roundabout is too close to the roundabout	Checked at design stage and is acceptable
At least 5 people supported a Toucan crossing just to the east of Woodhaw roundabout (all residents of Woodhaw	
The proposed Toucan crossing on Windsor Road is too close to Runnymede Roundabout	<i>on desire line to Runnymede Hotel and other amenities on north side of A308 Windsor Road</i>