

# Agenda

Runnymede  
Local Committee

## **Welcome to Runnymede Local Committee**

Your Councillors, Your Community  
and the Issues that Matter to You

## Discussion

Surrey Fire & Rescue – Impact of  
proposed closure of Staines fire station  
on Egham

*Eddie Roberts*

Redesign of Runnymede Roundabout

*Paul Fishwick*

Annual Parking Review

*Jack Roberts*



## Venue

**Location:** *The Council Chamber,  
Civic Centre, Station  
Road, Addlestone KT15  
2AH*

**Date:** *Monday, 30 September  
2013*

**Time:** *2.30 pm*

# You can get involved in the following ways

# Get involved

## ***Ask a question***

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

## ***Write a question***

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

## ***Sign a petition***

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

## **Thank you for coming to the Local Committee meeting**

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: [sylvia.carter@surreycc.gov.uk](mailto:sylvia.carter@surreycc.gov.uk)

Tel: 01932 794081



**SURREY**  
COUNTY COUNCIL

### **Surrey County Council Appointed Members**

Mr Chris Norman, Chertsey (Chairman)  
Mrs Yvonna Lay, Egham (Vice-Chairman)  
Mrs Mary Angell, Woodham and New Haw  
Mr Mel Few, Foxhills, Thorpe and Virginia Water  
Mr John Furey, Addlestone  
Miss Marisa Heath, Englefield Green

### **Borough Council Appointed Members**

Cllr Derek Cotty, Chertsey Meads  
Cllr Richard Edis, Chertsey St Ann's  
Cllr Alan Alderson, Egham Town  
Cllr Paul Tuley, Chertsey Meads  
Cllr Patrick Roberts, Englefield Green East  
Cllr J M Edwards, Chertsey South & Rowtown

Chief Executive  
**David McNulty**

**If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Sylvia Carter on 01932 794081 or write to the Community Partnerships Team at Surrey County Council, Runnymede Civic Centre, Station Road, Addlestone, KT15 2AH or [sylvia.carter@surreycc.gov.uk](mailto:sylvia.carter@surreycc.gov.uk)**

**This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.**

### **GUIDANCE ON USE OF INFORMATION TECHNOLOGY (IT) AND SOCIAL MEDIA AND ON THE RECORDING OF MEETINGS**

Those wishing to report the proceedings at the meeting will be afforded reasonable facilities for doing so; however, there is no legal requirement to enable audio or video recordings or use of IT and social media during the meeting. The final decision on whether a member of the public or press may undertake these activities is a matter for the Chairman's discretion.

All mobile devices (mobile phones, BlackBerries, etc) should be switched off or placed in silent mode during the meeting to prevent interruptions and interference with any Public Address (PA) or Induction Loop systems. Those attending for the purpose of reporting on the meeting may use mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. This is subject to no interruptions, distractions or interference with any PA or Induction Loop systems being caused. The Chairman may ask for mobile devices to be switched off in these circumstances.

Any requests to record all or part of the meeting must be made in writing, setting out the parts of the meeting, purpose and proposed use of the recording, to the Chairman prior to the start of the meeting. In considering requests to record the meeting, the Chairman will take into consideration the impact on other members of the public in attendance. The Chairman may inform the committee and any public present at the start of the meeting about a proposed recording, the reasons and purpose for it and ask if there are any objections. The Chairman will consider any objections along with any other relevant factors before making a decision. The Chairman's decision will be final, but s/he may ask for recordings to be ceased in the event that they become a distraction to the conduct of the meeting and may request a copy and transcript of any recording made.

## **1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

To receive any apologies for absence, and notices of substitutions from Borough members under Standing Order 39.

## **2 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 10)

To approve the Minutes of the previous meeting as a true record. A copy of the minutes will be available in the room for half an hour prior to the meeting.

## **3 DECLARATIONS OF INTEREST**

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

## **4 PETITIONS**

(Pages 11 - 18)

To receive any petitions in accordance with Standing Order 65. An officer response will be provided to each petition.

## **5 WRITTEN PUBLIC QUESTIONS**

To receive and answer any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

## **6 WRITTEN MEMBER QUESTIONS**

To receive any written questions from Members under Standing Order 47.

## **7 SURREY FIRE AND RESCUE ANNUAL REPORT [FOR INFORMATION]**

(Pages 19 - 44)

This report contains information on the various activities undertaken by the Borough team to reduce the risk from fire, water and road traffic incidents to the residents of Runnymede Borough.

- 8 SURREY FIRE AND RESCUE CONSULTATION - SPELTHORNE [FOR COMMENT]** (Pages 45 - 50)
- This report outlines the proposals to reconfigure fire stations in the neighbouring borough of Spelthorne and indicates what impact this might have in Runnymede.
- 9 EGHAM MAJOR PROJECTS [FOR DECISION]** (Pages 51 - 72)
- Mr Paul Fishwick will present the proposals for two proposed major transport projects in Egham (subject to funding) and seek the agreement of the Committee to launch a public consultation on the plans in October.
- 10 RUNNYMEDE PARKING REVIEW [FOR DECISION]** (Pages 73 - 114)
- Mr Jack Roberts (Parking Team) will outline the key changes proposed to parking restrictions in Runnymede following the annual review of yellow lines.
- 11 HIGHWAYS UPDATE [FOR INFORMATION]** (Pages 115 - 120)
- Mr Andrew Milne (Area Highways Manager) will update members on progress in delivering capital and revenue works in the area.
- 12 COMMUNITY SAFETY PARTNERSHIP 2012-13 [FOR INFORMATION]** (Pages 121 - 128)
- This report gives a brief overview of work undertaken by the Community Safety Partnership in Runnymede in the last year, and emerging priorities including those of residents surveyed. Mrs Wendy Roberts (Community Safety Officer, Runnymede BC) and Inspector Roger Nield (Surrey Police) will attend.
- 13 MEMBER ALLOCATIONS 2013 [FOR INFORMATION]** (Pages 129 - 136)
- This report summarises expenditure agreed and paid out from the Runnymede county member allocations budget since May 2013.
- 14 FORWARD PLAN ITEMS [FOR DECISION]**
- The Committee is asked to agree the following items for 2 December:
- Controlled Parking Zone (Egham): consultation results
  - Highways Budgets and Schemes for 2014-15
  - Highways Update
  - Member allocations
- 15 LOCAL INFORMATION UPDATES**
- Surrey County Council is consulting on its Cycling Strategy until 4 November; for more details see [www.surreycc.gov.uk/cyclingstrategy](http://www.surreycc.gov.uk/cyclingstrategy)
  - a planning application for gravel extraction at Milton Park Farm Egham may be considered by the SCC Planning and Regulatory Committee at its meeting on 16 October 2013 at County Hall, Kingston-upon-Thames (email Committee manager [huma.younis@surreycc.gov.uk](mailto:huma.younis@surreycc.gov.uk) for details)

**DRAFT**

Minutes of the meeting of the  
**Runnymede LOCAL COMMITTEE**  
 held at 4.30 pm on 8 July 2013  
 at The Council Chamber, Civic Centre, Station Road, Addlestone KT15 2AH.

**Surrey County Council Members:**

- \* Mr Chris Norman (Chairman)
- \* Mrs Yvonna Lay (Vice-Chairman)
- Mrs Mary Angell
- \* Mr Mel Few
- \* Mr John Furey
- \* Miss Marisa Heath

**Borough / District Members:**

- \* Borough Councillor Derek Cotty
- \* Borough Councillor Richard Edis
- Borough Councillor Alan Alderson
- \* Borough Councillor Paul Tuley
- \* Borough Councillor Patrick Roberts
- Cllr J M Edwards

\* In attendance

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**1/13 MINUTES OF PREVIOUS MEETING [Item 1]**

The minutes of the meeting held on 25 February 2013 were agreed as a true record and signed.

**2/13 DECLARATIONS OF INTEREST [Item 2]**

No declarations of interest were received.

**3/13 APOLOGIES FOR ABSENCE [Item 3]**

Apologies were received from Mrs Mary Angell, Councillor Alan Alderson, and Councillor John Edwards.

**4/13 PETITIONS [Item 4]**

A petition had been received from the majority of residents in Lyne Road, Virginia Water, in respect of a new width restriction installed in February 2012 after agreement by the Local Committee. The petition was tabled at the meeting and stated that "the undersigned agree that the new barrier raises concerns regarding safety to lives and property, and this situation must not be allowed to continue". Mr Ted Warmington of Lyne Road introduced the petition, arguing that the restriction width should be increased by 2 metres and citing support from 85% of residents and the Watch Manager of Chertsey Fire Station. He said that since the restriction was moved to the Trumps

## ITEM 2

Green end of the road, he was unable to turn left out of his own driveway with a special purpose vehicle which he had used to tow horse-drawn carriages to local shows.

The chairman noted that the width restriction had been consulted on and agreed as part of a democratic process and that the Committee must be mindful of other residents' views and the costs of any changes, stating that a response to the petition would be provided at the next meeting in September.

### 5/13 WRITTEN PUBLIC QUESTIONS [Item 5]

The Committee received three written public questions to which written answers were provided and tabled at the meeting (appended document). Two of the questioners asked supplementary questions in absentia (which the chairman accepted because the meeting had been re-arranged at short notice) and the third (Mr Telford) attended and asked a supplementary. Answers to the supplementary questions were as follows:

#### **Public Question 1 – Supplementary question**

Thank you for the response. This is word for word the same response that was given to a similar question on 25th by the Cabinet Member for Transport and the Environment, and by the Surrey Heath Local Committee on 4th July. It clearly doesn't answer the question - it merely repeats the resolution of SCC of 19th March.

The fact that planning matters are not within the remit of SCC does not prevent SCC making representations to RBC on planning matters. Section 1 of the Localism Act 2011 clearly makes this possible.

If SCC will not use its power in this instance of a clear and present threat to the green belt, exactly when will it do so, so my supplementary question is:

**What action will this SCC Committee take with respect to its resolved position of using its power to protect the green belt with regard to the DERA site?"**

Mr Furey (Cabinet Member for the Environment and a local committee member) gave the following answer:

"The removal of Green Belt status lies entirely within the hands of the borough council and we are sure that they are capable of responding to representations and observing a lawful process."

#### **Public Question 2 – supplementary question**

**The applicants submitted the following supplementary question, which was tabled at the meeting:**

PREAMBLE

1) Mis-direction:

The Applicants believe that the mis-direction by Andrew Milne at the LAC meeting in September 2012 is justification in itself for re-examining the issue before the LAC in open forum. This was raised in the Application dated 22<sup>nd</sup> March, 2013 and in the original question. One of the Applicants has been requesting the SCC in writing ( including of the SCC Assistant CEO office) for clarification and justification of the "precedent" argument espoused at the LAC meeting in September 2012 by Andrew Milne of SCC Highways. There has been no answer to



this question. The Applicants note that the Chair in his answer to the Applicants initial written question has ignored this element 3) of the question. We think that the Chair now needs to explain what was the basis of the “precedent” notion as espoused by Highways and, if it is unable to explain this in detail and with legal basis, then this state of affairs should in itself be a reason for a re-examination by the LAC at this hearing on 8th July;

2) Police:

The conclusion which has been reached by the Chair ( in the answer to the Applicants initial question) that the gate is not “necessary” is completely at odds with the dealings had by the Applicants with the Police. In fact, in a letter dated 22nd March 2013 from Surrey Police to County Cllr Heath ( as submitted with the Application) Surrey Police state:

*“ I have been a Police Officer for 22 years at Egham. I first met Mr Shourie in the summer of 2011 when we walked the lane together and he outlined the issue and his proposal. I have previously been supportive of the proposal to install a gate and I continue to support this proposal. The lane has suffered and since 2002 there have been 222 crimes or crime related reports recorded by the Police including the theft of lead roof tiles from the properties of Mr Shourie, Mr Collins and the RAF Memorial to name but a few. I have been aware that the unmade road is an area for fly tipping which ranges from house hold waste to televisions and large lorry tyres which can number 10 to 20 in number. I am of the firm view that due to the isolated nature of the unmade section lane which has no lighting that this is facilitating crime in this neighbourhood (in addition to the fly tipping) as vehicles used for crime can be parked in this unmade section. I believe that a gate would prevent crime in the neighbourhood. I feel that installing this gate would stop a lot of crime as the university has had rooms broken into and the lane provides parking out of sight of the CCTV. The RAF Memorial site has had copper drain pipes stolen and offenders have again parked in the unmade area and these thefts have run into tens of thousands of pounds on several occasions. I would more than welcome the installation of the gate as proposed. I am willing to appear at a council meeting to express this view in person or answer any questions.”*

Given this written evidence as part of the Application, we are of the opinion that no reasonable person could conclude that Surrey Police does not consider the gate “necessary”.

Further, with respect to the APU, as has been previously noted, the APU raised the issue of a gate with an occupant of one the Applicant properties unsolicited on a routine visit to Coopers Hill Lane. The APU has in a meeting with SCC Highways already confirmed (in addition to its’ letter of support dated 19th May, 2013) on 21st June that any additional measure of security in the lane would be beneficial.

The letter from the APU which has been submitted to the Chair on 20th May, 2013 states:

*“The proposed installation of a gate .... in Coopers Hill Lane to prevent vehicle access would enhance the overall security in relation to aviation protection and would be in the interest of all agencies and residents of the area. We are aware of the incidents of fly tipping and unauthorised squatting along Coopers Hill Lane and immediate area and have liaised with Surrey Police and Royal Holloway Security in the past regarding these matters.”*

Given these facts and statements from the Police, we do not think that any reasonable person could conclude that neither the Surrey Police nor the APU “consider the installation of a gate at this location” as being not necessary as stated in the Chair’s answer to the Applicants’ initial written question;

3) Answers to Emails:

In parallel with the initial written question (and now this Supplementary Question), the Applicants have raised a series of questions and issues in emails dated 14th June, 25th June, 27th June, 1st July and 4th July. The Applicants look forward to receiving full and detailed answers to these emails from the Chair following this meeting; and

4) New Evidence:

The unsolicited intervention of the APU ( since the Application was made) is new evidence in itself. The Applicants DISAGREE that the Application contains NO new evidence since the last Application heard before the LAC in September 2012 given the 70 plus pages of evidence submitted. Further and in the alternative, the Applicants are of the view that the APU evidence (in a letter dated 19th May, 2013 as submitted and the view expressed in the meeting with SCC Highways on 21st June, 2013 ) is in itself new evidence and justification alone for a re-examination of this issue in open forum again. ]

“Can the Chair please explain why, based on an incorrect assessment of the Police evidence (as set out above), the mis-direction by SCC Highways at the LAC meeting in September 2012 and the introduction of new evidence from the APU since the Application, it is refusing to allow discussion of the matter again at today's LAC meeting or, failing which, at the next LAC meeting in September 2013.”

**The chairman has given the following response on behalf of the Committee:**

“According to Surrey County Council’s Constitution, questions to the Committee should be about general policy, **not** detail. However, I will summarise the history of this matter. When a request was made for a gate in Coopers Hill Lane at the Local Committee of June 2012,

members were advised that a longstanding Traffic Regulation Order (TRO) prohibiting vehicular traffic (except for access) had been in place for several decades, and on that basis a gate could be installed without further legal process. At the subsequent Committee meeting of September 2012 members were advised that no such traffic order existed, and that there was no compelling highways reason to advertise or defend a new TRO to permit a gate. The Committee agreed that it would not advertise a new TRO. The applicants submitted a further request in 2013 for a gate in the Lane, based on a gating order on grounds of anti-social behaviour from fly tipping. The chairman and vice-chairman, taking legal advice from officers and having considered **all** the evidence submitted, decided that the new information provided was not significant enough to provide a sufficient case for a gating order and that therefore the matter should not return to the Local Committee yet again.”

In addition Councillor Patrick Roberts (Englefield Green East) asked why the application could not be re-considered in the light of additional support gathered, since he understood that it had been rejected by the Committee in September 2012 because of the discovery of an administrative oversight. The chairman answered that the Committee were advised at the September meeting that there was no traffic order in place, and rejected the request because there was no good basis to advertise a new legal order to introduce a gate. He did not consider it appropriate to discuss further at the meeting, as Public Questions were intended to address general policy not detail.

**Public Question 3 – supplementary**

Mr Telford asked if the highways manager could indicate how long it would take for enforcement by Surrey County Council, and when would inaccurate signage in Coopers Hill Lane be put right.

Mr Milne answered on behalf of the Committee, advising that he could not say when the Legal Services department would take further action, and undertook to ask Mr Gosden to write to the questioner about the signage.

**6/13 WRITTEN MEMBER QUESTIONS [Item 6]**

No member questions had been received.

**7/13 OPERATION HORIZON - ROADS MAINTENANCE PROGRAMME [FOR DECISION] [Item 7]**

Ms Jane Young of Surrey County Council and Mr Lloyd Allen of May Gurney presented the report, later joined by Mr Mark Borland. They noted that Operation Horizon , which allocated £120 million county-wide over five years to repair the worst-ranked roads, would cover 11% of the road network in Runnymede and tackle 33km, much of it in the second year of the programme. The programme was not the county council’s only investment in local roads, but was in addition to a smaller budget for urgent winter repairs (potholes), and the locally determined capital maintenance budget for Local Structural Repair to provide for surface treatments.

## ITEM 2

Members asked about what would follow the five year plan, penalties available to deter utility companies from digging up the road following resurfacing, expected level of useage of the highways depot in Lyne Lane, and existing safety concerns about its junction with Hardwick Lane. It was confirmed that the new permit system for utilities works would be implemented at the end of 2013 and provide five years protection to roads except in case of emergencies such as a burst water main. Mr Borland said that the depot was not expected to generate significant additional traffic with just one delivery per week, and that it would not operate on Sundays or after 7pm. He agreed to meet two local members to review the junction. Members also asked about the stated plans to renew "all primary roads in Chertsey and Addlestone" and the expected congestion arising. Ms Young said that members and the public would be consulted on the business plan to deliver this, and that works on the A320 may be delayed due to recently notified plans by Affinity Water to dig trial holes along the length of this road.

The Committee agreed that

- i) they formally approved the £6m Operation Horizon programme for Runnymede and that the 33km of road across the defined scheme list detailed in Annex 1, be resurfaced over the investment period;
- ii) Surrey Highways produce an annual report in March 2014 confirming to the Local Committee the programme's progress and success to date.

### **8/13 WOBURN HILL & WEYBRIDGE ROAD SPEED ASSESSMENT [FOR DECISION] [Item 8]**

Mr Andrew Milne explained that the highways team had reviewed the road in question following representations from St George's College, and in line with its general policy to introduce 40mph limits on roads of this character. Mr John Furey asked that a letter be sent from the chairman on behalf of the Committee to the Police Crime Commissioner, asking that Surrey Police devote greater resources to enforcing speed limits on local roads.

The Local Committee (Runnymede) agreed that:

- i) authorisation be given to advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which would be to revoke any existing traffic orders necessary, and introduce a 40mph speed limit to the length of the A317 Woburn Hill and A317 Weybridge Road between the roundabout junction with A318 Chertsey Road to the existing 50mph/30mph speed limit change point west of D3093 Weystone Road (as shown in Annex 1);
- ii) authorisation be given to the Area Team Manager, in consultation with the Chairman of the Local Committee and local member, to resolve any objections received in connection with the proposals, and:
  - iii) subject to no objections being maintained, the order be made and the proposed speed limit change implemented.

### **9/13 HIGHWAYS UPDATE REPORT [FOR INFORMATION] [Item 9]**

Mr Andrew Milne introduced this information report, noting progress made as detailed in Table 1 of the report and confirming that a report on the A317 feasibility study would be available shortly, and that Vehicle Activated Signs were due for installation in Lyne Crossing Road imminently.

Members asked about use of the revenue maintenance budget for clearance of blocked drains, the Community Enhancement budget, consideration of a CPZ in Englefield Green, and the location and timing of work on the “St Peter’s Way roundabout” (Table 6 of the report).

### **10/13 MAGNA CARTA 2015 PROPOSALS [FOR COMMENT] [Item 10]**

Mrs Rhian Boast introduced the report, emphasising that plans were being developed in conjunction with the National Trust, Runnymede Borough Council, Royal Holloway and Brunel universities. She said that the aim of commemorating the June 2015 anniversary in this way was to recognise the heritage and international importance of the area, and to generate new visitors leading to economic benefits for Egham and surrounding areas. She tabled an annex to the report giving further details of the public consultation with 430 mainly local residents, and noted that the county council had appointed a leading consultants (Chris Blandford) who had worked on Stonehenge and Avebury. She indicated that some of the events already planned for 2015 were: a concert at the Royal Albert Hall on 15 May, an equestrian pageant, a fair at Royal Holloway, a national celebration of “Liberty” (led by the 800<sup>th</sup> Committee), and local Liberty events and bell ringing.

Members asked about the size and source of the budget for the plans, the urgency of securing a Heritage Lottery Grant, and the nature of the National Trust’s perception of this sensitive site and what would be acceptable.

The chairman agreed to take two informal questions from residents as part of this item:

Mrs Brenda Millington (Runnymede Association of Arts) asked for an indication of how the Association’s local talents and contribution might be used towards the celebration events.

Mr Malcolm Loveday (Chertsey Society and captain of St Peter’s Church bell ringers) noted the National Council of Bell Ringers plan to organise national ringing on 14 June 2015, and the new Magna Carta Surprise Royal method rung at St John’s Egham recently. He asked if members of the Local Committee would support the lighting of the St Ann’s Hill beacon in June 2015 and consider finding funding for fireworks.

### **11/13 SERVICES FOR YOUNG PEOPLE IN RUNNYMEDE 2012-13 [FOR INFORMATION] [Item 11]**

Mr Leigh Middleton introduced the report on performance in the first year of the Local Prevention Framework contract and transformation of services for young people. He highlighted the increase in the number of activities being provided for young people at youth centres.

Members praised the reduction to nil of the number of looked after children who came into contact with the criminal justice system, and asked which youth centres in the borough had achieved the accredited Level 3 standard. Mr Middleton advised that all but Englefield Green had done so, and he was confident that the latter would meet the standard by the autumn.

Members noted the report.

## ITEM 2

### **12/13 YOUNG PEOPLE: LOCAL PREVENTION FRAMEWORK 2013-14 [FOR DECISION] [Item 12]**

The chairman noted that the Youth Task Group of the Local Committee had been part of the process of interviewing which had led them to the recommendation.

Mr Leigh Middleton confirmed that, whilst only one bid had been received, the standard of the bid was favourable when benchmarked with Spelthorne's. He noted that the Task Group had met twice following additional questions being raised at the first presentation, and had agreed to recommend an award in full to Eikon, at their second meeting.

Two county members expressed misgivings about awarding the grant for a two year period and asked about quality assurance mechanisms in place. Mr Middleton confirmed that there were no break clauses in the current grant/contract but there was scope to take action if the monthly performance data indicated a need for improvement.

Mr Few proposed an amendment to the recommendation, seconded by Mrs Lay, which was carried unanimously. Mr Middleton noted that this would mean the decision on the award would be revisited by the Committee in twelve months.

The Local Committee agreed to:

Approve the Youth Task Group recommendation to award a funding agreement for a twenty four month period from 01 September 2013, **with a break clause after twelve months**, to the following provider:

i) Eikon Charity for 100% of the contract value (£83 000pa) to prevent young people from becoming NEET in Runnymede.

### **13/13 LOCAL COMMITTEE BUDGETS AND TASK GROUPS [FOR DECISION] [Item 13]**

The Local Committee agreed:

i) the terms of reference for the Youth Task Group, Major Schemes (Egham) Task Group and the Parking Task Group, as set out in Annexes 1,2 and 3;

ii) the membership for these task groups for 2013-14:

Youth Task Group – Mr Chris Norman, Mr Mel Few (Cllr Gill Warner);

Parking Task Group – Mr Chris Norman, Mrs Yvonna Lay (Cllr John Edwards, Cllr Derek Cotty);

Major Schemes (Egham) Task Group – Mrs Yvonna Lay, Miss Marisa Heath (Cllr Patrick Roberts, Cllr Alan Alderson)

iii) to nominate Mrs Yvonna Lay, with Mr Chris Norman as deputy, to represent the Local Committee on the local Community Safety Partnership in 2013-14;

iv) that the community safety budget of £3 226 delegated to the Local Committee be transferred to the Runnymede Community Safety Partnership;

v) that the Community Partnerships Manager manages and authorises expenditure from the budget delegated to the Local Committee in accordance with (iv) above.

**14/13 FORWARD PROGRAMME [FOR DECISION] [Item 14]**

The Local Committee agreed to note the following forward plan items for the Local Committee on 30 September:

- \* Community Safety Review 2012-13
- \* On-street parking review recommendations
- \* Highways Update
- \* Major Schemes (Egham) update

Meeting ended at: 6.30 pm

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**Chairman**

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 30 SEPTEMBER 2013

LEAD OFFICER: ANDREW MILNE, AREA TEAM MANAGER

SUBJECT: PETITION RESPONSE – LYNE ROAD WIDTH RESTRICTION

DIVISION: FOXHILLS, THORPE AND VIRGINIA WATER

**SUMMARY OF ISSUE:**

The Local Committee received a petition at its meeting on the 8 July 2013 signed by a number of residents from Lyne Road concerning a width restriction installed at the western (Trumps Green Road) end of the road in January/February 2012.

The petition stated that “the undersigned agree that the new barrier raises concerns regarding safety to the lives and property, and this situation must not be allowed to continue”.

**RECOMMENDATIONS:**

**The Local Committee (Runnymede) is asked to agree that:**

- (i) the existing 6’6” width restriction is retained.

**REASONS FOR RECOMMENDATIONS:**

The relocation of the width restriction in Lyne Road has resulted in road safety benefits and addressed a problem with drivers of large vehicles trying to use the road as an alternative route when realising they cannot pass under the Trumps Green railway bridge.

Removing or altering the width restriction would involve significant cost and would result in no general highway benefits compared to the existing situation.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Lyne Road is a D-class road that provides access to a combination of residential properties and farmland. It is a through road with junctions with Bridge Lane and Trumps Green Road at either end.
- 1.2 A 6’6” width restriction was installed at the eastern (Bridge Lane) end of Lyne Road a number of years ago by Runnymede Borough Council. It is understood that it was intended to help manage a problem with fly tipping.

## ITEM 4

- 1.3 The width restriction required all vehicles wider than 6'6" having to enter/exit Lyne Road from Trumps Green Road to access any properties west of the restriction.
- 1.4 More recently, concerns were raised about large vehicles using this junction due to its alignment, the width of the road and the restricted visibility for vehicles emerging onto Trumps Green Road (due to the railway bridge). It was also reported that some drivers of large vehicles turn into Lyne Road if they are unable to pass under the Trumps Green railway bridge. Due to the narrow width of Lyne Road, these vehicles then had to be reversed back out of the road.
- 1.5 These issues resulted in a request for the width restriction to be relocated to the eastern end of the road. The Runnymede Local Committee considered this request together a number of other suggested schemes and decided to prioritise it for inclusion in its' 2011/12 work programme.
- 1.6 A public consultation was therefore undertaken to seek the views of residents, the emergency services and the Borough Council on the proposal. All residents received a letter detailing the proposal and the reasons for it together with a questionnaire and a pre-paid envelope.
- 1.7 Responses were received from 7 residents (a 20 percent response rate). 4 of the responses favoured the relocation of the width restriction whilst the other 3 responses were against it. Neither Runnymede Borough Council nor any of the emergency services expressed any objection or concerns about the proposal.
- 1.8 The views expressed during the consultation were reported to the Runnymede Local Committee at its meeting held on 10 October 2011. Having considered this information the Local Committee decided that the width restriction should be relocated.
- 1.9 In accordance with statutory processes, a Traffic Regulation Order was then advertised in the local press. A period of 28 days was allowed for representations to be made. None were received. The scheme was therefore programmed for construction and resources procured.
- 1.10 Immediately prior to construction of scheme commencing, SCC was contacted by a resident (Lead Petitioner) who was worried that the proposal would impact on access to his property. The resident had not responded to the public consultation and therefore SCC was not previously aware of his concerns.
- 1.11 The resident has a relatively narrow access and has a specialist trailer used for towing horse drawn carriages to shows. The size of the trailer combined with the width and alignment of the access would make it difficult to turn the vehicle and trailer left into and right out of his property (which would be the required manoeuvres if the width restriction was relocated). The alignment of the access means that it is slightly easier (but still very awkward) to turn right into the access and left out of it with the large trailer.
- 1.12 At the time the resident contacted SCC, it was not possible to cancel the proposed works without incurring a large proportion of the overall scheme costs (since materials had already been procured, contractor resources

programmed and consultation/design/legal works completed). Since the proposal did not impact on reasonable access to the resident's property, the works therefore progressed. Construction of the scheme was completed during January 2012.

- 1.13 Following completion of the scheme, the resident made a formal complaint to SCC and this was investigated by the Customer Relations Team. A complaint was then also subsequently made to the Local Government Ombudsman. In both cases it was concluded that SCC had followed the appropriate processes in implementing the scheme.

## **2. ANALYSIS:**

- 2.1 The relocation of the width restriction has resulted in all large vehicles having to enter/exit Lyne Road from its junction with Bridge Road rather than via its junction with Trumps Green Road as previously. This junction is wider, has a better alignment and greater visibility for drivers. The new position of the width restriction also prevents drivers of large vehicles from trying to use Lyne Road as an "escape route" if they cannot pass under the Trumps Green railway bridge.
- 2.2 Prior to the width restriction being relocated, there had been a width restriction at the eastern end of Lyne Road for many years. Large vehicles (including Fire Appliances and Ambulances) could therefore only access the road from one end (which is essentially the same situation for anyone living in a Cul-de-sac). The effect of relocating the width restriction means that large vehicles can still only access the road from one end (but now from the opposite end). As such, the scheme should not have significantly impacted on response times for emergency service vehicles.
- 2.3 The lead petitioner has highlighted the potential risk of access being obstructed for emergency services if materials are fly-tipped in the highway at eastern end of Lyne Road. However, the same risk existed when the width restriction was in its previous position (when there could have been a fly-tip at the opposite end of the road).
- 2.4 The Local Highway Team is not aware of any residents having previously expressed concerns about safety when the width restriction was in its original location. Similarly, there is no record of the Fire Service (or any of the emergency services) having raised any concerns.
- 2.5 The relocation of the width restriction has resulted in a resident (Lead Petitioner) experiencing difficulty in manoeuvring a large specialist trailer into and out of his property. However, it has not affected access to the property for more standard vehicles such as cars and small vans.
- 2.6 The access to the property is relatively narrow and is flanked by 2 small sections of wall (with various signs of damage). Due to the restrictive nature of its design, it would previously still have been difficult to manoeuvre such a large trailer into and out of the property.
- 2.7 Widening the existing access where it joins the highway would overcome these specific difficulties by making it easier for large vehicles to enter/exit the property.

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- 2.8 No other complaints have been received from residents about difficulties accessing their properties following the relocation of the width restriction.

### **3. OPTIONS:**

- 3.1 The following options could be considered in response to the petition:

#### **Retain the existing 6'6" width restriction**

This option would involve no additional costs being incurred but would not address the specific access difficulties being experienced by the lead petitioner.

#### **Remove the width restriction**

This would mean large vehicles could access Lyne Road from both ends. This could result in a recurrence of problems with large vehicles getting stuck in the road when drivers seek an alternative route after realising their vehicle will not pass under the Trumps Green Railway Bridge. As such, this option would undo all of the benefits achieved through the existing restriction. It may also result in increased levels of fly-tipping. The cost of removing the restriction would be similar to the cost of its installation, meaning that an additional £15k would be spent to achieve a negative public benefit.

#### **Increase the width of the restriction**

The lead petitioner has suggested that the width of the restriction could be increased to 8'9". However, this would effectively have the same impact as removing the width restriction completely since most large vehicles would be able to pass between the barriers. In the circumstances, there would be no need for a Traffic Order or regulatory signs due to the available width. Additional costs have not been calculated for this option, but are likely to be in the order of £2-4k.

### **4. CONSULTATIONS:**

- 4.1 The residents, emergency services and Runnymede Borough Council were consulted prior to the Local Committee previously agreeing that the width restriction should be relocated. The Traffic Regulation Order was then advertised in accordance with legal requirements prior to the 6'6" restriction being imposed. No objections or concerns were raised by any of the emergency services or Borough Council on either occasion.
- 4.2 The same level of consultation would have to be undertaken before making any changes to the existing width restriction.
- 4.3 The lead petitioner has advised SCC that the Fire Service's Local Watch Manager has stated that it is essential that Fire Appliances are able to gain access to properties from both ends of Lyne Road.
- 4.4 SCC has carried out further consultation with the Fire Service, making direct contact with the Local Watch Manager. Although it is always the Fire Service's preference for access to be unimpeded, the Fire Service has no

objection to the existing width restriction. It is recognised that the existing width restriction serves a necessary function and that the Fire Service have the same level of access to all properties along Lyne Road that they had prior to the width restriction's relocation.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The total cost of relocating the width restriction was approximately £15,000 and the scheme was funded from the Local Committee's devolved capital Integrated Transport Scheme budget.
- 5.2 Removing or altering the width restriction would require a further consultation to be undertaken and the existing Traffic Order would have to be revoked (and a new one being made depending on the proposal). The existing bollards/kerb build outs and signs would also have to be removed or amended. The cost of removing or altering the existing restriction would therefore also be approximately £15,000.
- 5.3 There is currently no funding allocated to undertake either of these options. As such, the Local Committee would need to make provision to fund any proposed changes as part of its 2014/15 capital works programme (unless an alternative source of funding could be identified).
- 5.4 There would be no costs associated with retaining the existing 6'6" width restriction.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

#### **7. LOCALISM:**

- 7.1 The existing width restriction impacts on local residents by preventing vehicles greater than 6'6" in width from entering or exiting Lyne Road from its western end via its junction with Trumps Green Road.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
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.

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### 8.1 Crime and Disorder implications

There have been problems with fly tipping in Lyne Road for many years. Whilst the original width restriction may have been introduced to help address this issue, the relocation of the width restriction was proposed on road safety grounds and was not expected to have any impact on fly-tipping.

Removing or increasing the width of the existing restriction could result in increased levels of fly-tipping since large vehicles will be able to access Lyne Road more easily from either end.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The relocation of the width restriction in Lyne Road took place following full consultation with residents and the emergency services. It has resulted in no significant change either in general access to properties or safety. Large vehicles simply now access the road from the opposite end (and vehicles less than 6'6" wide continue to have access from both ends as previously).

9.2 However, the change means that large vehicles now access Lyne Road using a wider junction, with better alignment and greater visibility for drivers. Furthermore, it prevents drivers of large vehicles from trying to use Lyne Road as an "escape route" if they cannot pass under the Trumps Green railway bridge.

9.3 Removing or altering the width restriction would involve significant cost and would result in no general highway benefits compared to the existing situation.

9.4 It is therefore recommended that the existing 6'6" width restriction is retained.

## **10. WHAT HAPPENS NEXT:**

10.1 The lead petitioner will be advised of the Local Committee's decision.

10.2 No additional action will be required if the Officer Recommendation is approved by the Committee.

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### **Contact Officer:**

Jason Gosden, Senior Engineer, Telephone: 0300 2001003

### **Consulted:**

Residents, emergency services, Borough Council and Local Members were all consulted prior to the width restriction originally being relocated.

### **Annexes:**

None

### **Sources/background papers:**

Report to Local Committee on 10 October 2011, Item 15 – Lyne Road Width  
Restriction

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 30th SEPTEMBER 2013

LEAD OFFICER: PAUL KENNY, SURREY FIRE AND RESCUE SERVICE

SUBJECT: SURREY FIRE &amp; RESCUE SERVICE ANNUAL REPORT 2012-13

DIVISION: ALL RUNNYMEDE DIVISIONS



<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>The report appended as <b>Annex 1</b> outlines the major strands of activity being undertaken within the Runnymede area by the Surrey Fire and Rescue Service (SFRS) teams based at Chertsey and Egham Fire Stations.</p>
<p><b><u>RECOMMENDATIONS:</u></b></p> <p><b>The Local Committee (Runnymede) is asked to:</b></p> <ul style="list-style-type: none"> <li>(i) Recognise the achievements of the borough teams within the Runnymede Borough and support their commitment to improve initiatives to reduce risk and make the Runnymede Borough safer through the delivery of the borough/station plan.</li> <li>(ii) Note the targets and initiatives set within the Runnymede borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan.</li> <li>(iii) Support the achievements of the whole time duty personnel at Chertsey and Egham.</li> </ul>
<p><b><u>REASONS FOR RECOMMENDATIONS:</u></b></p> <p>To update the Local Committee (Runnymede) on the work of Surrey Fire and Rescue Service teams within the borough.</p>
<p><b>Please refer to the annual report appended as Annex 1 and the Borough Plan as Annex 2.</b></p>

**Contact Officer:** Karen Pointer, 01737 242444

**Consulted:** SFRS officers

**Annexes:** Annex 1 – Annual Report  
Annex 2 – Borough Plan

**Sources/background papers:**

- Runnymede Borough Plan 2012/13
- SFRS Public Safety Plan
- [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk)

[www.surreycc.gov.uk/runnymede](http://www.surreycc.gov.uk/runnymede)

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### RUNNYMEDE STATISTICS

Within Service/Borough Target		
Close to Service/Borough Target		
Above Service/Borough Target - Action Required		
<b>Key Performance Indicators for 2012/13</b>	<b>2012/13</b>	<b>2011/12</b>
Percentage of Fires attended in dwellings with no smoke detection fitted	Service Target: < 38%	Service Target: < 38%
	30%	46%
No of fatalities due to primary fires	Service Target: 7	Service Target: 7
	0	1
No of injuries arising from accidental dwelling fires	Borough Target: 2	Borough Target: 2
	8	2
No of false alarms caused by AFA's (automatic fire alarms)	Borough Target: 192	Borough Target: 192
	164	164
No of calls to malicious false alarms attended	Borough Target: 23	Borough Target: 23
	18	16
No of deliberate Primary & Secondary Fires (excluding vehicles)	Borough Target: 57	Borough Target: 57
	43	46
No of deliberate & Secondary vehicle fires	Borough Target: 18	Borough Target: 18
	5	10
No of calls to fires attended - primary	Borough Target: 104	Borough Target: 104
	99	116
No of calls to fires attended - Accidental fires in dwellings	Borough Target: 31	Borough Target: 31
	36	36
Percentage of accidental dwelling fires confined to room of origin	Borough Target: >91%	Borough Target: >88%
	97%	83%
No of fires in non domestic premises	Borough Target: 18	Borough Target: 18
	12	17

## ITEM 7

No of HFSVs (Home Fire Safety Visits) Visits to Risk Households Total Visits	Service Target % at Risk >60%	Service Target % at Risk >50%
	114 (56%)	138 (57%)
	203	242

## REPORTING AGAINST TARGETS NOT ACHIEVED

### 1.1 Number of injuries from accidental dwelling fires

2012/2013	2011/2012
Borough Target	Borough Target
2	2
8	2

1.2 All eight injuries were down to smoke inhalation and as a precautionary check were taken into hospital. 7 individuals were aged between 60 -85. The youngest was 23. These figures are shared between 5 incidents as more than one injury can be recorded again a fire. There are no patterns or trends in the locations of the accidental dwelling fires.

### 1.3 Number of accidental dwelling fires

2012/2013	2011/2012
Borough Target	Borough Target
31	31
36	36

1.4 No repeat offenders or patterns have been identified within the borough. The Community Impact (CI) team will continue to monitor this and will provide a mapped area of the borough highlighting all accidental dwelling fires so that local crews can easily identify areas for targeted campaigns for Home Fire Safety Visits.

### 1.5 Number home fire safety visits to at risk groups

2012/2013	2011/2012
Service Target % at Risk >60%	Service Target % at Risk >50%
114 (56%)	138 (57%)
203	242

1.6 It is evident that there is a link between accidental dwelling fires, injuries in dwelling fires and a reduced number of visits to at risk groups for HFSVs. This area has been identified as an area that needs

improving with a need to identify those who are more vulnerable i.e. the elderly. A greater emphasis on targeted HFSV's will be placed on the Chertsey and Egham teams to work closely with Prevention and the Volunteers to ensure more individuals are targeted in 2013/14.

## COMMUNITY FIRE PROTECTION

### 1.7

	2012	2011
Prosecutions	0	-
Prohibition Notice - Formal	0	-
Enforcement Notice - Formal	1	-
Deficiencies Notice - Informal	53	-
Licensing Consultations	19	-
Building Regulation Consultations	103	-

**(Currently I have no data for 2011)**

## COMMUNITY FIRE PREVENTION

1.8 We will undertake intelligence-based Home Fire Safety Visits (HFSV), in the areas most in need of this service, using the provided data and local knowledge to target this work. Currently a target of 60% is expected for our crews to reach vulnerable people and the most at risk from fire in our communities. SFRS will work closely with Adult and Social Care teams to ensure the following are targeted.

- Adults over the age of 65 (Worse at 75)
- Individuals who live alone
- Individuals with Mental Health illnesses, including Dementia & Memory Loss
- Individuals with disability and mobility difficulties
- Individuals who are either Alcohol or Drug dependant
- Individuals who smoke (The above will be compounded if coupled with smoking)

### 1.9

2012/13	2011/12
Service Target % at Risk >60%	Service Target % at Risk >50%
114 (56%)	138 (57%)
203	242

## SAFEGUARDING REFERRALS

1.10 The Service works in collaboration with Social Services to ensure vulnerable adults/children are identified and care action plan is

## ITEM 7

formulated.

2012/13	2011/12
Totals	Totals
25	23

## **VOLUNTEERS SERVICE**

- 1.11 Our Volunteers assist firefighters in prevention and education activities. The volunteers work alongside the firefighters delivering crucial safety information to the general public at a wide variety of events, from Open Days to Public Events, and also delivering Home Fire Safety Visits to the general public. Our volunteering scheme has proved to be highly successful and we have a high number of volunteers out in the community assisting our firefighters in delivering safety information. As a result we have managed to reach more households and importantly, more vulnerable people.
- 1.12 If you know of anyone who would be interested in becoming a volunteer for the service please can you provide this link for them which gives you all the information you need to know about being a [Surrey Fire Volunteer](http://www.surreyfirevolunteer.org). ([www.surreyfirevolunteer.org](http://www.surreyfirevolunteer.org))

## **COMMUNITY RISK REDUCTION**

### **1.13 Community Fire Protection**

As part of our protection information crews and dedicated teams of fire safety officers visit premises to gather information on specific risks. This information is recorded and placed on our mobile data terminals for reference if we are to attend an incident at the premise. 16 high risk premises were visited by local crews during 2012/13 giving us valuable information on their specific risks.

### **1.14 Community Fire Prevention**

Due to the particularly wet weather throughout 2012 very little action has been required from Chertsey and Egham crews to attend wildfire incidents. During April wildfire patrols took place in areas that required a fire service presence. Although outwardly crews have not been highly visible in relation to wildfires, a lot of internal work has been carried out to update fire plans of commons and identify tracks suitable for certain Fire Service vehicles. Additional work is being carried out for the entire service with a dedicated wildfire officer to improve wildfire procedures, policies and training, which is reflected through other Fire Services and national guidance.

## COMMUNITY ENGAGEMENT

### 1.19 Education

The Services education team currently attends Special Educational Needs schools to deliver fire safety advice.

Number of Schools	Number of Pupils
0	0

### 1.20 Junior Citizens

In June the service supported Runnymede Borough's highly successful Junior Citizens scheme aimed at children aged between 10-11 years (Year 6)

Number of Days	Number of Pupils
8	765

### 1.21 Firewise Scheme

The Service has a successful referral scheme aimed at young people, who have shown an interest in fire setting.

Runnymede Borough	
Number of Referrals	1

### 1.22 Youth Engagement Scheme

The Youth Engagement Scheme is an innovative scheme run by the Service with support from partners such as the Youth Support Service, Brooklands College. (Public Service tutors) The aim of the scheme is to divert young people from anti-social behavior and youth crime.

Runnymede Borough	
Total Number of Referrals	11
Total Number Offered Taster Session	8
Total Number Started	6
Total Number Graduated	5

### 1.23 Safe Drive Stay Alive

The main aim of the Service has always been to reduce the injuries and deaths of young people aged 16-25. This is achieved through various

## ITEM 7

activities, mainly Safe Drive Stay Alive.

Runnymede Borough	
Number of Pupils	546

## WHAT HAPPENS NEXT

1.15 Members asked to support the Station(s) plan for 2013/14  
Members asked to recognise good performance by Runnymede personnel in 2012/13

**LEAD OFFICER:** Alan Clark, Area Commander

**TELEPHONE NUMBER:** 01737 242444

**E-MAIL:** [Alan.clark@surreycc.gov.uk](mailto:Alan.clark@surreycc.gov.uk)

**CONTACT OFFICER:** Karen Pointer Assistant Group Commander  
Community Impact – West Command

**TELEPHONE NUMBER:** 01737 242444

**E-MAIL:** [Karen.pointer@surreycc.gov.uk](mailto:Karen.pointer@surreycc.gov.uk)

**BACKGROUND PAPERS:** Runnymede Borough Plan 2012/13  
SFRS Public Safety Plan.  
Web: [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk)

<b>File Ref:</b> Runnymede Borough Report April 2012-March 2013	<b>Owner:</b> AGC Karen Pointer Community Impact West Area
<b>Date of Issue:</b> 10 <sup>th</sup> September 2013	<b>Version Number:</b> 1
<b>Consulted:</b> Yes	



# RUNNYMEDE Prevention and Protection Plan

## RUNNYMEDE Prevention and Protection Plan

Service Priority Area	Aim	Area Lead				
Reduction in number and severity of Accidental Dwelling Fires (ADF)	Targeted community safety work to reduce the risk in people's homes and limit the impacts of fire on the community	Blue Watch				
Narrative	Objective	Objective Lead	Performance Indicator	Output		Service Outcomes Service Plan Objective
				Target	Actual	
<p>Free Home Fire Risk Checks (HFSV) provide an opportunity for service personnel to visit residents within the borough, providing tailored home fire safety advice, appropriate to the individual residents specific domestic risks.</p> <p>Our targeted campaigns will ensure that we visit the most vulnerable members of the community to ensure the risk of fire is reduced and that they are safer in their homes.</p>	<p>We will undertake HFSVs in the areas most in need of this service, using the provided data and local knowledge to target this work. A minimum of 60% will be targeting vulnerable people and the most at risk from fire in our communities, using available risk data and local knowledge.</p> <p>The [total number that we complete will help the Service] achieve its overall target and will be managed locally by the station management team in agreement with the SM Prevention</p> <p>We will carry out 4 targeted campaigns at the times and locations detailed below. 60% of the targeted premises will include 'high-risk' properties:</p>	WM Hughes	<p>BVPI 142ii – Number of primary fires (Annual Target 103)</p> <p>BVPI 142iii – Number of accidental fires in dwellings (ADF) (Annual Target 31)</p>	Total HFSV [insert number]	Total HFSV=[ ]	<p>1.Reduce the impact of fires, vehicle collisions and other emergencies</p> <p>4.Working with other agencies to provide services that strengthen the community and minimise our impact on the environment.</p>
	<ul style="list-style-type: none"> <li>Egham Town Magna Carta Day</li> <li>Knowl Hill and Trumps Green</li> <li>Thorpe</li> <li>Coopers Hill</li> </ul>	<p>WM Reynolds</p> <p>WM Hughes</p> <p>WM Bryant</p> <p>WM Lawrence</p>		<p>Q1=[50 ]</p> <p>Q2=[50 ]</p> <p>Q3=[50 ]</p> <p>Q4=[50 ]</p>	<p>Q1=[ ]</p> <p>Q2=[ ]</p> <p>Q3=[ ]</p> <p>Q4=[ ]</p>	

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# RUNNYMEDE Prevention and Protection Plan

Service Priority Area	Aim	Area Lead				
<b>Reduction in number and severity of Accidental Dwelling Fires (ADF)</b>	Targeted community safety work to reduce the risk in people's homes and limit the impacts of fire on the community	Blue Watch				
Narrative	Objective	Objective Lead	Performance Indicator	Output		Service Outcomes Service Plan Objective
				Target	Actual	
<p>People are more aware of the dangers of fire when one has recently occurred in their neighbourhood. We will use this unfortunate event to give targeted fire safety advice through a 'Hot Strike' based response, enabling us to reduce the likelihood of other local residents suffering from a similar fire.</p>	<p>Carry out a 'Hot Strike' campaign, consisting of a minimum of 25 targeted premises if appropriate to the size and make up of the community or area, following every domestic dwelling fire in the borough.</p>	<p>WM Hughes CM Hartwell</p>	<p>BVPI 143ii – Number of injuries arising from ADFs (Annual Target 2)</p> <p>BVPI 144 – Number of ADFs confined to room of origin (Annual Target 91%)</p>	1 'Hot Strike' per dwelling fire		
	<p>We will maintain a local, borough based record of completed 'Hot Strike' campaigns, detailing the targeted premises and any subsequent Home Fire Safety Visits (HFSV)/fire safety advice requests.</p>	<p>WM Hughes CM Hartwell</p>		1 complete local record		
<p>Where required we will develop meaningful and effective partnerships that enable us to reach, educate and ultimately improve the safety and welfare amongst those members of our community whom we, or our partners, consider to be at a higher risk.</p>	<p>We will work with the following local partners to provide fire safety advice via our HFSV service; the fire safety advice will either be delivered by ourselves, by the Surrey Fire Volunteer Service (SFVS) or our partners on our behalf:</p> <ul style="list-style-type: none"> <li>SFVS</li> </ul>	<p>WM Hughes CM Hartwell</p>		XX		
	<p><i>WM's to populate and enter details of local partnerships and campaigns and responsible persons.</i></p>	<p>WM Hughes CM Hartwell</p>				

# RUNNYMEDE Prevention and Protection Plan

Service Priority Area	Aim	Area Lead				
Reduction in number and severity of Accidental Dwelling Fires (ADF)	Targeted community safety work to reduce the risk in people's homes and limit the impacts of fire on the community	Blue Watch				
Narrative	Objective	Objective Lead	Performance Indicator	Output		Service Outcomes Service Plan Objective
				Target	Actual	
<p>We will support additional requests for home fire risk checks, generated as a result of completed local, service and National campaigns.</p> <p>These requests will be completed on a locally applied risk based priority process, ensuring that those residents/premises that need assistance/advice most are completed as soon as reasonably possible</p> <p>We will monitor our Accidental dwelling fires to ensure consistent recording to aid in identifying trends.</p>	<p>We will carry out a Home Fire Safety Visits (HFSV) programmed in by mobilising control on days made available through advanced planning by station personnel. A locally applied risk based priority process will ensure the most at risk and vulnerable in our community will have priority visits.</p>	<p>WM Hughes CM Hartwell</p>				ITEM 7
	<p>We will look to use and gain assistance from the Surrey Volunteer Services for 50% of our targeted campaign work.</p>	<p>WM Hughes</p>				

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Training/Special Service Procedure	Targeted work to reduce the number and risk of special services and the number of associated injuries	White Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
<p>The Service will train with Partner agencies to ensure we provide an effective response to all special service incidents. This will include Wildfire, Flooding/water incidents.</p> <p>Training jointly with our partners will improve both the competency of our firefighters and the effectiveness of the overall response to any given RTC, improving the quality of the service we provide to the communities of Surrey,</p>	<p>We will ensure that XX of the themes of the CHERTSEY Open Day is in relation to RTC reduction/Wildfire reduction/Water safety. We will monitor and record hotspots, initiating campaigns with our partners as required. We will run the open day with assistance from the SFVS where available</p>	WM GOODE		1		<p>1. Reduce the risk and impact of fires, vehicle collisions and other emergencies. 2.Ensure our workforce is ready and able to provide you with the best possible service. 4.Working with other agencies to provide services that strengthen the community and minimise our impact on the environment Date TBC 01675433800 14-7-12, 01932500705 Date TBC</p>
	<p>We will run RTC reduction initiatives using products such as Lifecut, FF4AD, Pass Plus or local schemes as required on the following dates:</p> <ul style="list-style-type: none"> <li>• 6th gear, Longcross</li> <li>• Black Cherry Fair, Chertsey</li> <li>• Thorpe Park, Thorpe</li> </ul>					

# RUNNYMEDE Prevention and Protection Plan

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Key Service Area	Aim	Area Lead				
Training/Special Service Procedure	Targeted work to reduce the number and risk of special services and the number of associated injuries	White Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
	We will support Drive Smart as required.	WM GOODE		Target	Actual	
					Ensure eligible schools in the area attend safe drive stay alive	
Recording and charging for special service incidents	We will record and collate all chargeable special service incidents and ensure correct procedures are followed.	WM GOODE				5.Achieve best value, value for money and improve performance

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# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Training/Special Service Procedure	Targeted work to reduce the number and risk of special services and the number of associated injuries	White Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
Lives are lost each year in and around water, often needlessly. We will work to make people safer in and around water through carefully targeted education, on occasions when people are most likely to frequent Surrey's rivers and waterways. For our staff familiarisation with our local waterways will ensure that they are better prepared and safer when required to deal with water related emergency situations. They will also become aware of the local impact(s) of climate change and be able to plan, adjust and overcome associated difficulties.	<p>We will organise the following events to promote water safety among members of the public, particularly those people less familiar with the inherent hazards posed by water, and familiarise our own staff with the local waterways and their unique evolving risks:                      Penton Hook marina reggata, 1<sup>st</sup> July 2012, David Whisson, 01932568681.</p> <p>Exercise with Penton Hook marina staff, date TBC.</p> <p>We will organise a minimum of one level one exercise per watch at one of our identified risks. This will be at a level that is suitable to test our response should an incident occur.</p>	WM GOODE		2		
				4		Penton Hook Marina, David Whisson, 01932568681. Fair Oaks Aerodrome, Rob Rowell, 07930139849

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
The vast majority of calls to AFAs are subsequently proven not to have required an emergency response, i.e. as a result of steam, cooking, fumes, deliberate misuse of the system or poor design, often together with a lack of maintenance. Unnecessary activations can also result in the feeling of complacency amongst occupants of premises; with the subsequent	We will monitor AFAs in Runnymede identifying the top 'offending' premises using the service flow chart. Once identified, we will work with the area management team, particularly our Fire Safety Inspecting Officers, to ensure that these premises are targeted in line with service policy and hence reduce the number of AFAs.	WM Dayman WM Reynolds	BVPI 146ii – Number of calls to malicious false alarms attended (Annual Target 23) BVPI 149i – Number of false alarms caused by automatic fire detection (Annual Target	[Insert Annual Borough AFA (BVPI 149i) Incident Number]		1.Reduce the impact of fires, vehicle collisions and other emergencies 4.Working with other agencies to provide services that strengthen the community and minimise our impact on the environment

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
<p>potential of those individuals involvement should a fire incident occur.</p> <p>These AFA calls, along with malicious (hoax) calls, take front line services away from more essential work and can have a negative effect on both local business and community</p>	<p>We will monitor all malicious calls in <span style="background-color: red; color: black;">Runnymede</span>- identifying the top 'offending' locations/individuals. Where a problem is identified we will work with the borough management team and the Arson Task Force (ATF), to ensure that, in each instance, these premises/individuals are targeted in line with service policy and hence reduce the number of malicious calls.</p>	<p>WM Reynolds CM Davidson</p>	192)	<p>[Insert Annual Borough BVPI 146ii Incident Number]</p>		
	<p>We will work with the local press, etc. and service resources to produce media articles/presentations, subject to local need, linked to reducing AFAs and/or malicious calls.</p>	<p>WM Dayman WM Reynolds</p>		2		



# RUNNYMEDE Prevention and Protection Plan

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Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
	Where necessary, we will work in partnership to facilitate a reduction of unwanted calls within a specific locations, i.e.			1		
		WM Reynolds CM Davidson		1		
Wildfire-We will work with our partners to reduce the numbers of deliberate wildfires. We will work with our partners to educate the public to reduce the numbers of accidental wildfires	The main focus of Fire Service involvement will be to support a reduction in deliberate Wildfires. When the severity index reaches 4 or above our operational crews will carry out wildfire patrols in the high risk areas, carrying out prevention and reassurance activities.	WM Dayman Wm Reynolds To populate high risk areas				

ITEM 7

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
	We will support local and National Neighbourhood Watch events. In particular, the National Neighbourhood Watch week on (TBA) running a targeted campaign with police and local neighbourhood teams. The main focus of Fire Service involvement will be to support home fire safety, road safety, water safety or a reduction in deliberate Wildfires			Target	Actual	
	We will undertake the following local initiatives aimed at reducing instances of arson:	WM Dayman CM Davidson				

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
Deliberate vehicle fires are often as a result of anti-social behaviour, theft and other deliberate acts. They can be difficult to combat, especially where vehicles are being dumped within Surrey following theft from other areas.	We will work with our partners to ensure that all known abandoned vehicles are reported, in an effort to ensure that they are removed before they become a target of arson.	WM Reynolds CM Davidson		100%		

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
<p>Derelict or unoccupied buildings cause the Fire Service and the community a number of problems.</p> <p>Firstly, is the major issue in relation to the safety of our personnel attending incidents involving a deliberate or accidental fire in these premises, where the inherent state of repair and contents can be of a precarious nature.</p> <p>Secondly they become a centre for anti-social behaviour that can expand out into other parts of the community, leading to an</p>	<p>We will work closely with the Local Authority (LA), our Arson Task Force (ATF) and private landlords to ensure that all known derelict properties, or those in danger of becoming derelict, are identified and boarded up to reduce the risk of their subsequent involvement in deliberate fire setting. We will use the agreed flow chart to assist us and our partners to ensure a swift conclusion to any issues arising.</p> <p>We will record and monitor all such properties on the agreed spreadsheet/template.</p>	<p>WM Reynolds</p> <p>CM Davidson</p>	<p>BVPI 206ii + 206iv – Number of deliberate fires in vehicles (Annual Target 18)</p> <p>BVPI 207 – Number of fires in non-domestic premises (Annual Target 18)</p>			

# RUNNYMEDE Prevention and Protection Plan

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Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
increase of arson involving other property/premises.	We will carry out thematic fire safety audits at the following venues, used for summer festivals and bonfire night displays, in conjunction with the Protection team, where appropriate:					
	Operational personnel will complete XX Christmas fire safety/ New Year sales visits, on local commercial premises, during the months	WM Reynolds WM Dayman		1		
We will provide targeted education to ensure that the young and the vulnerable are fully aware as to the hazards of fire and how to make themselves safer in their homes. For further information in relation to the Junior Citizens Scheme	We will run or support Youth Engagement Scheme (YES) courses through the use of borough resources/personnel.			3		
	We will run or support Duke of Edinburgh award scheme activities as necessary to support the local delivery of the scheme					

ITEM 7

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
and Youth Engagement Scheme (YES) refer to the West Area Plan 2012-13.	We will run or support <b>Firefighter for a Day (FFFAD)</b> courses through the use of borough resources/personnel	<b>WM Dayman</b> <b>WM Reynolds</b>		1		
The service has identified three fire safety community campaigns designed in line with the National 'Firekills' programme. The quarterly campaigns aim to contribute to a reduction in the overall number of fires and associated injuries, within the community of Surrey.	We will facilitate visits to borough fire stations by youth and other local community groups giving advice on general fire safety.					
	We will support the following service fire safety community campaigns, within the local area context:					
	Fire Safety for Vulnerable Groups – February 4 <sup>th</sup> - to May 4 <sup>th</sup> 2012	<b>WM Dayman</b> <b>WM Reynolds</b>				
	Fire Safety Outdoors – 2 <sup>nd</sup> June to 29 <sup>th</sup> September 2012	<b>WM Dayman</b> <b>WM Reynolds</b>				

# RUNNYMEDE Prevention and Protection Plan

Key Service Area	Aim	Area Lead				
Education/Prevention	Targeted work to reduce the number of unwanted calls, including both Automatic Fire Alarm (AFA) and malicious calls and Arson	Red Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
	Fire Safety in the Home – 4 <sup>th</sup> October 20 to 31 <sup>st</sup> January 2012 <span style="color: red;">Dates need to confirmed 12-13</span>	<span style="color: red;">WM Dayman</span> <span style="color: red;">WM Reynolds</span>		Target	Actual	

# RUNNYMEDE Prevention and Protection Plan

Service Priority Area	Aim	Area Lead				
Risk Information & Protection	Targeted work to meet community needs and further reduce local risk. To make our crews aware of risks within the Borough	Green Watch				
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective
				Target	Actual	
<p style="color: green;">An important part of reducing risk to both our personnel and the community is by ensuring all our risk information is up to date and by enforcing statutory fire safety requirements through Fire Safety Inspecting Officers, with the aid of station based personnel.</p> <p style="color: green;">Wildfire –Between January and March ensure all information held on mobile data is updated.</p>	<p>We will complete 30 operational data gathering visits per wholetime station on a risk based approach, focusing on high rise buildings, level 3 and 4 premises or as identified by the West Area Command Protection team.</p>	<p>WM LOVE WM BRYANT</p>	<p>BVPI 146ii – Number of calls to malicious false alarms attended (Annual Target 23)</p> <p>BVPI 149i – Number of false alarms caused by automatic fire detection (Annual Target 192)</p>	<p>A minimum of 30 visits per station</p>		<p>1.Reduce the impact of fires, vehicle collisions and other emergencies</p> <p>2.Ensure our workforce is ready and able to provide you with the best possible service.</p> <p>4.Working with other agencies to provide services that strengthen the community and minimise our impact on the environment</p>
	<p>We will sample licensed major public events in the borough and obtain risk information as directed by the Area Command Risk Manager</p>	<p>WM LOVE WM BRYANT</p>	<p>BVPI 206i + 206iii – Number of deliberate fires (excluding deliberate fires in vehicles) (Annual Target 57)</p>			



# RUNNYMEDE Prevention and Protection Plan

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Service Priority Area	Aim	Area Lead					
Risk Information & Protection	Targeted work to meet community needs and further reduce local risk. To make our crews aware of risks within the Borough	Green Watch					
Narrative	Initiative	Initiative Lead	Performance Indicator	Output		Strategic Outcomes Service Plan Objective	
				Target	Actual		
Identify the top 10 risks (premises or other), within the borough, and arrange familiarisation visits for all operational staff, and produce lecture packs, for all level 3 and 4 premises in the borough.	<i>WM to populate high risk premises and provide lecture packs on the agreed template</i>	WM LOVE WM BRYANT					

ITEM 7

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (RUNNYMEDE)****DATE:** 30<sup>th</sup> September 2013**LEAD OFFICER:** Russell Pearson, Chief Fire Officer**SUBJECT:** Consultation on changes to fire engine deployment in the Borough of Spelthorne**DIVISIONS:** Spelthorne, Elmbridge, Runnymede**SUMMARY OF ISSUE:**

To consult on the proposed changes to create a new single fire engine fire station in the borough of Spelthorne to replace the two existing single fire engine fire stations at Sunbury and Staines.

**RECOMMENDATIONS:**

**The Local Committee (Runnymede) is asked to note:**

- (i) That consultation on this proposal is taking place in Spelthorne and neighbouring areas.
- (ii) Provide advisory feedback on the proposal.

**REASONS FOR RECOMMENDATIONS:**

This consultation is about how Surrey Fire and Rescue Service (SFRS) propose to close the two existing fire stations in Spelthorne and replace them with a fire station in a more central location within the borough. This fire station would have one 24 hour immediate response fire engine. The Surrey Fire and Rescue Authority has statutory duties to provide a fire and rescue service for the county with the resources available. This proposal is part of a transformation programme for the Service, designed to meet the challenges described in the Public Safety Plan 2011-20 (Annex 1). The savings generated by the station rationalisation will enable the continued provision of an equitable service across the county whilst maintaining the Surrey Response Standard.

**1. INTRODUCTION AND BACKGROUND:**

1.1 The Public Safety Plan (PSP) outlines 12 outcomes to be achieved by 2020. These include improving the balance of service provision across Surrey and improving the provision and use of property.

1.2 Surrey Fire and Rescue Service (SFRS) currently base one 24 hour fire engine at both Sunbury and Staines Fire Stations, which provide most of the initial response cover for the Spelthorne Borough area.

1.3 This proposal seeks to support the provision of more balanced service provision across the county, in order to be better positioned to achieve the Surrey Response standard whilst remaining within the available budget for the Service.

## ITEM 8

1.4 To achieve this, the Service has reviewed emergency response cover across the county and identified an area where the provision of a new location would enable the more effective use of resources.

### **2. ANALYSIS:**

- 2.1 We have considered a range of options, which included doing nothing, closing one of the two fire stations in the borough, changing the crewing systems at the existing stations and finding a new location.
- 2.2 We evaluated each option in relation to its impact on emergency response performance, cost, achievability within time, resource constraints and conformity with the principles agreed under the Surrey PSP. This option analysis, linked with our understanding of the risk profile and from our experience of providing a fire and rescue service, helps to shape our professional opinion on the most appropriate course of action.
- 2.3 Consideration has also been given to the risk profile in and adjacent to Spelthorne and any potential developments in the area.
- 2.4 Our preferred option is to create a new single fire engine fire station in the borough of Spelthorne.
- 2.5 Proposal: To build a new fire station in the Ashford area and deploy one wholetime immediate response fire engine on a 24/7 basis at this location. Once this fire station is operational, close the fire stations at Sunbury and Staines.
- 2.6 This proposal is in accordance with the PSP principles and public opinion is being gauged through this consultation process.
- 2.7 The proposal enables a reduction in the number of fire fighter posts required with the associated revenue savings.
- 2.8 The benefits of the proposals would create a more efficient use of resources across the County. Spelthorne residents would receive one fire engine attending incidents on average in less than seven minutes and in many cases that will be sufficient resources to deal with the emergency safely and effectively. For life and property risk incidents, additional resources will be on their way to provide the required support for the first crew attending. The first fire crew on scene will assess the scale of the incident and can request more resources should they be required.
- 2.9 To support the decision making process the same emergency cover modelling process that was used for the Public Safety Plan has been used. To date the model has been accurate in its prediction of performance and provides support to officers making a professional judgement as to the most appropriate option to deploy.
- 2.10 For Runnymede there is a positive impact on the predicted performance, with a reduction of 1 minute and 18 seconds to the average first attendance. The predicted average of 7 minutes and 18 seconds is well within the Surrey

Response Standard of the first attendance within 10 minutes (80% of occasions).

**Predicted response times to emergency incidents:**

Response standard		1st response to all 2+ fire engine incidents		2nd response to all 2+ fire engine incidents		1st response to other emergencies
		Average	% in 10mins	Average	% in 15mins	% in 16 mins
Current situation	Surrey	07:28s	80.8	10:27s	86.7	96.8
	Spelthorne	05:44s	97.0	09:13s	98.2	99.8
	Elmbridge	06:45s	89.5	11:01s	95.0	99.5
	<b>Runnymede</b>	<b>08:36s</b>	<b>69.2</b>	<b>10:21s</b>	<b>90.1</b>	<b>97.5</b>
Proposal	Surrey	07:33s	82.5	10:27s	90.5	98.3
	Spelthorne	06:42s	91.4	10:24s	94.5	98.9
	Elmbridge	06:48s	88.6	11:14s	93.0	99.3
	<b>Runnymede</b>	<b>07:18s</b>	<b>82.7</b>	<b>10:35s</b>	<b>92.5</b>	<b>98.8</b>

Surrey Response Standard			
Incident Type	Response	Within	Target
Critical Incidents	1 <sup>st</sup> fire engine	10 minutes	80% of occasions
	2 <sup>nd</sup> fire engine	15 minutes	80% of occasions
All Other Emergencies	1 fire engine	16 minutes	95% of occasions

**3. OPTIONS:**

3.1 See above

**4. CONSULTATIONS:**

4.0 A 13 week consultation period with residents, businesses, Surrey Fire and Rescue Service staff and unions commenced on 5<sup>th</sup> August 2013 and will run until 4<sup>th</sup> November 2013.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 This proposal is one element of SFRS' plans to meet the requirements established in the medium term financial plan.
- 5.2 The costs have been identified within the council's medium term financial planning process and the funding is established as part of the development of the solution.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

## ITEM 8

- 6.1 At the start of the project, an initial Equality Impact Assessment (EIA) screening was undertaken to identify the potential impact on people with protected characteristics and high risk groups (i.e. age, mental health, disability), which also informed the consultation plan.
- 6.2 During the project, the proposal will be assessed further on its impact on people with protected characteristics and a final EIA will be submitted to Cabinet alongside the final report.

### **7. LOCALISM:**

- 7.1 The public consultation allows all residents and businesses to input their views from a local perspective.

### **8. OTHER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
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 SFRS proposes to create a new single fire engine fire station in the borough of Spelthorne. This means:
- i) Procuring a suitable site in the Ashford area and building a new fire station.
  - ii) Deploying one fire engine at this new station with a target date of April 2015.
  - iii) Closing Sunbury and Staines fire stations once the new station is operational.
- 9.2 The Local Committee is asked to consider the proposal and provide a response to the contact officer by 4 November 2013.
- 9.3 The Local Committee is also asked to, where possible, encourage constituents to get involved in the consultation.

### **10. WHAT HAPPENS NEXT:**

- 10.1 Consultation will continue until 4 November 2013. A full consultation report accessible to the public will be available on 14 November.  
[www.surreycc.gov.uk/runnymede](http://www.surreycc.gov.uk/runnymede)

- 10.2 An interim report, based on initial analysis of consultation feedback, will be drafted and shared with Cabinet Members and key stakeholders at the end of October 2013.
- 10.3 The proposal, shaped by consultation feedback, will be presented to Surrey County Council Cabinet on 26 November 2013.

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**Contact Officer:**

Eddie Roberts (Area Commander - East Area)  
Telephone: 01737 242444  
Email: eddie.roberts@surreycc.gov.uk

**Consulted:**

Public Consultation commenced on 5 August 2013

**Annexes:**

No of annexes: 1  
Public Safety Plan 2011-20 (summary version)

**Sources/background papers:**

- Consultation plan 2013
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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (RUNNYMEDE)****DATE:** 30 September 2013**LEAD OFFICER:** Paul Fishwick, Project Manager, Transport Policy**SUBJECT:** Runnymede Major Schemes**DIVISION:** Egham**SUMMARY OF ISSUES:**

This paper is to update members on the current status of the Runnymede Major Schemes and obtain approval to carry out a public and business consultation during the autumn of 2013.

The Runnymede roundabout and Egham sustainable transport package are two separate Major Projects but located within the Egham area and adjoin each other.

Both projects need to go through a consultation process which will help us gauge support for the projects, assist in developing the scheme details and forewarning us of any potential issues, which could be designed out during the development process. The data collected should align with what we require in order to inform and develop the business cases. Consulting on both projects together would be beneficial so not to duplicate questions and resources and create consultee apathy.

It is suggested that officers go out to consultation for a period of 8 weeks from Monday 14 October to Sunday 8 December 2013.

The results of the consultation can then be reported to the Member Task Group during mid January and to this Local Committee on 24 February 2014.

**RECOMMENDATIONS:**

**The Local Committee (Runnymede) is asked to agree :**

- (i) To note the progress made so far with the Local Transport Body;
- (ii) To note the draft proposals for both the Runnymede roundabout and the Egham sustainable transport package;
- (iii) That officers undertake public consultation for a period of 8 weeks from Monday 14 October to Sunday 8 December 2013, and report the feedback to the Members Task Group and Local Committee meeting in February 2014.

**REASONS FOR RECOMMENDATIONS:**

To ensure that the Local Committee are kept informed, the Local Committee are asked to note the progress made so far with the Local Transport Body and the draft proposals of the two Major schemes located within the Egham area.

To assist the development of both projects and help us gauge support and forewarning us of any potential issues, which could be designed out during the development process, it is recommended that we carry out a consultation with both the public and businesses at the first opportunity during the autumn of 2013, to enable the business and economic cases to be developed during the spring of 2014.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Local Committee received a report at their meeting on the 25 February 2013 that provided a briefing on the development of Major schemes within the Egham area for the period 2015-19 (minute 07/13 refers).
- 1.2 At that time, the Enterprise M3 (EM3) Local Transport Body (LTB) had not been set up, but was going through the process of development, ready for its inauguration in July 2013.
- 1.3 The Government announced in January 2013 that indicative funding for the EM3 LTB for 2015-19 period would be £36 million, however, schemes should be submitted based on plus and minus 30% of the indicative figure.
- 1.4 The County Council submitted eight schemes to the EM3 LTB in July 2013 and these schemes as well as those submitted by Hampshire County Council were independently reviewed by consultants appointed by the LTB.
- 1.5 The Government announced on 18 July 2013 that the funding level for the EM3 LTB for 2015-19 period would be £24.3 million, which is 30% less than the indicative allocation previously advised in January 2013.
- 1.6 With the above in mind, the LTB have developed a 'priority schemes' schedule valued at £27.58 million, allowing for some slight over programming. This schedule includes Runnymede roundabout estimated at £4.8 million.
- 1.7 Egham sustainable transport package, estimated at £3.7 million, was **not** included with the recommended schemes schedule, but has been included within the 'longer list of potential schemes' estimated at £70+ million.
- 1.8 Although six schemes, (three from Surrey and three from Hampshire) have been included in the 'priority schemes' schedule, the schemes must now be developed to create a detailed business case, which is expected to be submitted during September 2014.
- 1.9 Although the three Surrey schemes, including the Runnymede roundabout, will need to be developed to create the detailed business case, the Benefit Cost Ratio must obtain at least a score of 2. If any scheme does not achieve this score it is unlikely to proceed towards funding.

- 1.10 With this in mind, the County Council should have a 'reserve' scheme which is in the same state of readiness as the 'priority schemes'. Therefore, the Egham sustainable transport package, which adjoins the Runnymede roundabout scheme will be developed in a similar time frame, to be ready for any slippages from within the 'priority schemes' schedule.

## **2. ANALYSIS:**

### **Runnymede roundabout and Egham sustainable transport package**

- 2.1 The two Major schemes have been outlined to enable 'mini bids', to be submitted during July 2013. These are attached as **Annex A**.
- 2.2 More detailed plans are currently being developed to enable consultation to be carried out during the autumn of 2013 (subject to approval of the Local Committee), but 'overview' plans are attached as **Annex B**.
- 2.3 The data collected should align with what we require to inform and develop the business cases. Consulting on both projects together would be beneficial so not to duplicate questions and resources and create consultee apathy.
- 2.4 A number of recent consultation surveys have used the Survey Monkey, which is an online questionnaire and has been successful in attracting reasonable numbers of responses. Hard copies would also be available.
- 2.5 The consultation exercise needs to be well advertised, with posters displayed on site, press release, contacting local groups, schools, retail outlets and businesses directly and via Surrey Connects, Surrey Chamber of Commerce and other related agencies.
- 2.6 Whilst the above should connect with the residents and schools we need to ensure that we obtain as much relevant feedback as possible from businesses, which connects in with the objective. This may involve displaying posters and hard copies at businesses fronting the Causeway, and maybe other locations, to encourage feedback. The data collected will help us inform and develop the business case, especially as relevant 2011 census data is not available until spring 2014.
- 2.7 The proposed draft time line for both schemes would be as follows:
- 30 September 2013 – Local Committee approval to consult on both projects.
  - 14 October – start of 8 week consultation
  - 8 December – end date of the consultation
  - 9 December to 19 December – analysis of data
  - Mid-January 2014 – Member Task Group
  - Mid-February – Local Committee, report consultation findings and update on project progress.
  - January 2014 – Commence business case development

## ITEM 9

- September 2014 – submission of detailed business case(s)
- 2.8 The Local Committee are asked to approve the planned consultation for an 8-week period between Monday 14 October and Sunday 8<sup>th</sup> December 2013.

### **3. OPTIONS:**

- 3.1 The consultation will present what is considered to be the most suitable scheme for both the Runnymede roundabout and the Egham sustainable package. However, the consultation will allow for people and businesses to express their ideas on minor amendments to the proposals that have already been developed.
- 3.2 This style of consultation allows us to be forewarned about any potential issues, which could be designed out during the development process.
- 3.3 We will also be looking for support for the two projects, which can then be reflected within the detailed business case.

### **4. CONSULTATIONS:**

- 4.1 Although both schemes have been the subject of discussions with several authorities, no formal consultation has been carried out.
- 4.2 Both schemes have been outlined sufficiently to enable a consultation to be carried out during the autumn period, that will inform the detailed business case which is planned for the 'spring' of 2014. Any delay in carrying out this work could jeopardise both schemes and the prospect of obtaining LTB funding.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The detailed business case for the schemes that are to be submitted will require, as part of the business case, value for money statement, derived through the calculation of the benefit cost ratio.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is the objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment (EIA's) will be carried out for each Major scheme as part of the detailed business case.

### **7. LOCALISM:**

- 7.1 The headline benefits for the Major schemes within Egham are boosting economic growth by:
- ✓ Tackling congestion
  - ✓ Improved journey time reliability
  - ✓ Reduced journey times
  - ✓ Reduced vehicle operating costs

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- ✓ Increased walking and cycling
- ✓ Improved connectivity from business areas to railway stations

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
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	Set out below.

### **8.1 Sustainability and Public Health implications**

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, as key objectives of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

Transport is responsible for one third of carbon emissions in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

It is also expected that increased levels of walking and cycling to and around the town centre will have a positive effect on Egham's retail economy, with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than a motorist.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Work has been carried out on the Runnymede roundabout and the Egham sustainable transport package schemes to enable a public consultation.
- 9.2 The results of the consultation will inform the development of the detailed business cases for both schemes and support for the schemes would be welcome, especially from businesses as the objectives are based on supporting the economy and economic growth.

[www.surreycc.gov.uk/runnymede](http://www.surreycc.gov.uk/runnymede)

## ITEM 9

- 9.3 The Local Committee are asked to note the progress made so far with the LTB in accepting the Runnymede roundabout scheme onto the 'priority schemes', and Egham sustainable transport package onto the 'longer list of potential' schemes.
- 9.4 So that the County Council is well prepared for the development of the detailed business case, it is recommended that consultation is carried out during 'autumn' 2013, ready for business case development in January.

### **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the approval of this Local Committee, the consultation will be carried out over 8 weeks between Monday 14<sup>th</sup> October and Sunday 8<sup>th</sup> December 2013.
- 10.2 The consultation will be open to the public and businesses will be approached with specific questions related to the economy.
- 10.3 The Member Task Group will be informed about the results of the consultation during mid January and the Local Committee in February.
- 10.4 The detailed business case will be developed during the January of 2014, to be ready for a submission to the LTB during September 2014.
- 10.5 Runnymede roundabout and Egham sustainable transport package will be developed together for the time being, in case there are any 'slippages' elsewhere.

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**Contact Officer:** Paul Fishwick  
Job title Project Manager, Transport Policy  
Contact number 03456 009 009

**Consulted:**

Surrey County Council officers: Lyndon Mendes, David Stempfer, Andrew Merritt, Love Bhabuta, Caroline Tuttle, Andrew Milne, David Ligertwood  
Runnymede Borough Council officer: Steve Fuggles  
Runnymede Major Schemes Member Task Group -13 September 2013.

**Annexes: 2**

**Sources/background papers:**

EM3 LTB Major schemes submissions (July 2013)  
DfT letter dated 18 July 2013.



## Enterprise M3 Local Transport Body Application Form

<b>LTA/ Proposer:</b>	Surrey County Council	<b>Scheme name &amp; (District/ Borough):</b>	Egham Sustainable Transport Package, Runnymede
<b>Contact details:</b>	Lyndon Mendes <a href="mailto:Lyndon.mendes@surreycc.gov.uk">Lyndon.mendes@surreycc.gov.uk</a>	<b>Partners (in joint submissions):</b>	Runnymede Borough Council
<b>WHAT &amp; WHERE – Outline description &amp; maps</b>			
<p>Egham's close proximity to Heathrow Airport, the M25 and London, makes it economically significant. Although Egham is home to some major businesses such as British Gas and Veolia Water, located on the A308 The Causeway, developer investment and recruitment is constrained due to congestion and poor transport infrastructure in the area.</p> <p>The busy Egham railway station (2.142 million passenger journeys per annum and 4 trains per hour in each direction) is located close to the town centre, but has a poor or an inadequate cycle network connecting it to nearby business, residential areas and Royal Holloway College.</p> <p>The busy A308 The Causeway, which includes a sub-standard on road cycle route (part of National Cycle Route 4), has seen 18 casualties in the period January 2008 to July 2012, 5 of them serious. This current inadequate cycle route connects the areas major business parks of Egham with Staines to the northeast and Egham to the southwest.</p> <p>Staines railway station is located only 1.5 km to the north east of The Causeway with 2.898 million passenger journeys per annum, but has poor cycle facilities on the Egham side. Congested roads in the area present challenges for bus operation and journey time reliability is poor.</p> <p>One of the major destinations for bus services is Heathrow airport, which has more than 320 organisations employing 76,500 staff, the UK's biggest employment site, with almost half of these living nearby. There is no direct rail service to Heathrow and therefore the area is reliant on the existing bus network to provide a sustainable alternative for these journey destinations.</p> <p>The proposal is for a package of sustainable transport measures comprising cycling and walking measures which will bring forward planned development opportunities and unlock economic growth. The measures concentrate on railway line crossing points that could be crossed easily by walking or cycling, and bus corridor improvements.</p> <p>The county council has worked with the bus operators to devise practical solutions for the three bus routes included within the package of measures under the following themes;</p> <ul style="list-style-type: none"> <li>• Bus reliability and punctuality</li> </ul>			

## ITEM 9

- Bus stop accessibility and dwell improvements
- Integration with other sustainable transport modes
- Informed traveller measures
- Smart ticketing measures
- Marketing initiatives and awareness.

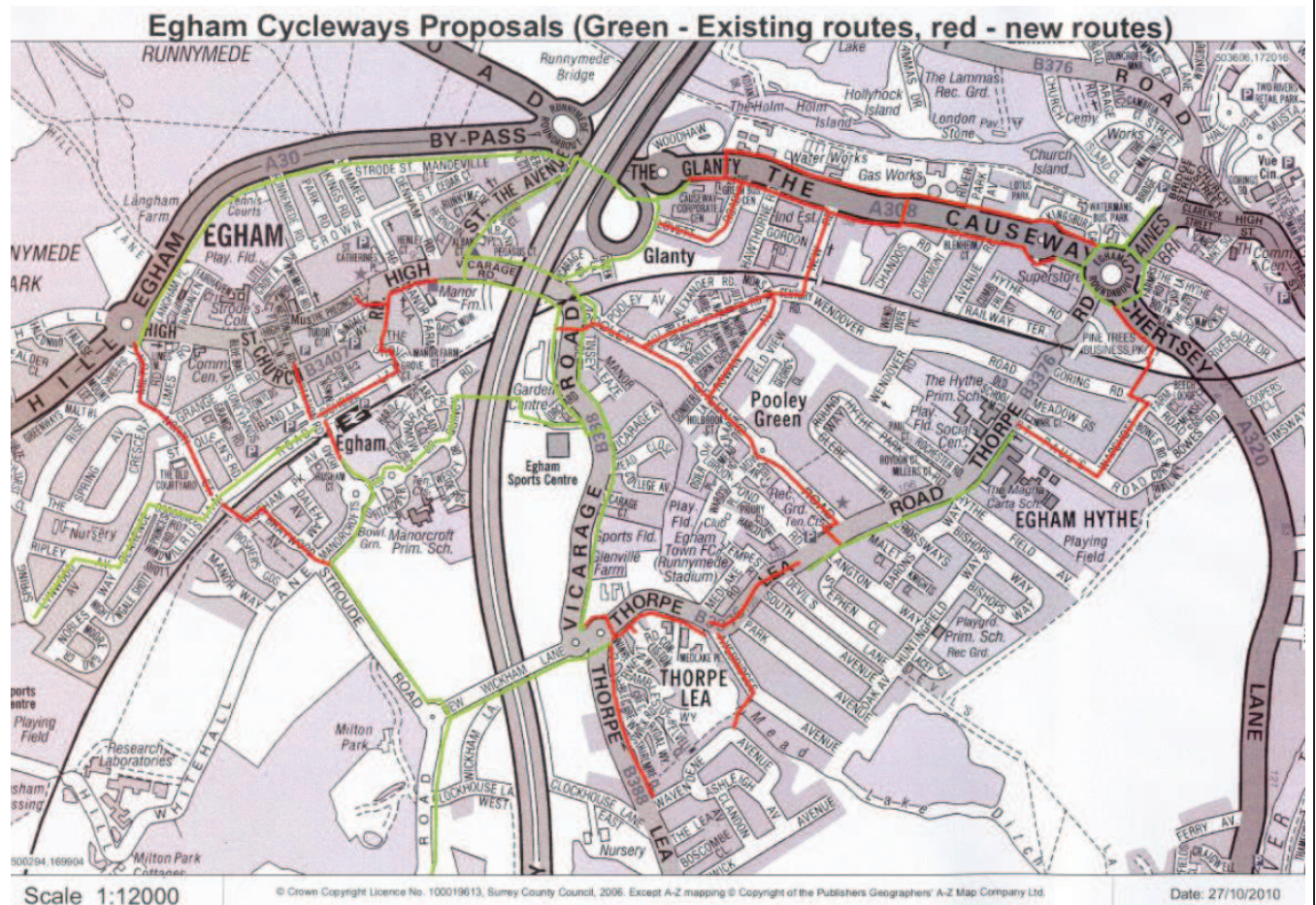
The focus of the package for cycling (and walking) for the more local journeys, is to introduce a high quality user-friendly cycle network and associated cycle parking facilities, which provides a safe and reliable network that attracts a significant suppressed demand, as experienced within Woking and other Cycle Demonstration Towns, without any increase in cycle casualties.

The focus of the bus package is to achieve a significant enhancement to the quality, reliability and the attractiveness of the bus services on the routes identified. This will ensure that local people can access jobs at Heathrow and other strategic employment sites and achieve carbon savings of 120 tonnes per annum.

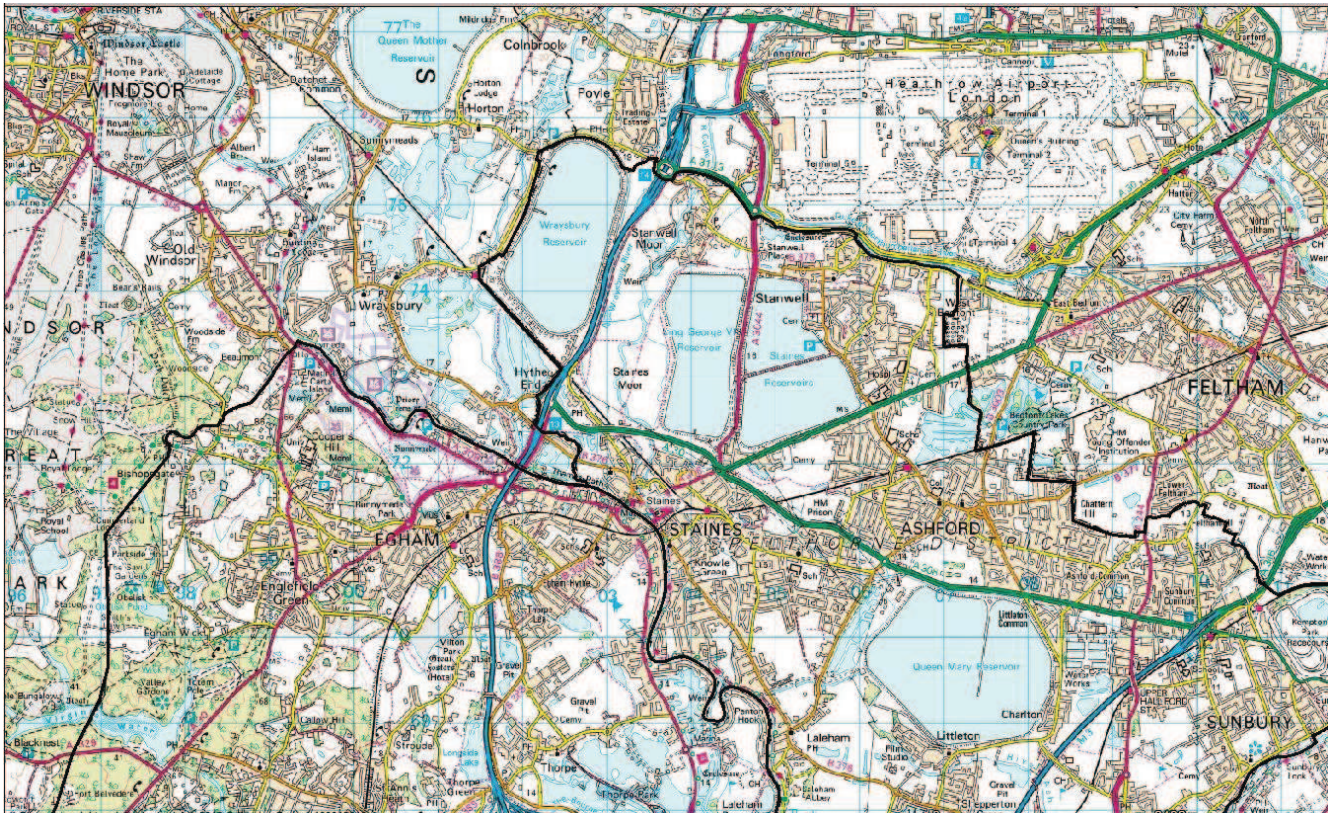
The potential reduction in traffic from the measures identified above will assist in tackling congestion in the area and benefit local, national and international businesses.



Maps



### Bus Routes



#### HOW MUCH & WHEN – Estimated construction costs and construction timetable

<b>Est. Costs:</b>	<b>£3.7m</b>	<b>Start construction by:</b>	<b>2016</b>
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<b>Funding expectations:</b>	Funding of scheme is expected from the following sources: <ul style="list-style-type: none"> <li>• Grant from Enterprise M3 LTB</li> <li>• S106 funds</li> <li>• Potential Community Infrastructure Levy funding</li> </ul>
<b>WHY IT SHOULD BE FUNDED</b>	
<b>Summary of the Key Scheme Benefits</b>	
<ul style="list-style-type: none"> <li>• The scheme score, based on key EAST criteria has been assessed by SCC as 20 (out of 25). The expected benefit to cost ratio (BCR) is judged high and estimated as &gt;2.</li> <li>• The area contributed GVA of £3.7 billion in 2011.</li> <li>• A number of large and international businesses are located in and around Egham, including – Gartner Group (IT research); Kerry Foods (food manufacturer and distributor); Research in Motion (mobile phones); Cummins (diesel engine manufacturer), including Royal Holloway University, with world leading research departments.</li> <li>• Measures which encourage cycling to work, college and school will help to reduce congestion and support economic growth in the area. Employers may benefit from the tax exemptions offered under the DfT's 'Cycle to Work Scheme' which the proposals would support. Higher levels of cycling and walking to school will significantly reduce car journeys to school, reducing congestion and improving access to businesses, including Royal Holloway University.</li> <li>• The bus corridor proposals will improve bus journey time reliability and thus improve access to jobs at Heathrow and elsewhere within the catchment. The proposed facilities have been estimated to bring about a modal shift of 0.8%, reducing traffic volumes and supporting economic growth. They have been estimated to reduce carbon emissions by 120 tonnes CO<sub>2</sub> per annum, at a carbon saving of £6,500 per annum.</li> </ul>	
<b>Outline business case of key criteria (based on DfT's EAST approach)</b> <i>(maximum score = 5 per criteria)</i>	
<b>Expected economic benefits (transport and scheme related):</b> To consider: <ul style="list-style-type: none"> <li>• BCR (if known)</li> <li>• Expected impact on journey times and reliability</li> <li>• Expected impact on cost of travel</li> <li>• Expected impact on accidents</li> <li>• Valuing public realm</li> </ul>	<b>(Scheme Score = 4)</b> <ul style="list-style-type: none"> <li>• BCR is expected to be &gt;2.</li> <li>• Expected to reduce journey times and increase journey time reliability.</li> <li>• Expected to reduce the cost of travel by encouraging modal shift to cycle and bus.</li> <li>• Expected to reduce accidents through improving cycle paths and providing more road crossing junctions.</li> </ul>
<b>Expected economic benefits (economic growth):</b> To consider: <ul style="list-style-type: none"> <li>• Support for retention of jobs</li> <li>• Contribution to GVA</li> </ul>	<b>(Scheme Score = 4)</b> <ul style="list-style-type: none"> <li>• The area contributed GVA of £3.7 billion in 2011.</li> <li>• National and international businesses will be better connected to potential workforce pools along the bus routes involved, as well as to Heathrow for international travel connections. Local growth will contribute to the overall Enterprise M3 area GVA. The</li> </ul>

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<ul style="list-style-type: none"> <li>• Encouragement of new businesses</li> <li>• Expected jobs created</li> <li>• Expected housing delivered</li> </ul>	<p>expected increase in revenue from increased bus patronage would contribute towards economic growth.</p> <ul style="list-style-type: none"> <li>• A number of large and international businesses are located in and around Egham, including – Gartner Group (IT research); Kerry Foods (food manufacturer and distributor); Research in Motion (mobile phones); Cummins (diesel engine manuf.), including Royal Holloway University, with world leading research departments.</li> <li>• Data from over 4,000 employees from businesses located along the Causeway showed that single occupancy cars were making 74% of journeys. Of these 14.7% (total of 439) were less than 6 miles long and 5.8% (total of 173) less than 3 miles, a distance easily covered by bicycle.</li> <li>• 37% of respondents gave reasons for not cycling as: lack of a cycle, lack of cycle routes, too dangerous to cycle or lack of facilities at work. The scheme will tackle each of these barriers.</li> <li>• The investment will strengthen Staines-upon-Thames' role as an important retail, employment and service sector, and as a public transport interchange and secondary regional centre in north Surrey.</li> <li>• Egham is one of the most sustainable locations in Runnymede in terms of accessibility, existing services and facilities, and transport. The Runnymede Local Plan recognises the strong need to provide affordable housing. The increases in cycling and bus use expected to result from the scheme will help to achieve this.</li> </ul>
<p><b>Social Distributional Impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected regeneration &amp; deprivation impact</li> <li>• Expected impact on severance, physical activity, accessibility</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• The scheme will improve access to jobs and local facilities for pedestrians, cyclists and bus users.</li> <li>• The scheme will reduce severance and encourage physical activity through increased cycling and walking. The Borough is ranked 2nd highest for walking &amp; cycling; 3rd highest for Index of multiple deprivation in Surrey EM3 LEP area.</li> <li>• The scheme improves access to Egham High Street, promoting town centre vitality. This is expected to have positive impact and outcomes for the District, which is ranked 3rd highest on 'Index of multiple deprivation' and 4th highest for NEETS - in the Surrey EM3 LEP area.</li> </ul>
<p><b>Environmental impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected impact on carbon emissions</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• Small reductions in carbon emissions are expected through modal shift from car to cycle and bus. Based</li> </ul>

<ul style="list-style-type: none"> <li>• Expected impact on air quality</li> <li>• Expected impact on noise/natural and urban environment</li> </ul>	<p>on an estimated 0.8% mode shift to public transport as used in Surrey County Council’s successful Local Sustainable Transport Fund bid, a carbon saving of 120 tonnes has been calculated, using the Department for Transport Local Authority Basic Carbon Tool.</p> <ul style="list-style-type: none"> <li>• Construction will use lower CO<sub>2</sub> options under Surrey County Council’s Sustainability Action Plan, which sets out a carbon neutral approach to our highway operations.</li> <li>• The reduction in congestion in Egham will deliver a reduction in carbon emissions and improvements to air quality. The carbon saving has not been quantified but would represent a monetary benefit. The improvements to air quality would contribute towards improved health among those living and working in the vicinity, which could be an economic benefit in terms of reduced demand on the health services and less working time lost.</li> <li>• Improvements to cycle and pedestrian access will contribute toward modal shift which further reduces carbon emissions, improves air quality and contributes to improved health.</li> <li>• The impact of the scheme on noise and the natural and urban environment is expected to be neutral to slight beneficial.</li> </ul>
<p><b>Scheme feasibility and deliverability:</b> To consider:</p> <ul style="list-style-type: none"> <li>• State of scheme – feasibility detailed design</li> <li>• Scheme within the public highway</li> <li>• If land is required, is this secured</li> <li>• Public acceptability of scheme (if known)</li> <li>• Risks to deliverability (if known)</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• The outline design currently in preparation will comprise bus corridor improvements and a package of cycling and walking infrastructure in Egham. Site visits and surveys have not found any significant barriers to deliverability.</li> <li>• All of the land required to build the scheme is expected to be within the public highway. Therefore, it is not expected that there will be any need for land take.</li> <li>• The scheme is included in Runnymede Infrastructure Delivery Plan, which was consulted upon in 2013.</li> <li>• No risks have been identified to date that would have a bearing upon deliverability of the scheme.</li> </ul>
<p><b>Links to policy support</b> To consider:</p> <ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• District/Borough Local Plans</li> <li>• LEP Strategy for Growth</li> </ul>	<p><b>(Scheme Score = 5)</b></p> <ul style="list-style-type: none"> <li>• The Surrey Transport Plan is being updated to include the Egham Sustainable Transport Package.</li> <li>• The scheme is in the Surrey Future Congestion Programme.</li> </ul>

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<ul style="list-style-type: none"> <li>• Other relevant policies</li> </ul>	<ul style="list-style-type: none"> <li>• The scheme supports the Surrey Transport Plan Objective for Safe transport: 'To improve road safety and the security of the travelling public in Surrey'.</li> <li>• The scheme is in the Runnymede Infrastructure Delivery Plan 2013.</li> <li>• The objectives of the scheme closely mirror the Enterprise M3 Vision to be 'One of the premier locations in the country for enterprise and economic growth, with an excellent environment and quality of life'.</li> </ul>
<p><b>Local Indicators<sup>1</sup>:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Any key aspects of these indicators</li> </ul>	<p>The following local indicators are of significance for the Borough. The ranking reflects the relative position across Surrey districts (with major schemes), within EM3 LEP area only:</p> <ul style="list-style-type: none"> <li>• Employment Rate (2nd highest)</li> <li>• % Walking and Cycling (2nd highest)</li> <li>• Index of Multiple Deprivation (3rd highest)</li> </ul>
<b>SCORE SUMMARY</b>	
<p><b>Primary:</b> Key criteria score (max 25)</p>	<p><b>20</b></p>
<p>The 'key criteria score' is the <b>Primary</b> score and is to be used in relative ranking of schemes for funding considerations.</p>	
<p><b>Secondary:</b> Policy linkage score (max 5)</p>	<p><b>5</b></p>
<p>The 'policy linkage score' is <b>Secondary</b> and is to be used in deciding between schemes with equivalent 'key criteria score'.</p>	

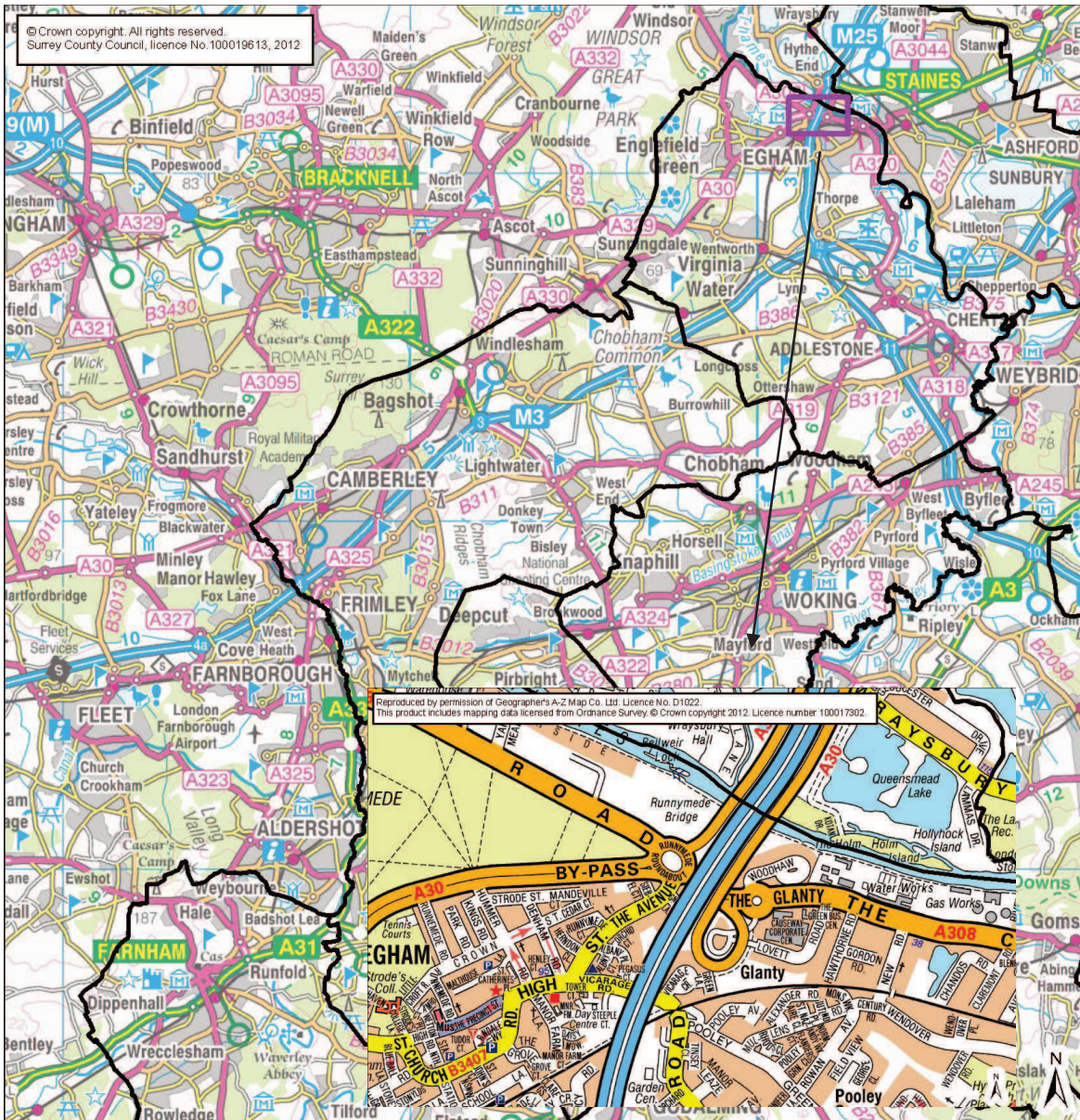
<sup>1</sup> A basket 15 indicators, encompassing **Economic Growth** indicators, **Transport Effects** indicators and **Regeneration Impact** indicators, that collectively describes a Borough/ District. The underlying data for these indicators has been sourced from the following – [www.nomisweb.co.uk/default.asp](http://www.nomisweb.co.uk/default.asp); [www.ons.gov.uk/ons/](http://www.ons.gov.uk/ons/); [www.gov.uk/government/publications/english-indices-of-deprivation-2010](http://www.gov.uk/government/publications/english-indices-of-deprivation-2010); Census 2011; Office of Rail Regulator 2009/2010 data; Borough/ District Core Strategies documents; Surrey CC datasets.



## Enterprise M3 Local Transport Body Application Form

<b>LTA/Proposer:</b>	Surrey County Council	<b>Scheme name &amp; (District/Borough):</b>	Runnymede Roundabout, Runnymede
<b>Contact details:</b>	Lyndon Mendes <a href="mailto:Lyndon.mendes@surreycc.gov.uk">Lyndon.mendes@surreycc.gov.uk</a>	<b>Partners (in joint submissions):</b>	Runnymede Borough Council
<b>WHAT &amp; WHERE – Outline description &amp; maps</b>			
<p>The scheme has a strategic location, with immediate connections to M25 (Junction 13), Heathrow Airport, Staines-upon-Thames, Egham and Windsor. Roads connected to the roundabout experience traffic bottlenecks at peak times.</p> <p>Enhancements to its layout and addition of signalling will significantly improve traffic management and dramatically reduce waiting times at peak periods. Additionally, it will significantly improve accessibility for pedestrians and cyclists to the neighbouring areas and River Thames. The proposed traffic measures are expected to contribute to retention of existing businesses, whilst attracting new development, thereby contributing to local economic growth and job creation.</p> <p>The scheme complements the proposals for the scheme – Egham Sustainable Transport Package.</p>			

Maps



**HOW MUCH & WHEN – Estimated construction costs and construction timetable**

<b>Est. Costs:</b>	£4.8m	<b>Start construction by:</b>	2015
<b>Funding expectations:</b>	Funding of scheme is expected from the following sources: <ul style="list-style-type: none"> <li>• Grant from Enterprise M3 LTB;</li> <li>• £348,000 S106 funds secured subject to development going ahead;</li> <li>• Potential Community Infrastructure Levy (CIL) funding.</li> </ul>		



<b>WHY IT SHOULD BE FUNDED</b>	
<b>Summary of the Key Scheme Benefits</b>	
<ul style="list-style-type: none"> <li>• <b>The scheme score, based on key EAST criteria has been assessed by SCC as 21 (out of 25). The expected benefit to cost ratio (BCR) is judged high and estimated as &gt;2.</b></li> <li>• The area contributed GVA of £3.7 billion in 2011.</li> <li>• The scheme is in a strategic location, adjacent to M25, close to Heathrow Airport and in the vicinity of several international businesses in Egham, Staines and Windsor, and Royal Holloway University.</li> <li>• The alleviation of congestion and delays via the proposed scheme is expected to reduce journey time and cost of travel, improve overall journey reliability, reduce anxiety about potential accidents, whilst facilitating the retention of existing businesses in the area.</li> <li>• The scheme is expected to contribute to attracting more employment to the surrounding areas, with an estimated 2,500 – 3,000 jobs, based on office space development approximating 65,885 sqm; up to 660 housing units over the next 15 years; resulting in GVA increase from £21,500 to £22,500.</li> <li>• The scheme will also improve access for pedestrian and cyclists to River Thames and to the surrounding areas.</li> </ul>	
<b>Outline business case of key criteria (based on DfT's EAST approach)</b> <b>(maximum score = 5 per criteria)</b>	
<p><b>Expected economic benefits (transport and scheme related):</b></p> <p>To consider:</p> <ul style="list-style-type: none"> <li>• BCR (if known)</li> <li>• Expected impact on journey times and reliability</li> <li>• Expected impact on cost of travel</li> <li>• Expected impact on accidents</li> <li>• Valuing public realm</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• BCR is expected to be &gt;2.</li> <li>• Expected to reduce journey times by at least 90 seconds and improve overall journey time reliability.</li> <li>• Expected to reduce cost of travel by 1-5%.</li> <li>• Expected to reduce accidents through signalisation, in addition to considerably reducing pedestrians and cyclists anxiety about potential accidents.</li> </ul>
<p><b>Expected economic benefits (economic growth):</b></p> <p>To consider:</p> <ul style="list-style-type: none"> <li>• Support for retention of jobs</li> <li>• Contribution to GVA</li> <li>• Encouragement of new businesses</li> <li>• Expected jobs created</li> <li>• Expected housing delivered</li> </ul>	<p><b>(Scheme Score = 5)</b></p> <p>The area contributed GVA of £3.7 billion in 2011.</p> <ul style="list-style-type: none"> <li>• The scheme will help to retain existing employers. Some high calibre companies located in the vicinity include Procter &amp; Gamble, Belron International (parent company of Autoglass), Kerry Foods, Gartner Group, Research in Motion, Future Electronics, Fujitsu Services Ltd, BUPA and Centrica; in addition to large number of SMEs. The roundabout improvement would assist these companies to maintain and attract suitably qualified staff and up-skill their workforce.</li> <li>• Up to an estimated 2,500-3,000 jobs locally. The construction of the scheme could directly deliver up to around 30 jobs. Developments with planning permission would provide approximately 1,900 new jobs, if built.</li> </ul>

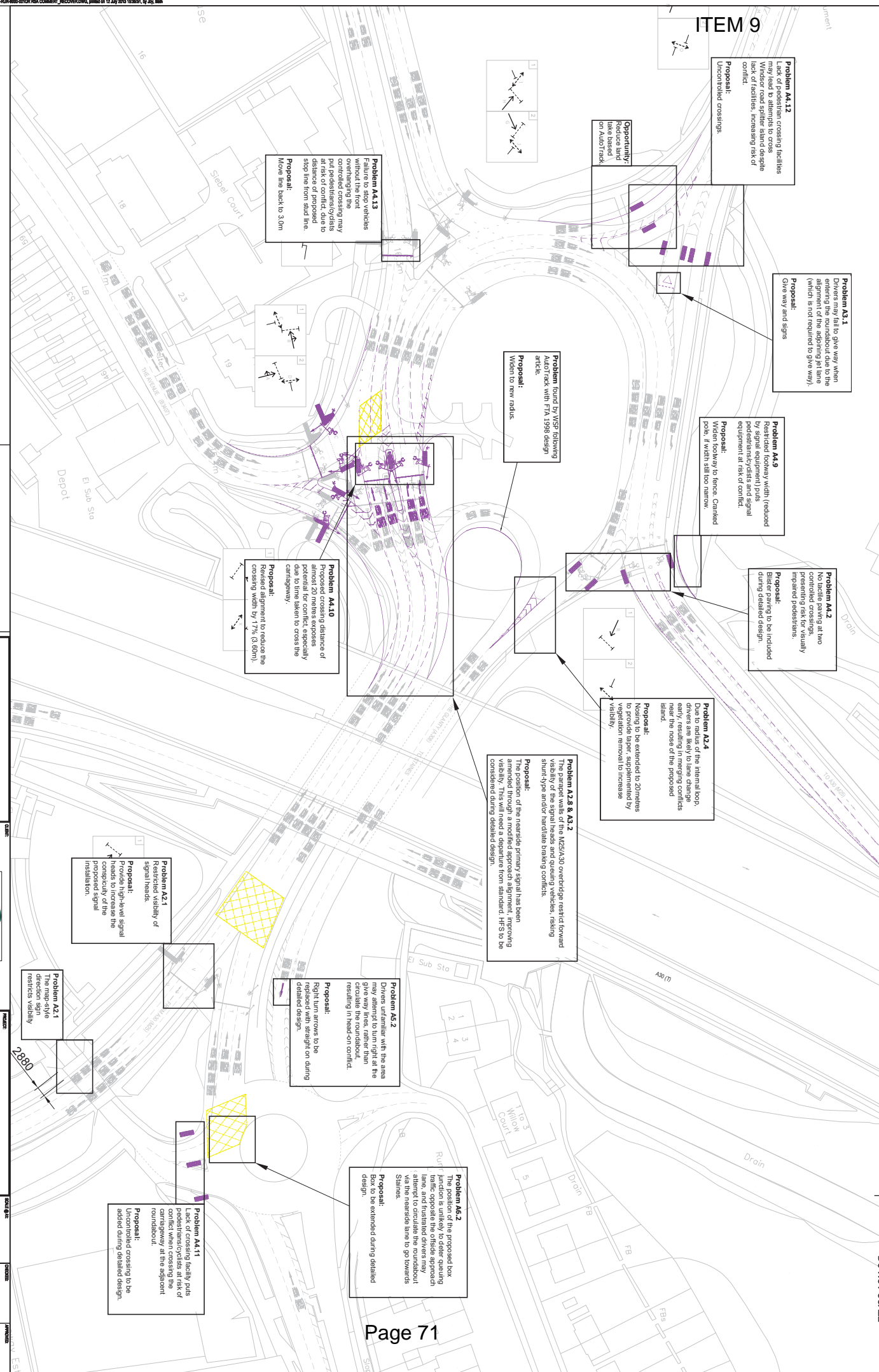
	<ul style="list-style-type: none"> <li>• Expected to increase GVA per head from £21,500 to £22,500 through increased productivity and focus on businesses in high value added sectors, in line with the LEP's strategy for growth.</li> <li>• The EM3 Commercial Property Market Study identified that 3 of the 8 key market ready sites are located in nearby Staines-upon-Thames:             <ol style="list-style-type: none"> <li>1. Opus 1, Lovett Road</li> <li>2. Staines Central, London Road</li> <li>3. Majestic House, High Street</li> </ol> </li> <li>• Novartis and nearby Royal Holloway School of Biological Sciences has an established international reputation for a range of health-related research.</li> <li>• Expected employment floorspace to be brought forward</li> <li>• Office developments of 5,853sqm, 10,990sqm and 6,400sqm on the Causeway, totalling 23,243sqm. Also potentially 5,582sqm, 7,457sqm and 29,603sqm in Staines, totalling 42,642sqm.</li> <li>• Up to 660 homes over the next 15 years. The scheme would help empty properties brought into use by providing housing for potential staff wishing to locate close to future employment opportunities.</li> </ul>
<p><b>Social Distributional Impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected regeneration &amp; deprivation impact</li> <li>• Expected impact on severance, physical activity, accessibility</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• Scheme improves access to Egham High Street, promoting town centre vitality. This is expected to have positive impact and outcomes for the borough, which is ranked 3rd highest on 'Index of multiple deprivation' and 4th highest for NEETS - in the Surrey EM3 LEP area.</li> <li>• Toucan crossings will enable pedestrians &amp; cyclists to cross the road more easily.</li> <li>• It should encourage more cycling and walking, as the district is ranked 2nd highest in the Surrey EM3 LEP area for residents who walk and cycle. This measure will therefore reduce severance and enhance physical activity.</li> </ul>
<p><b>Environmental impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected impact on carbon emissions</li> <li>• Expected impact on air quality</li> <li>• Expected impact on noise/natural and urban environment</li> </ul>	<p><b>(Scheme Score = 3)</b></p> <ul style="list-style-type: none"> <li>• Expected to reduce fuel consumption and emissions through improved capacity.</li> <li>• Construction will use lower CO<sub>2</sub> options under Surrey County Council's Sustainability Action Plan, which sets out a carbon neutral approach to our highway operations.</li> <li>• The reduction in congestion at Runnymede Roundabout would deliver a reduction in carbon emissions and improvements to air quality. The carbon saving has not been quantified but would represent a monetary benefit. The improvements to air quality would contribute towards</li> </ul>

	<p>improved health among those living and working in the vicinity, which could be an economic benefit in terms of reduced demand on the health services and less working time lost.</p> <ul style="list-style-type: none"> <li>• Improvements to cycle and pedestrian access will contribute toward modal shift which further reduces carbon emissions, improves air quality and contributes to improved health.</li> <li>• Air quality not assessed but expected to be slight to moderate beneficial.</li> <li>• Noise/natural &amp; urban environment not assessed but expected to be neutral to slight beneficial.</li> <li>• Improvements to cycle and pedestrian access will contribute toward modal shift which further reduces carbon emissions, improves air quality and contributes to improved health.</li> <li>• Construction will use lower CO2 options under Surrey County Council's Sustainability Action Plan, which sets out a carbon neutral approach to our highway operations.</li> </ul>
<p><b>Scheme feasibility and deliverability:</b> To consider:</p> <ul style="list-style-type: none"> <li>• State of scheme – feasibility detailed design</li> <li>• Scheme within the public highway</li> <li>• If land is required, is this secured</li> <li>• Public acceptability of scheme (if known)</li> <li>• Risks to deliverability (if known)</li> </ul>	<p><b>(Scheme Score = 5)</b></p> <ul style="list-style-type: none"> <li>• Feasibility/outline design has been undertaken for scheme.</li> <li>• Consultation on preferred option is planned with stakeholders.</li> <li>• Public acceptability of scheme is high, following a residents survey undertaken by Runnymede Council – as it improves access for residents, whilst reducing potential accident anxieties through signalisation.</li> <li>• The scheme is contained within public highway (County or Highways Agency) and no additional land is required.</li> <li>• There are no significant risks to deliverability of scheme, as no issues or objections have been raised.</li> </ul>
<p><b>Links to policy support</b> To consider:</p> <ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• District/Borough Local Plans</li> <li>• LEP Strategy for Growth</li> <li>• Other relevant policies</li> </ul>	<p><b>(Scheme Score = 5)</b></p> <ul style="list-style-type: none"> <li>• The Surrey Transport Plan is being updated to include Runnymede Roundabout Major Scheme.</li> <li>• The scheme is in the Surrey Future Congestion Programme.</li> <li>• The scheme supports the Surrey Transport Plan Objective for Safe transport: 'To improve road safety and the security of the travelling public in Surrey'.</li> <li>• The scheme is in the pre-submission draft Local Plan Core Strategy document. It is also included in the Surrey Future Congestion Programme.</li> </ul>

	<ul style="list-style-type: none"> <li>• Runnymede’s Sustainable Community Strategy has a main theme ‘An Environment to be Proud of’. A sub-text to this is Keeping Runnymede Moving, which encourages modal shift and seeking key improvements to our roads. The Runnymede roundabout is cited as such a key improvement.</li> <li>• The Runnymede Business Partnership has a particular focus on these issues and is also a strong supporter of implementation of this scheme.</li> <li>• The objectives of the scheme closely mirror the Enterprise M3 Vision to be ‘One of the premier locations in the country for enterprise and economic growth, with an excellent environment and quality of life’.</li> <li>• It contributes to the LEP’s strategy for growth, through increasing GVA, enhancing employment and attracting more businesses to the area.</li> </ul>
<p><b>Local Indicators<sup>1</sup>:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Any key aspects of these indicators</li> </ul>	<p>The following local indicators are of significance for the Borough. The ranking reflects the relative position across Surrey districts (with major schemes), within EM3 LEP area only:</p> <ul style="list-style-type: none"> <li>• Number of jobs - workplace base (2nd highest)</li> <li>• NEETS (as at July 2012) (4th highest)</li> <li>• % Walking and Cycling (2nd highest)</li> <li>• Congestion (4th highest)</li> <li>• Index of Multiple Deprivation (3rd highest)</li> </ul>
<b>SCORE SUMMARY</b>	
<b>Primary:</b> Key criteria score (max 25)	<b>21</b>
<p>The ‘key criteria score’ is the <b>Primary</b> score and is to be used in relative ranking of schemes for funding considerations.</p>	
<b>Secondary:</b> Policy linkage score (max 5)	<b>5</b>
<p>The ‘policy linkage score’ is <b>Secondary</b> and is to be used in deciding between schemes with equivalent ‘key criteria score’.</p>	

<sup>1</sup> A basket of 15 indicators, encompassing **Economic Growth** indicators, **Transport Effects** indicators and **Regeneration Impact** indicators, that collectively describes a Borough/District. The underlying data for these indicators has been sourced from the following – [www.nomisweb.co.uk/default.asp](http://www.nomisweb.co.uk/default.asp); [www.ons.gov.uk/ons/](http://www.ons.gov.uk/ons/); [www.gov.uk/government/publications/english-indices-of-deprivation-2010](http://www.gov.uk/government/publications/english-indices-of-deprivation-2010); Census 2011; Office of Rail Regulator 2009/2010 data; Borough/District Core Strategies documents; Surrey CC datasets.

# ITEM 9



**Problem A4.12**  
Lack of pedestrian crossing facilities may lead to attempts to cross without road splitter island despite lack of facilities, increasing risk of conflict.  
**Proposal:**  
Uncontrolled crossings.

**Opportunity:**  
Reduce land take based on AutoTrack.

**Problem A3.1**  
Drivers may fail to give way when entering the roundabout due to the lack of a road splitter island (which is not required to give way).  
**Proposal:**  
Give way and signs

**Problem A4.9**  
Restricted roadway width (reduced pedestrian/cyclists and signal equipment at risk of conflict).  
**Proposal:**  
Widen footway to fences. Cranked pole, 1 width still too narrow.

**Problem A4.2**  
No tactile paving at two uncontrolled crossings, presenting risk for visually impaired pedestrians.  
**Proposal:**  
Tactile paving to be included during detailed design.

**Problem A2.4**  
Drivers entering the internal loop, drivers are likely to lane change early, resulting in merging conflicts near the nose of the proposed island.  
**Proposal:**  
Nosing to be extended to 20metres to provide taper, supplemented by vegetation removal to increase visibility.

**Problem A2.8 & A3.2**  
The parapet walls of the M25/A30 overbridge restrict forward visibility of the signal heads and queuing vehicles, risking short-type and/or hazardous braking conflicts.  
**Proposal:**  
The position of the nearest primary signal has been amended through a modified approach alignment, improving visibility. This will need a departure from standard. HFS to be considered during detailed design.

**Problem A4.10**  
Proposed crossing distance of potential for conflict, especially due to time taken to cross the carriageway.  
**Proposal:**  
Crossing to be reduced to the crossing width by 17% (3.50m).

**Problem A4.13**  
Failure to stop vehicles without the front uncontrolled crossing may put pedestrians/cyclists at risk of conflict.  
**Proposal:**  
Move line back to 3.0m

**Problem found by WSP following AutoTrack with FTA 1998 design**  
**Proposal:**  
Widen to new radius.



**Problem A2.1**  
Restrict visibility of signal heads.  
**Proposal:**  
Restrict signal head height to increase the conspicuity of the proposed signal installation.

**Problem A5.2**  
Drivers undertaking with the area around the roundabout, either than give way lines, either than circulate in head-on conflict.  
**Proposal:**  
Right turn arrows to be replaced with straight on during detailed design.

**Problem A6.2**  
The position of the proposed box junction is unlikely to deter queuing traffic opposite the onside approach lane, which will create the opportunity to create the roundabout via the nearest lane to go towards Staines.  
**Proposal:**  
Box to be extended during detailed design.

**Problem A4.11**  
Lack of crossing facility puts pedestrians/cyclists at risk of conflict when crossing the roundabout.  
**Proposal:**  
Uncontrolled crossing to be added during detailed design.

<p>Building 54, Green Lane Business Park, Tewkesbury, Gloucestershire, GL20 8SU Tel: +44(0)1884 881 731, Fax: +44 (0)1884 881 171 http://www.wspgroup.com</p>			
<p><b>PROJECT</b></p> <p>RUNNEMEDE ROUNDABOUT GENERAL ARRANGEMENTS FSAI COMMENTS &amp; SOLUTIONS</p>		<p><b>DATE</b></p> <p>11/02/2010</p>	
<p><b>CLIENT</b></p> <p>SURREY COUNTY COUNCIL</p>		<p><b>SCALE</b></p> <p>1:500M</p>	
<p><b>DESIGNER</b></p> <p>WSP</p>		<p><b>DATE</b></p> <p>11/02/2010</p>	
<p><b>PROJECT NO.</b></p> <p>2210-RUNN-000-01</p>		<p><b>DATE</b></p> <p>11/02/2010</p>	
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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 30 September 2013

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy &amp; implementation team)

SUBJECT: Runnymede Parking Review

DIVISION: RUNNYMEDE

**SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking team have carried out a review of on street parking restrictions within the borough of Runnymede and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments or objections from members of the public.

**RECOMMENDATIONS:****The Local Committee (Runnymede) is asked to agree that:**

- (i) the proposed amendments to on-street parking restrictions in Runnymede as described in this report and shown in detail on drawings in annex A are agreed.
- (ii) the local committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Runnymede as shown on the drawings in annex A is advertised and that if no objections are maintained, the orders are made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.

**REASONS FOR RECOMMENDATIONS:**

It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles

- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising 165 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current Runnymede parking review.
- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support e.g. supported by county member, local borough/district council, high resident demand etc.

### **2. ANALYSIS:**

- 2.1 The review was carried out in two stages: -

Stage one being an initial "desktop" exercise, which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage two involved site visits to all remaining locations, which were assessed using the criteria explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not taken any further due to there being insufficient evidence to suggest there was a parking problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions may be of benefit are listed below, divided up by division, as in Annex A.

### **3. OPTIONS:**

#### **PROPOSED AMENDMENTS**

(Relevant drawing numbers in brackets)



### 3.1 EGHAM

#### **Coopers Close j/w Chertsey Lane (73)**

Introduce double yellow lines on the junction and up to lay-by north of Coopers Close on Chertsey Lane to maintain road safety and sight lines on the junction.

#### **Derwent Road j/w Thorpe Lea Road and Borrowdale Close (84)**

As a result of a petition, introduce double yellow lines in Derwent Road and on the junctions with Thorpe Lea Road and Borrowdale Close to prevent all day parking close to the junction with the B388. Vehicles enter Derwent Road at some speed and are confronted immediately by parked vehicles and a reduced carriageway width compromising safety.

#### **Keswick Road j/w Thorpe Lea Road and Thirlmere Close (84)**

As a result of a petition, introduce double yellow lines in Keswick Road and on the junctions with Thorpe Lea Road and Thirlmere Close to prevent all day parking close to the junction with the B388. Vehicles enter Keswick Road at some speed and are confronted immediately by parked vehicles and a reduced carriageway width compromising safety.

### 3.2 ENGLEFIELD GREEN

#### **St Judes Road (09)**

As an agreed resolution from the objections report of 2011, revoke the 30 minute limited waiting restriction from the parking bay outside No.19 southwards to the end of the bay. This will allow residents to park outside their properties unrestricted during the day. In addition, it will relieve parking pressure within nearby Englehurst, where these St Judes Road residents currently have to park.

#### **High Street, Egham (13)**

On the north side of High Street upgrade the existing single yellow line to double yellow lines across the entrance to Strodes College and the Crown Hotel. This will improve sight lines and road safety for vehicles exiting Strodes College.

At the request of the disability access group, on the south side of High Street convert the existing limited waiting bay outside Elvaco House into a disabled parking bay. There are currently no disabled bays on the south side or the western end of High Street.

#### **Wetton Place (13)**

Upgrade all the existing single yellow lines to double yellow lines in Wetton Place to maintain access at all times.

#### **Albany Place (15)**

Revoke some double yellow line to allow on-street parking where it is safe to do so without blocking access. Demand for on-street parking is high in this vicinity.

**Grove Court (16)**

Introduce double yellow lines from the existing restrictions alongside No.11 to the end of the Court, to maintain access to the residential development at the end of the Court.

**Middle Hill (83)**

Introduce lengths of double yellow lines at various points along Middle Hill between Egham Hill and The Retreat to maintain traffic flow, improve road safety and create a passing place for through vehicles.

**3.3 CHERTSEY**

**Pycroft Road (36)**

Introduce double yellow lines opposite entrance to Pycroft Grange Primary School to maintain access for through traffic during school drop off and pick up times.

**Colonel's Lane j/w Abbey Green and Abbey Gardens (37)**

Introduce double yellow lines on the cross roads of Colonel's Lane, Abbey Green and Abbey Gardens to improve road safety and sight lines for pedestrians and vehicles.

**London Street (38)**

Revoke enforceable disabled bay outside No.21a. The premises this bay was installed for has closed and a disabled bay at this location is no longer required.

**Fox Lane North (41)**

Introduce double yellow lines throughout Fox Lane North to maintain access. TRO amendment only. Lines on ground.

**Guildford Road j/w Kings Arms Way (41)**

Introduce double yellow lines on the junction to improve road safety and maintain access for pedestrians and vehicles.

**Station Road j/w King Street (41)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Mead Lane j/w Springfield Close (43)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Victory Road j/w Eastworth Road and j/w Station Road (45)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Queen Street j/w Eastworth Road (45)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Station Road j/w Laburnum Road (North Junction) (45)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Highfield Road j/w Eastworth Road (45)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Station Road j/w Highfield Road (46)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Station Road j/w Laburnum Road (South Junction) (46)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Station Road j/w Queen Street (46)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

**Bridge Road j/w Weir Road (86)**

Introduce double yellow lines on the junction and extending eastwards on the south side up to the boundary of numbers 46 and 48 Bridge Road. This will prevent vehicles from parking on the southern side on the approach to Weir Road. Vehicles parking here can disrupt access to the left turn only lane resulting in congestion and delays.

**Wheatash Road j/w Chertsey Road (A320) (87)**

Introduce double yellow lines on the junction to improve road safety and maintain access. Extend the existing single yellow lines on either side of A320. Lines already on ground, amendment for TRO only.

**Chertsey Road (A320) (87)**

Introduce a length of double yellow lines from outside numbers 205 to 215 to prevent vehicles from parking and overhanging the narrowest part of the parking layby. This will also help maintain access, sight lines and road safety for these properties entering and exiting their driveways.

**Little Green Lane j/w Sandalwood Avenue (88)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

## ITEM 10

### **Little Green Lane j/w Ferndale Avenue (88)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

## **3.4 FOXHILLS, THORPE AND VIRGINIA WATER**

### **The Orchard (32)**

Introduce double yellow lines on the corner opposite number 39 to improve road safety and maintain access.

### **Timsway and j/w Chertsey Lane (73)**

Introduce double yellow lines on the junction to improve road safety and maintain access. Introduce double yellow lines at the end of Timsway to maintain access for large vehicles to the boat yard.

### **Delta Way (74)**

Introduce double yellow lines on the corner to improve road safety and maintain access, particularly for large goods vehicles.

### **Lambly Hill jct Stroude Road (85)**

Introduce double yellow lines on the junction and bend to improve road safety and maintain access.

## **3.5 ADDLESTONE**

### **Chapel Park Road j/w Green Lane (50)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

### **Burn Close (51)**

Introduce a residents permit scheme using entry signs 'permit holders only beyond this point' to give residents priority over non residents. There is strong support for a residents scheme here which has been determined through consultation.

### **Alexandra Road (51)**

Revoke the single yellow line from outside No's 2 to 6 Alexandra Road to allow unrestricted parking for these residents. Upgrade the remaining length of single yellow line to the north of this to improve access and road safety.

### **Burleigh Road and Burleigh Road j/w Brighton Close (56)**

Introduce double yellow lines on the sharp bend within Burleigh Road to improve road safety and on the corner of Burleigh Close to maintain sightlines on the junction.

Introduce double yellow lines on the junction of Burleigh Road and Brighton Close to improve road safety and maintain access.

#### **Garfield Road j/w Essex Close (69)**

Revoke the existing restriction across the entrance to Essex Close and in its place introduce double yellow lines into the junction to improve road safety and maintain access.

#### **Crockford Park Road (69)**

Introduce double yellow lines on both sides of the road by the entrance to Cedar Court and extending up to the existing double yellow lines on the south side by Oakley Close. This will maintain access and sightlines for vehicles entering and exiting Cedar Close and create a passing place for through traffic. In addition, it will maintain sightlines for a number of driveways and accesses in this particular part of the road.

#### **Wey Meadows, Bridge Road (Weybridge Lock) (89)**

Introduce double yellow lines on the access road to maintain access to properties across the bridge. Lines already on the ground, TRO amendment only.

### **3.6 WOODHAM AND NEW HAW**

#### **New Haw Road j/w Meadway Drive (64)**

Introduce double yellow lines on the junction and on the north corner within Meadway Drive to improve road safety and maintain access.

#### **Row Town j/w Franklands Drive (90)**

Introduce double yellow lines on the junction to improve road safety and maintain access.

### **3.7 GENERAL / RUNNYMEDE BOROUGH**

#### **Amendment to Permit Criteria**

In accordance with Surrey's latest Parking Strategy, amend the resident permit criteria to the following: -

The number of resident permits that can be applied for would be the sum of the number of vehicles registered to residents of the household minus the number of off street parking spaces for that property. For example: 3 registered vehicles and 2 off street parking spaces would mean the members of the household could apply for 1 resident permit.

This would apply to the current resident parking scheme in Runnymede (The Hythe, Egham Hythe) and also the proposed permit scheme for Runnymede (Burn Close, Adlestone).

## Visitor Permits

In accordance with Surrey's latest Parking Strategy, increase the visitor permit annual allocation limit from 30 permits to 120 permits per household per year. This would apply to all resident parking schemes currently in Runnymede.

## Costs

Existing permit costs that currently apply in Surrey are as follows.

- Cost of first resident permit: £50 per annum.
- Cost of any subsequent resident permit: £75 per annum.
- Cost to replace a resident permit: £15
- Cost of each daily visitor permit: £2

## 3.8 PLAN BASED TRAFFIC REGULATION ORDER

The Traffic Regulation Orders (TRO) governing parking restrictions in the Borough are currently text based. This means the locations of waiting and parking restrictions are written down in the orders. This system is not easy to understand or administer and it is proposed to change to a plan based system in conjunction with this review. This will make future reviews easier to manage and administer. This change requires committee approval.

## Other Locations Assessed

The following list provides the roads where we received one or more requests that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various reasons, and there are a number of roads on this list that will be re-visited as part of the next review. Requests can relate to a specific part of the road rather than the road in general, so even though a road is listed it does not necessarily mean that all parking situations in that road have been assessed. While every effort has been made to ensure this list is as accurate as possible, there may have been locations that do not appear in this list due to the fact that it was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Garfield Road	Addlestone	Medlake Drive	Egham
Franklands Drive (eastern junction)	Addlestone	Nightingale Shott	Egham
Selbourne Avenue	Addlestone	Aymer Drive	Egham Hythe
Riverdale Close	Addlestone	South Avenue	Egham Hythe
Roakes Avenue	Addlestone	St Judes Road	Englefield Green
Rowhurst Avenue	Addlestone	Alexandra Road	Englefield Green
Woburn Avenue	Addlestone	Wick Lane	Englefield Green
The Glen	Addlestone	Crimp Hill	Englefield Green
Canford Drive	Addlestone	Bishopgate Road	Englefield Green
Albert Road	Addlestone	Brackendale Close	Englefield Green
Garden Close	Addlestone	Brays Lane	Englefield Green
Victoria Close	Addlestone	Barley Mow Road	Englefield Green
Victory Park Road	Addlestone	Paddocks Way	Chertsey
Orchard Way	Addlestone	Hillcrest Avenue	Chertsey

Birchfield Close	Addlestone	Pretoria Road	Chertsey
Hamm Moor Lane	Addlestone	Hanworth Lane	Chertsey
Princess Mary Drive	Addlestone	Free Prae Road	Chertsey
Liberty Lane	Addlestone	Willow Walk	Chertsey
Addlestone Park Road	Addlestone	Cornhill Close	Chertsey
Church Road	Addlestone	Grove Road	Chertsey
Westfield Parade	Addlestone	Alwyns Lane	Chertsey
New Haw Road	Addlestone	Thames Close	Chertsey
School Lane	Addlestone	Stepgates	Chertsey
Amis Avenue	Woodham	Salesian Gardens	Chertsey
Fairlawns	Woodham	Meadow View	Chertsey
Stoneylands Road	Egham	Longbourne Way	Chertsey
Wesley Drive	Egham	Sandhills Court	Virginia Water
Tempest Road	Egham	Luddington Avenue	Virginia Water
Garfield Road	Addlestone	Medlake Drive	Egham

#### **4. CONSULTATIONS:**

##### **4.1 Addlestone Informal Consultation**

During May 2013 the Parking Strategy & Implementation Team undertook an informal consultation with residents in Burn Close, Garden Close and Albert Road asking if they wanted to make these streets 'Permit Holders Only Beyond This Point'. The response was mixed. In Albert Road and Garden Close there was no clear majority support for residents parking and it is therefore recommended not to proceed with any such proposal in these streets. However, there was strong support for residents parking in Burn Close and a proposed scheme is included in this report and its associated plans.

<b>Road Name</b>	<b>Number of Properties</b>	<b>Number of responses</b>	<b>Response Rate</b>	<b>Of those who responded in favour</b>	<b>Of those who responded against</b>
Albert Road	48	27	56.2%	44.4%	55.6%
Burn Close	20	15	75%	86.6%	13.4%
Garden Close	24	10	41.6%	30%	70%

- 4.2 A recent consultation about parking at **The Broadway, New Haw** had a low and inconclusive response. It is therefore not appropriate to make any changes here as part of this parking review but we will work with the divisional member to look at ways of better engaging local residents.
- 4.3 Surrey CC's Parking Team has instructed Atkins Engineering Consultants to commence feasibility work on three possible Controlled Parking Zones: two in Egham and one in Englefield Green. These include the Crown Street, Egham area; the Rusham Park Avenue and North Street, Egham area and the Victoria Street and South Road, Englefield Green area. Work is due to commence in October with car counting surveys, looking at possible options and consulting with residents. An update on this project will be presented to this committee in December.
- 4.4 Subject to approval and budget provision being made available for 2013/14, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Autumn/Winter 2013.

## ITEM 10

- 4.5 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Runnymede Borough Council offices during this time.
- 4.6 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.7 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 4.8 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.
- 4.9 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- 4.10 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.11 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in the early part of 2014.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However, implementation costs in total are likely to be £20,000. This will be financed jointly from Local Committee and Parking Team budgets. £10,000 has been allocated this year by the committee towards the cost of the Egham CPZ studies and a further £10,000 will be required in 2014/15 to help implement this parking review.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

There are no specific equalities and diversity implications for this report.

### **7. LOCALISM:**

Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.



## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
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.

### 8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

## **10. WHAT HAPPENS NEXT:**

The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with the recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.

Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

### **Contact Officer:**

Jack Roberts (Engineer – Parking Team)

### **Consulted:**

All proposals have been discussed with the Runnymede Parking Task Group. This task group consists of two county members and two borough members as well as officers

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## ITEM 10

from Surrey CC's parking team and Runnymede BC's parking team. The task group goes through each proposal and provides constructive criticism where needed in order to help finalise the proposals and to provide a more local view.

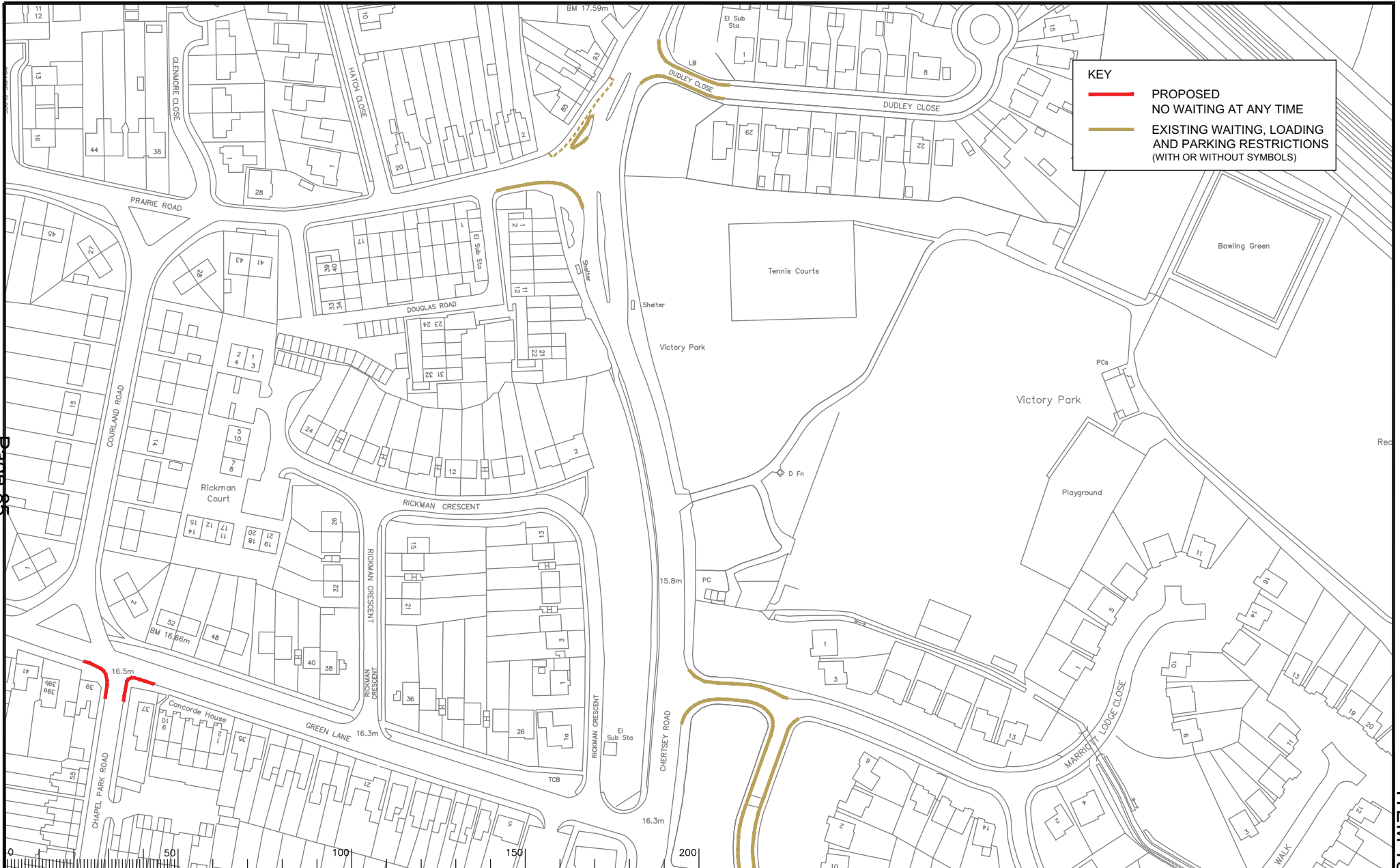
**Annexes:**

Annex A.

**Sources/background papers:**

There are none.

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**KEY**

- PROPOSED
- NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point

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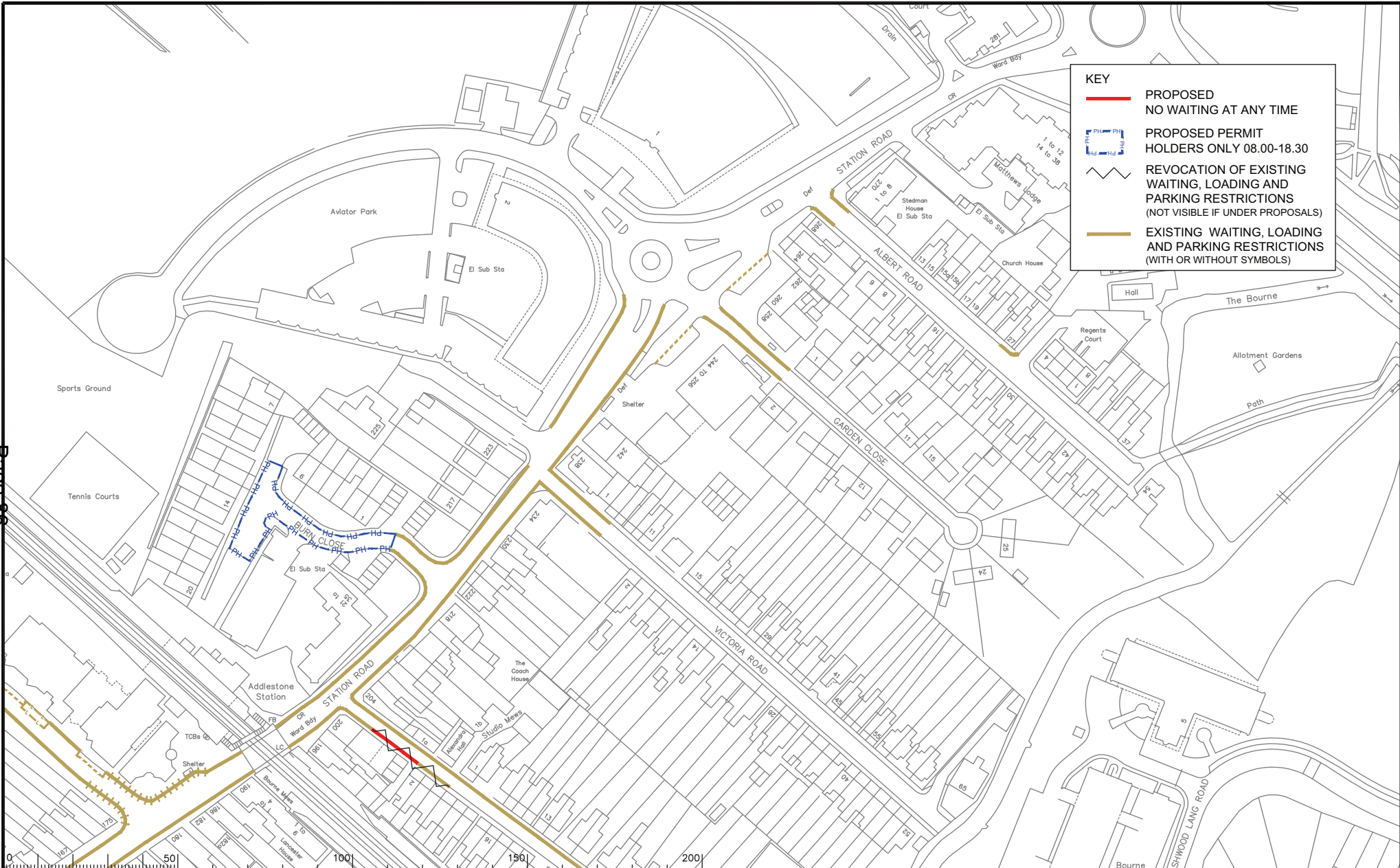
Drawn by	SDC	Slg.	SDC	Date	28.02.08
Checked by	AJM	Slg.	AJM	Date	28.02.08
Approved by	TPC	Slg.	TPC	Date	28.02.08

Project  
**PROPOSAL  
CHERTSEY  
IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

**SURREY**  
COUNTY COUNCIL  
Sustainable Development  
Unit of the Environment  
Milton Road, Guildford, Surrey GU1 2HA

Project No. 3282  
Contract Sheet No. 3282\_50  
Rev. -  
Classification AS MADE



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- [PH PH] PROPOSED PERMIT HOLDERS ONLY 08.00-18.30
- ~ REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

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Checked by originator	JAR	Slg.	JAR	Date	05/12
Approved by	RH	Slg.	RH	Date	05/12

Project

**RUNNYMEDE CPE  
ADDESTONE**

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

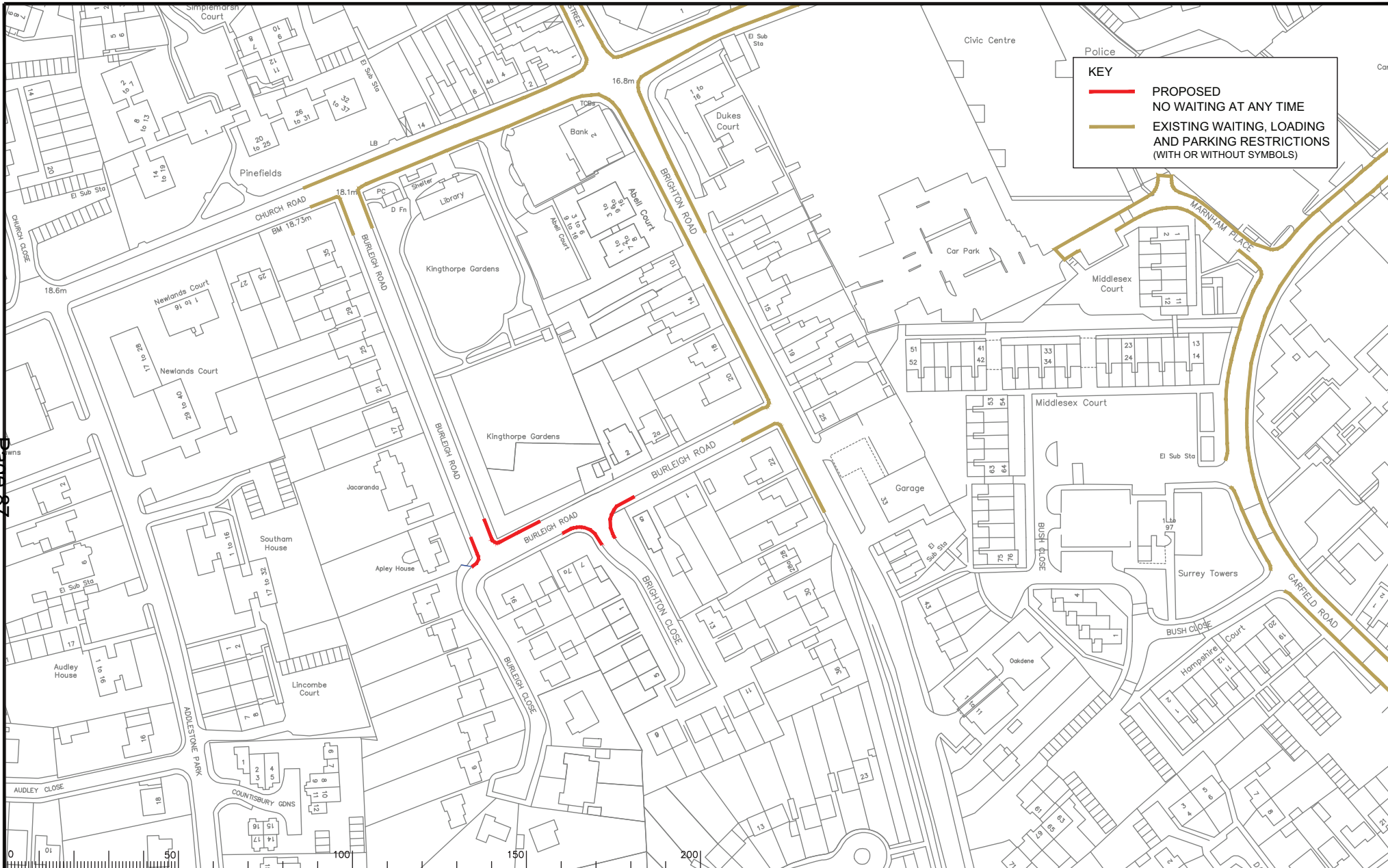
Project No. 3282

Contract Sheet No. 3282\_51

Rev. -

Classification PROPOSAL

**SURREY**  
Surrey County Council  
Sustainable Development



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point

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Checked by	AJM	Slg.	AJM	Date	28.02.08
Approved by	TPC	Slg.	TPC	Date	28.02.08

Project

**RUNNYMEDE CPE  
CHERTSEY**

**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

Project No. 3282

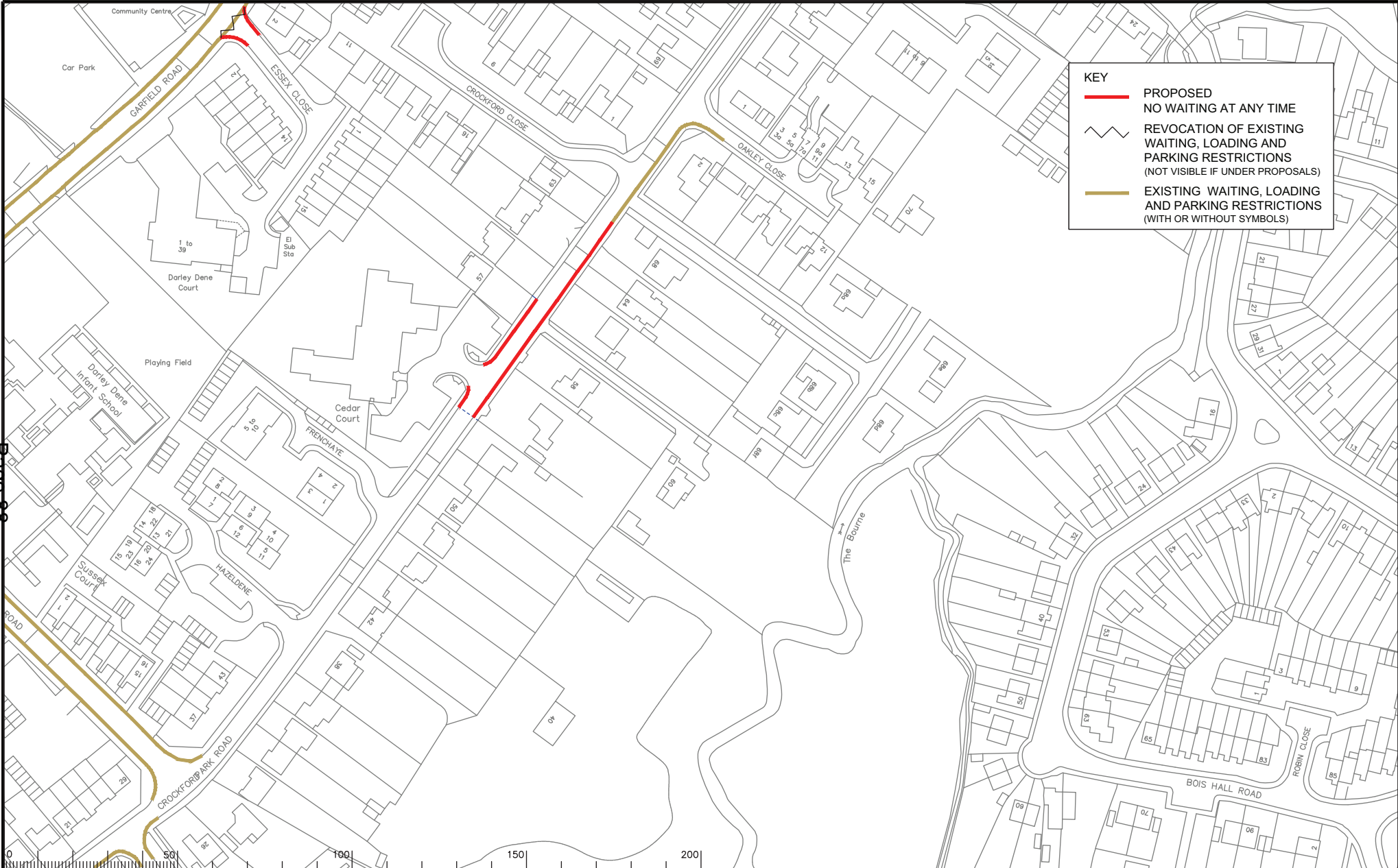
Contract Sheet No. 3282\_56

Rev. -

**SURREY**  
COUNTY COUNCIL

Sustainable Development

Classification: PROPOSAL



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point

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Drawn by: CAH, Slg. CAH, Date 05/12

Checked by originator: JAR, Slg. JAR, Date 05/12

Approved by: RH, Slg. RH, Date 05/12

Project: RUNNYMEDE CPE ADDLESTONE

Drawing: IMPLEMENTED TRAFFIC ORDERS

SHEET OF

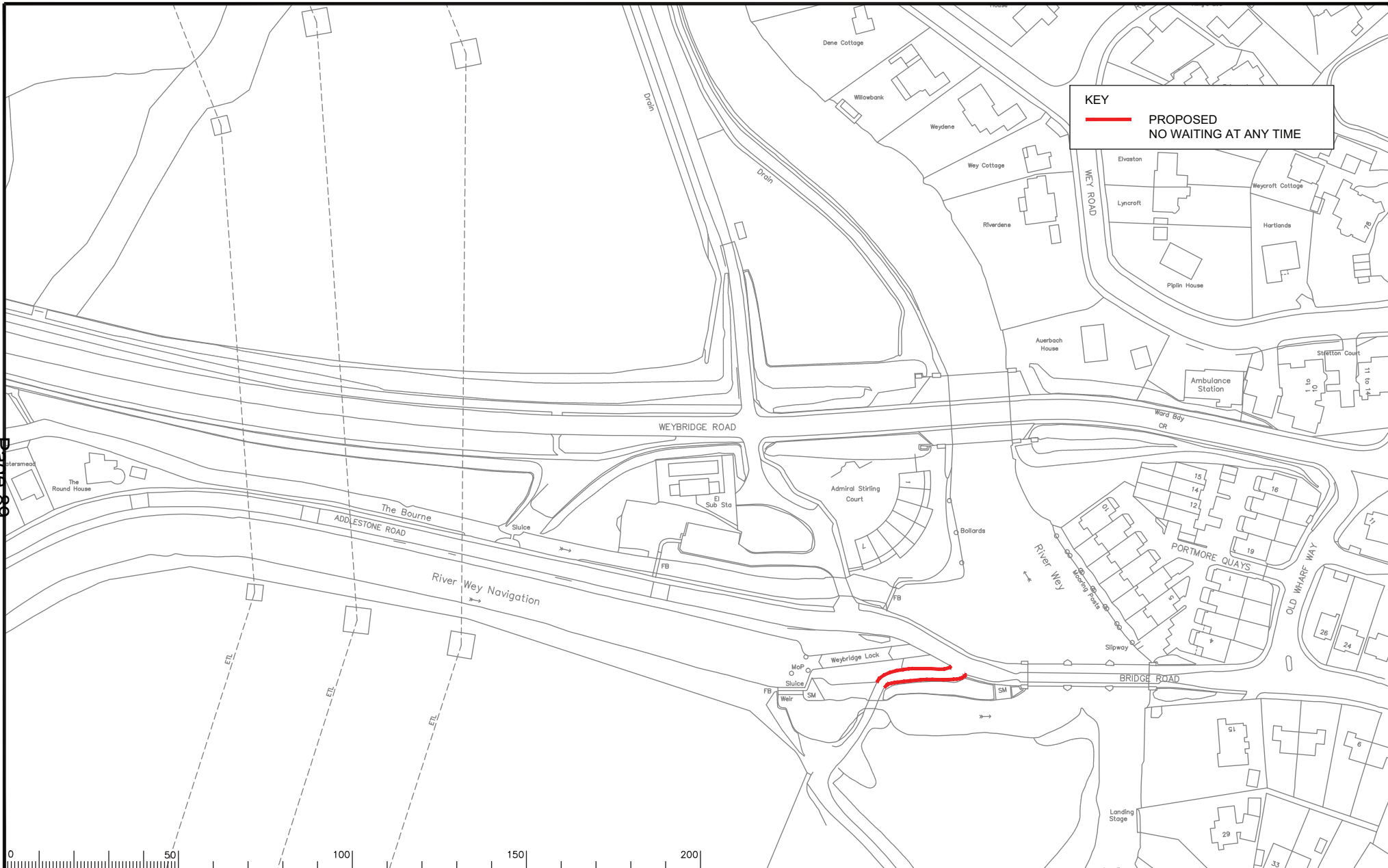
**SURREY**  
COUNTY COUNCIL  
Sustainable Development

Project No. 3282

Contract Sheet No. 3282\_69

Rev. -

Classification: PROPOSAL



**KEY**

— PROPOSED  
NO WAITING AT ANY TIME



Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date



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Drawn by: CAH  
Checked by: JAR  
Approved by: RH

Slg.: CAH  
Slg.: JAR  
Slg.: RH

Date: 08.13  
Date: 08.13  
Date: 08.13

Project: RUNNYMEDE CPE  
CHERTSEY

Drawing: IMPLEMENTED TRAFFIC ORDERS

Project No: 3282

Contract Sheet No: 3282\_89

Rev: -

Classification: PROPOSAL

**SURREY**  
COUNTY COUNCIL

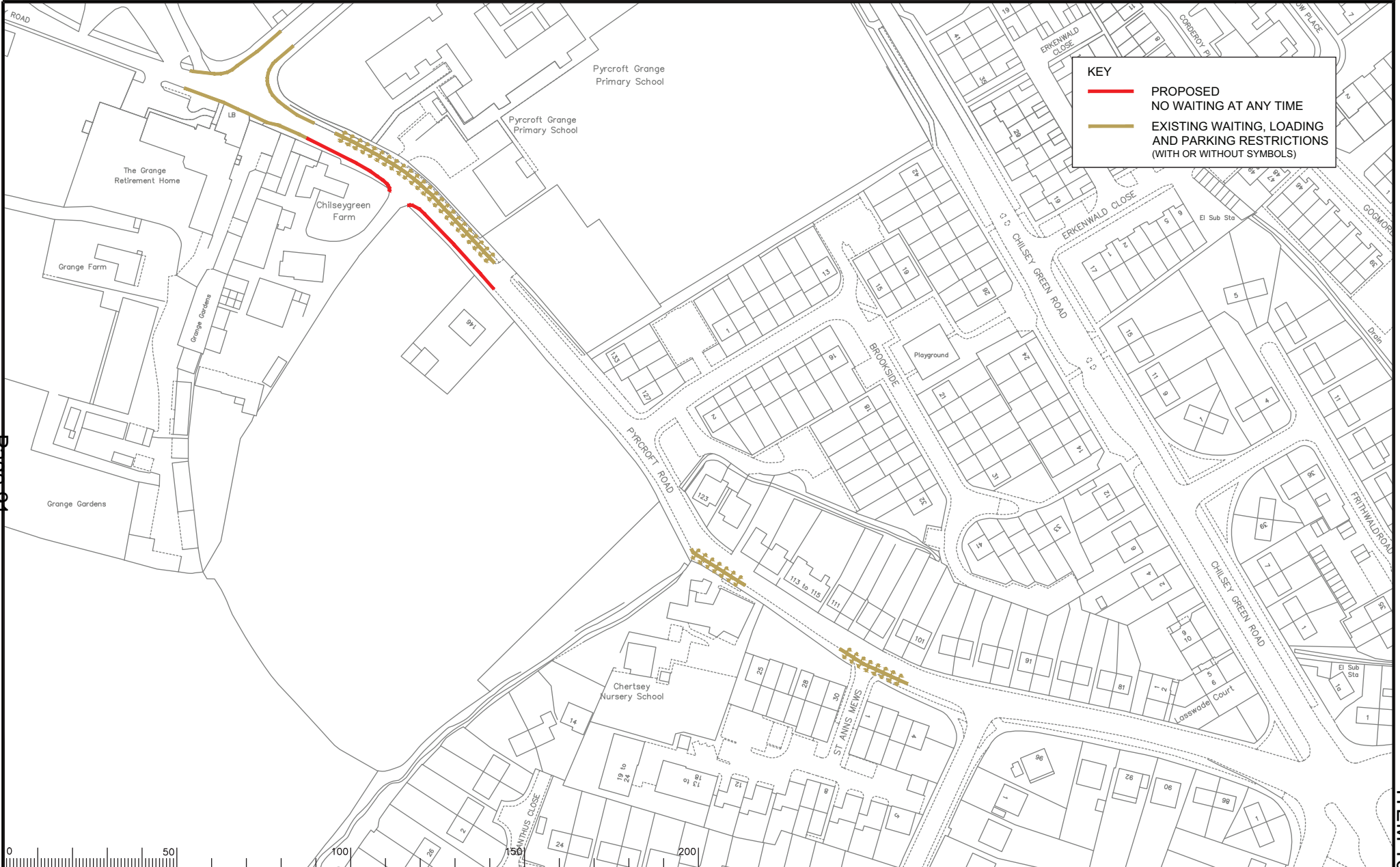
Sustainable Development

Head of Planning

SHET OF

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**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date



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Drawn by SDC Slg. SDC Date 28.02.08  
 Checked by originator AJM Slg. AJM Date 28.02.08  
 Approved by TPC Slg. TPC Date 28.02.08

**Project**  
 RUNNYMEDE CPE  
 CHERTSEY  
 IMPLEMENTED TRAFFIC ORDERS

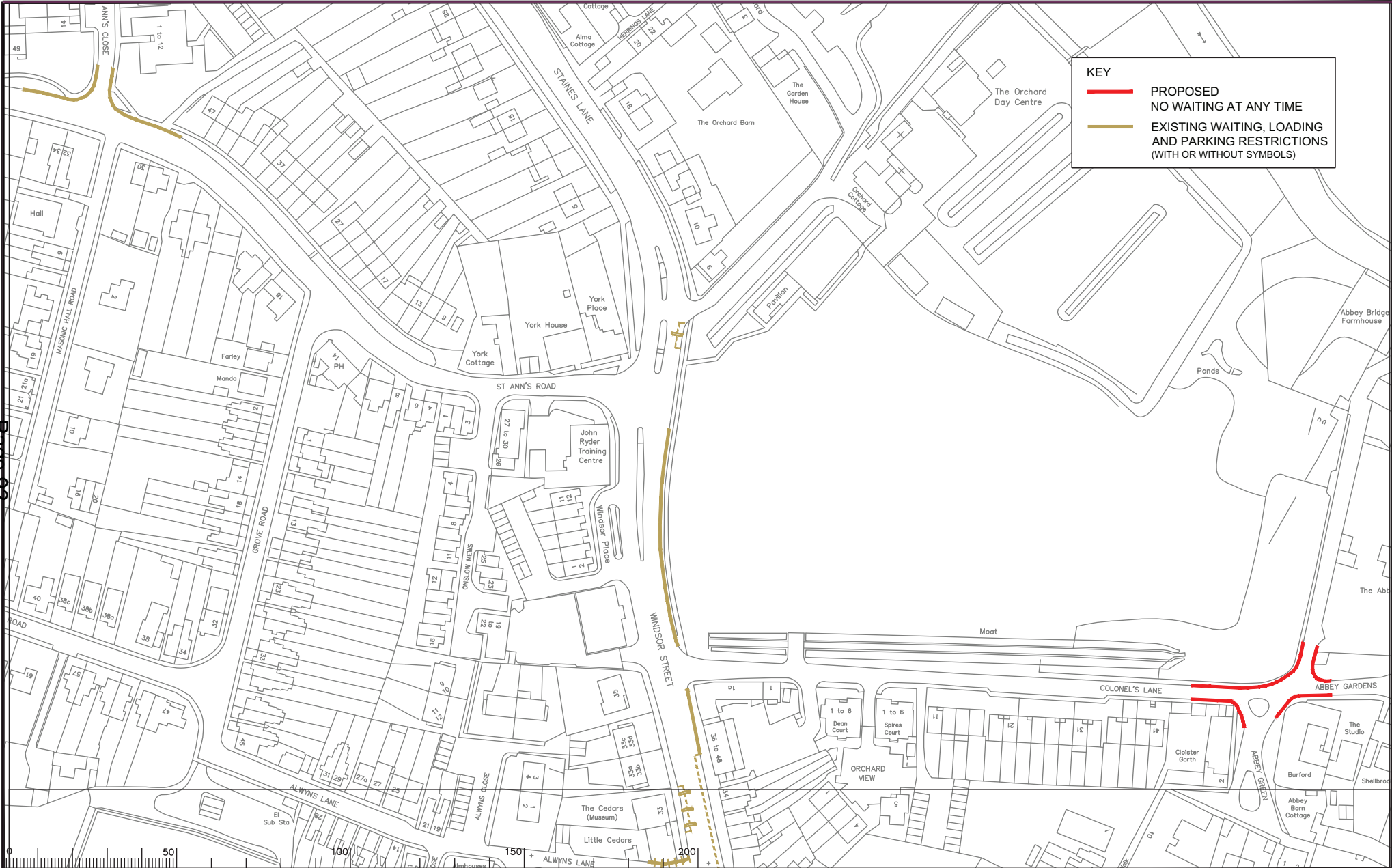
**Project No.** 3282  
**Contract Sheet No.** 3282\_36  
**Rev.** -  
**Classification** PROPOSAL

**SURREY COUNTY COUNCIL**  
 Sustainable Development  
 Unit of 15, Central  
 Malvern Road, Guildford, Surrey GU1 2JY

SHEET OF

**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SDC		28.02.08	AJM		28.02.08	TPC		28.02.08

North Point

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Project: Runnymede CPE, Chertsey  
 Drawing: Implemented Traffic Orders  
 Date: 28.02.08

**RUNNYMEDE CPE  
CHERTSEY**

**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

**SURREY COUNTY COUNCIL**  
Sustainable Development

Project No. 3282  
 Contract Sheet No. 3282\_37  
 Drawing No. 37  
 Classification: PROPOSAL



**KEY**

- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
CAH	CAH	05/12	JAR	JAR	05/12	RH	RH	05/15

Project: **RUNNYMEDE CPE CHERTSEY**

Implemented Traffic Orders

Scale: 1:1250

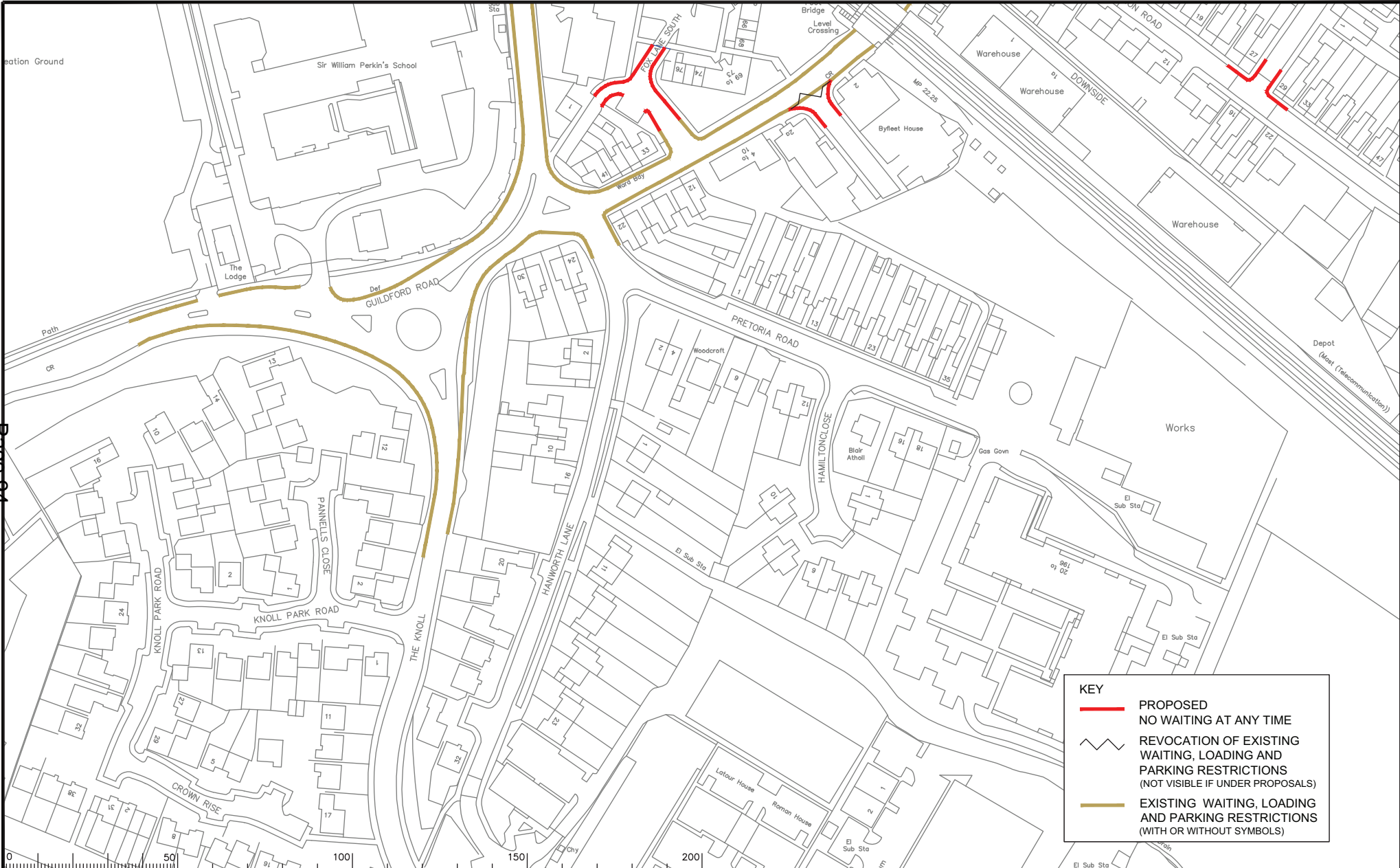
Project No: 3282

Contract Sheet No: 3282\_38

Drawing No: 3282\_38

Classification: PROPOSAL

SURREY COUNTY COUNCIL Sustainable Development



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

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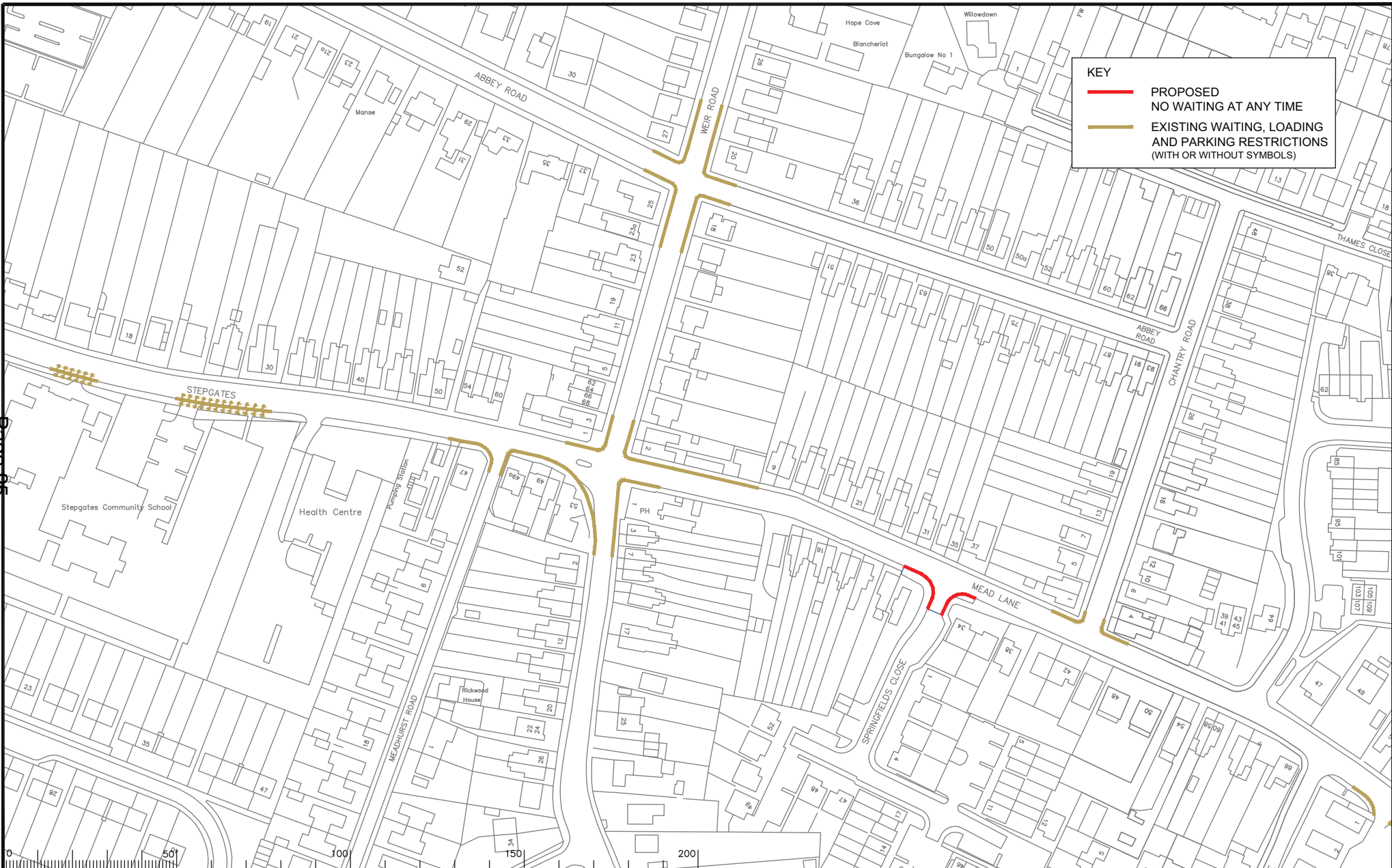
Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SDC		28.02.08	AJM		28.02.08	TPC		28.02.08

Project: RUNNYMEDE CPE CHERTSEY  
 Drawing: IMPLEMENTED TRAFFIC ORDERS  
 Scale: 1:1250

Project No. 3282  
 Contract Sheet No. 3282\_41  
 Drawing No. 41  
 Classification: PROPOSAL





**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SDC		28.02.08	AJM		28.02.08	TPC		28.02.08



Project: RUNNYMEDE CPE, CHERTSEY  
 Drawing No: 3282\_43  
 Classification: PROPOSAL

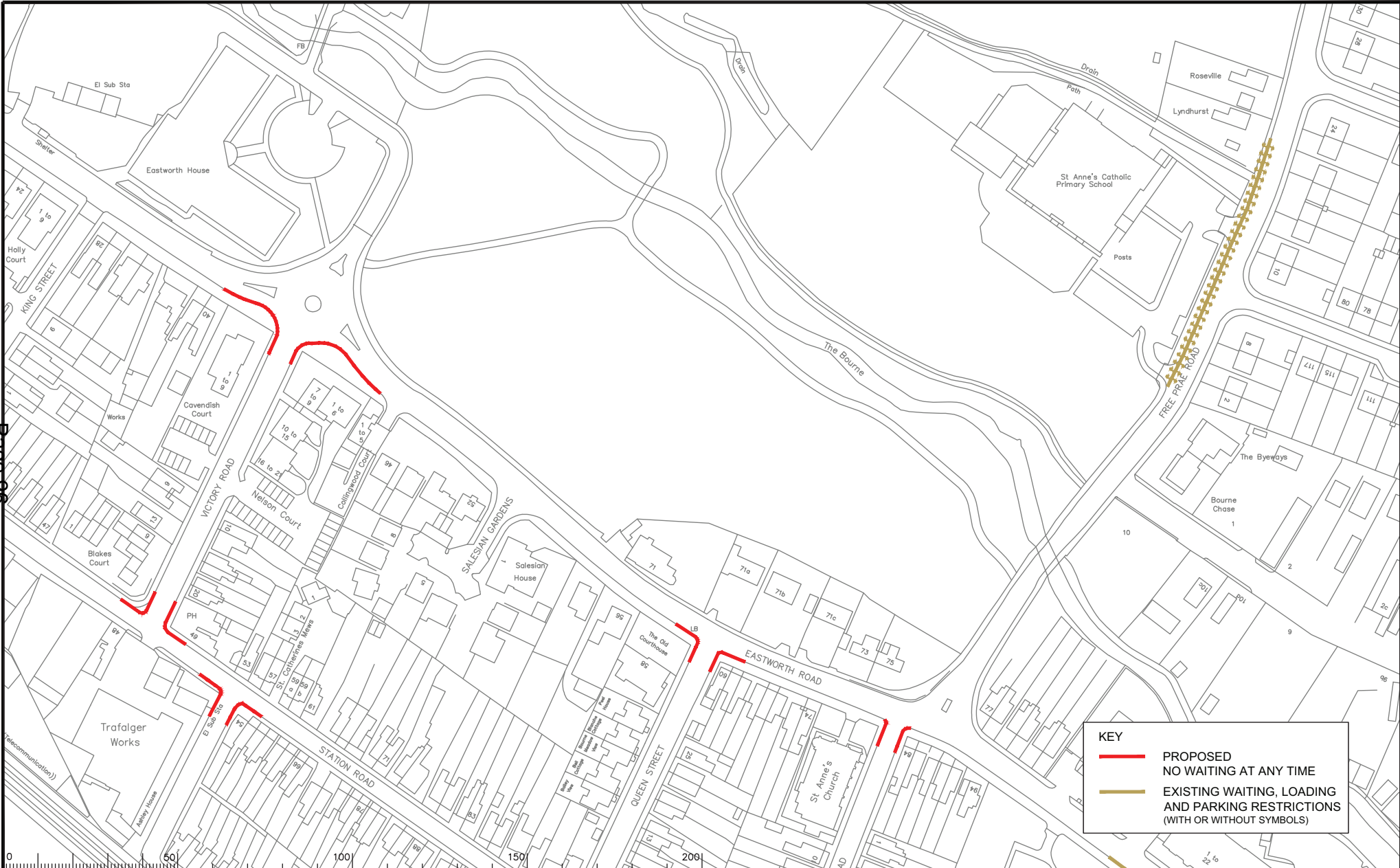
Project No: 3282  
 Contract Sheet No: 3282\_43  
 Rev: -

**SURREY COUNTY COUNCIL**  
 Sustainable Development  
 Head of Transport  
 1000 High Street, Guildford, Surrey GU1 2AA

SHEET OF

S:\Project-current\3282\RUNNY\Drawings\ADVERTISED\ 2013\Aug\3282\_43.dwg

Scale: 1:1250



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- - - EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

Drawn by	SDC	Sig.	SDC	Date	28.02.08
Checked by	AJM	Sig.	AJM	Date	28.02.08
Approved by	TPC	Sig.	TPC	Date	28.02.08

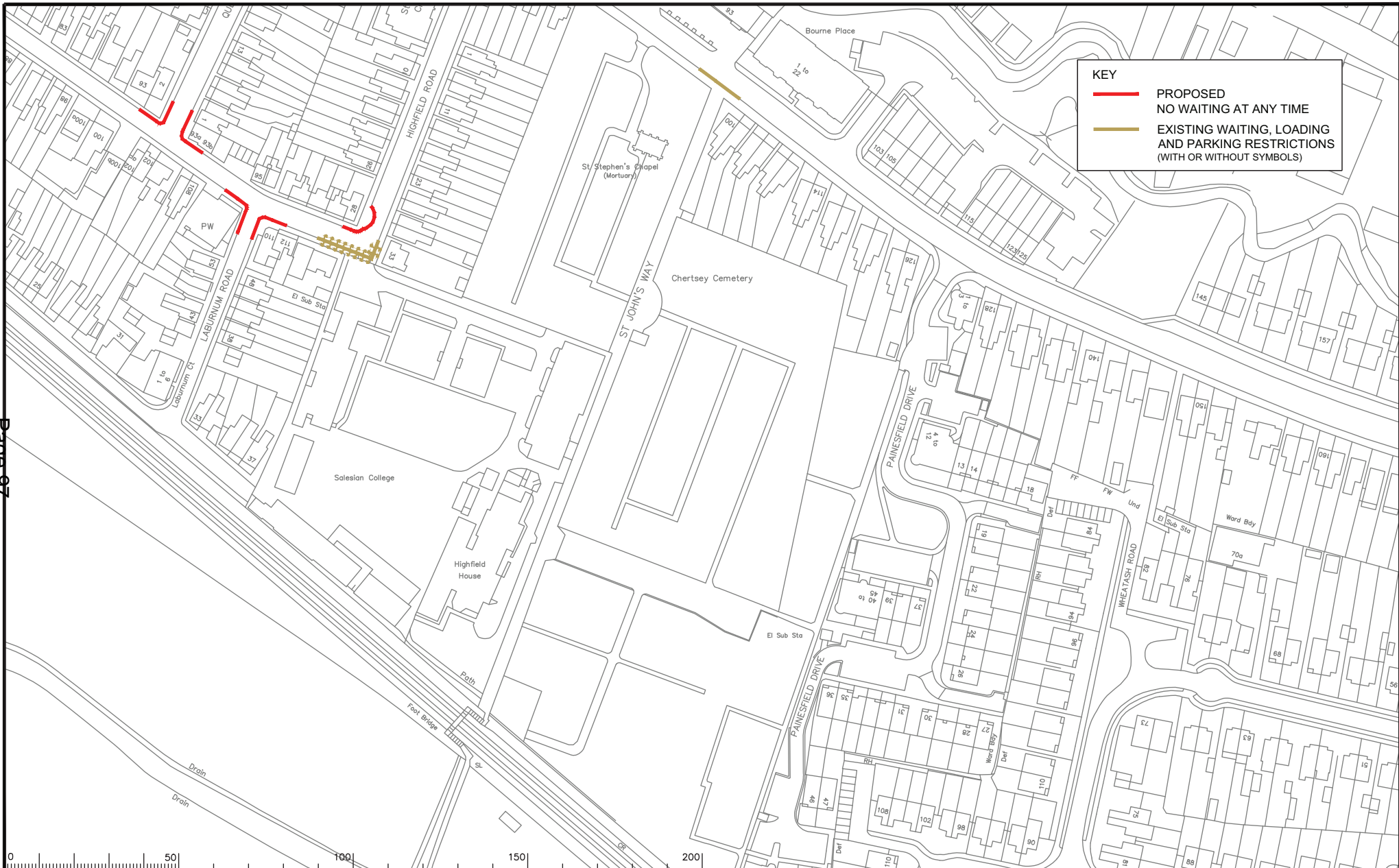
**RUNNYMEDE CPE  
CHERTSEY**

**IMPLEMENTED TRAFFIC ORDERS**

Project No.	3282
Contract Sheet No.	3282_45
Drawing No.	45
Classification	PROPOSAL

SHEET OF





**KEY**

- PROPOSED
- NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

North Point

Drawn by	SDC	Sig.	SDC	Date	28.02.08
Checked by	AJM	Sig.	AJM	Date	28.02.08
Approved by	TPC	Sig.	TPC	Date	28.02.08

**RUNNYMEDE CPE  
CHERTSEY**

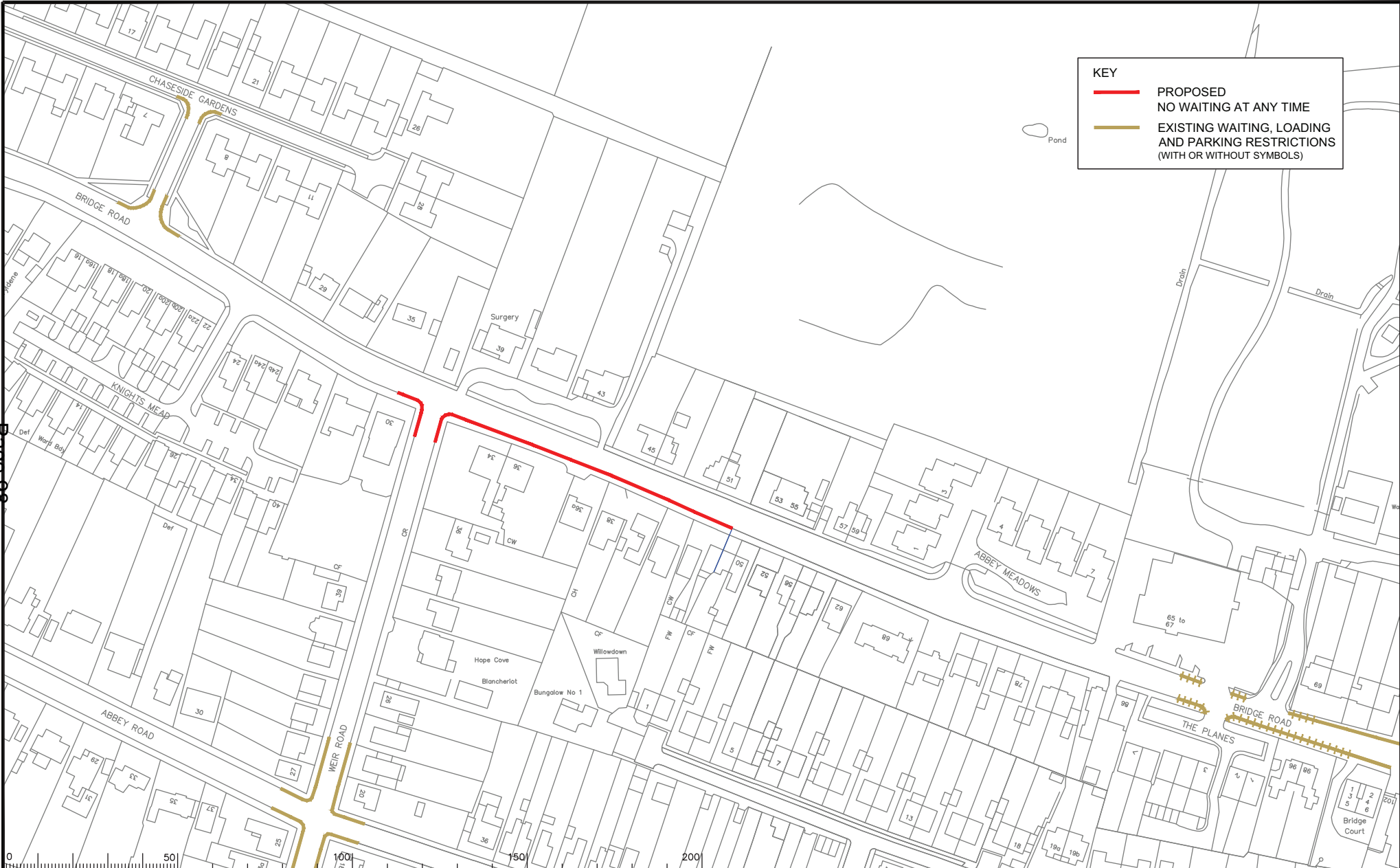
**IMPLEMENTED TRAFFIC ORDERS**

Project No.	3282
Contract Sheet No.	3282_46
Drawing No.	46
Rev.	-
Classification	PROPOSAL

SHEET OF

**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Notes

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Drawn by	CAH	Sig.	CAH	Date	08.13
Checked by	JAR	Sig.	JAR	Date	08.13
Approved by	RH	Sig.	RH	Date	08.13

Project  
**RUNNYMEDE CPE  
CHERTSEY**

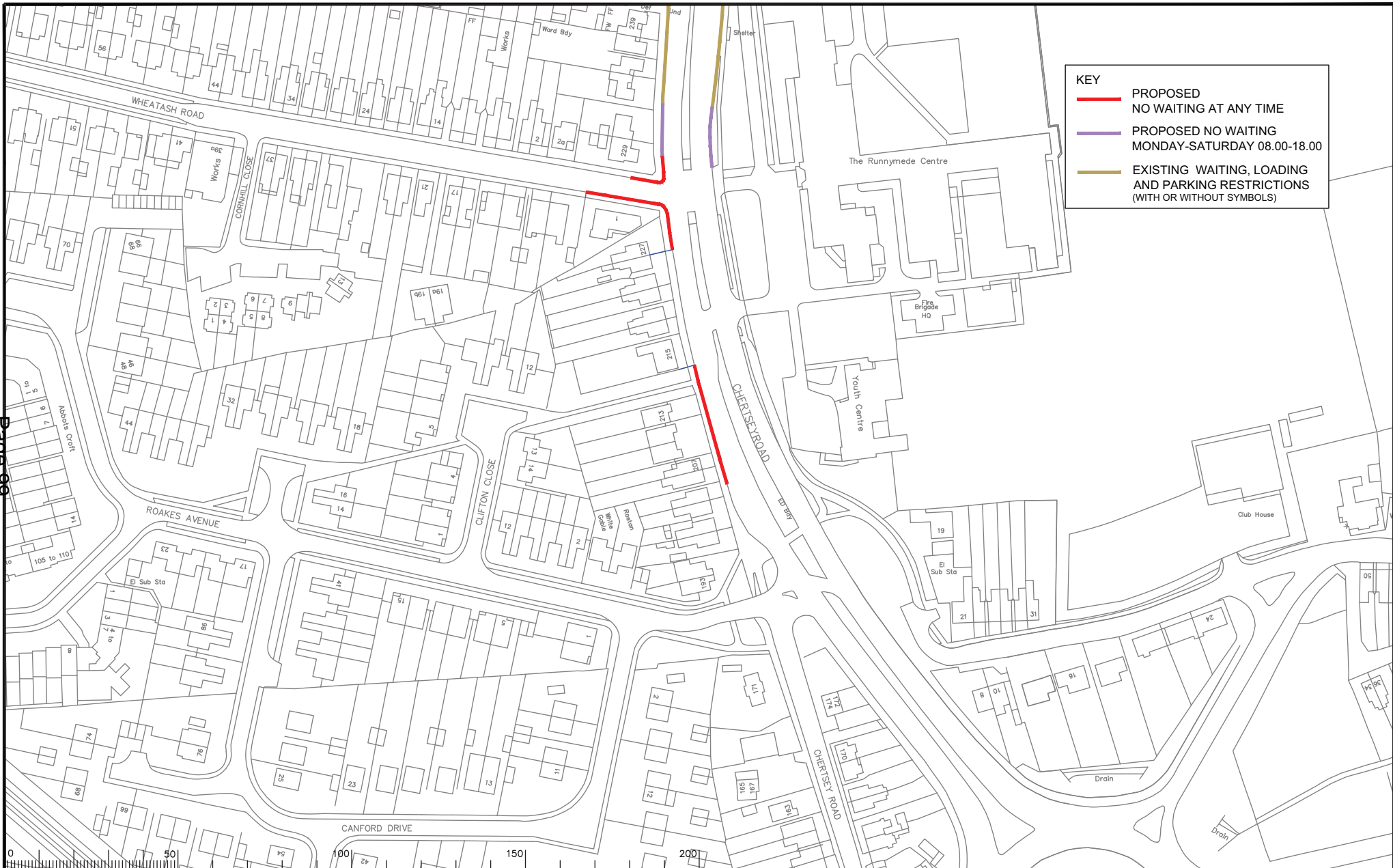
Drawing  
**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

**SURREY**  
COUNTY COUNCIL  
Sustainable Development

Project No. 3282  
Contract No. 3282\_86  
Drawing No. 3282\_86  
Classification PROPOSAL





**KEY**

- PROPOSED NO WAITING AT ANY TIME
- PROPOSED NO WAITING MONDAY-SATURDAY 08.00-18.00
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date



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Surrey County Council LA 276822 1999.

Drawn by: CAH Sig. CAH Date 08.13  
Checked by: JAR Sig. JAR Date 08.13  
Approved by: RH Sig. RH Date 08.13

Project No. 3282

Contract Sheet No. 3282\_87

Revision: -

Classification: PROPOSAL

**SURREY COUNTY COUNCIL**  
Sustainable Development  
Head of Operations  
Richard White, City Hall, West Hill

**RUNNYMEDE CPE  
CHERTSEY**

**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Notes

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date



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Drawn by: CAH, Sig. CAH, Date 08.13  
 Checked by originator: JAR, Sig. JAR, Date 08.13  
 Approved by: RH, Sig. RH, Date 08.13

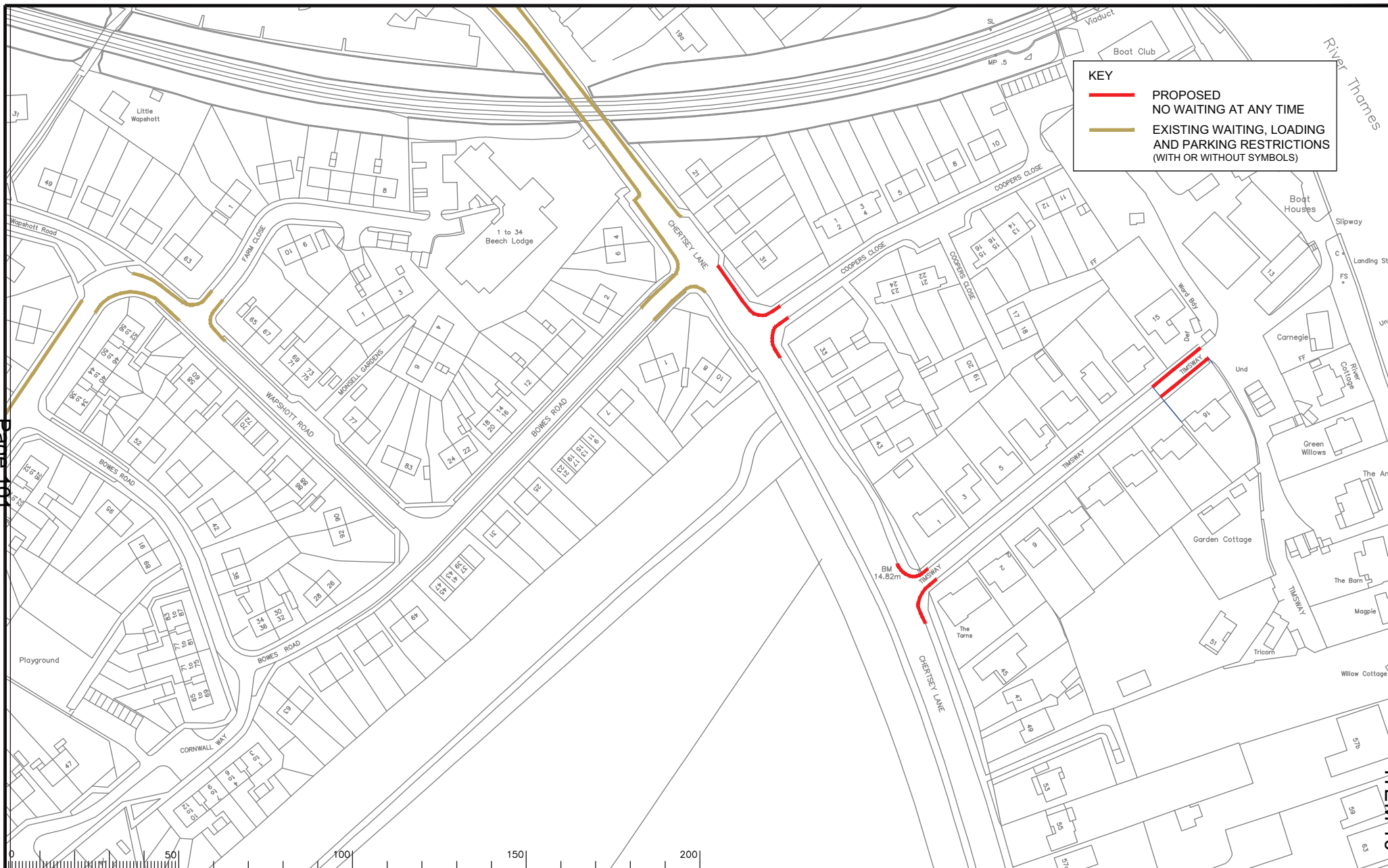
**RUNNYMEDE CPE  
CHERTSEY**

**IMPLEMENTED TRAFFIC ORDERS**

Project No. 3282  
 Contract No. 3282\_88  
 Drawing No. 3282\_88  
 Classification PROPOSAL

SURREY COUNTY COUNCIL  
Sustainable Development  
Head of 15 years' experience  
 Member of the Institution of Civil Engineers

SHEET OF



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Drawn by: CAH  
Checked by: JAR  
Approved by: RH

Sig. CAH  
Sig. JAR  
Sig. RH

Date 05/12  
Date 05/12  
Date 05/12

Project: RUNNYMEDE CPE EGHAM

Drawing: IMPLEMENTED TRAFFIC ORDERS

Scale: 1:250

Project No. 3282

Contract No. 3282\_73

Drawing No. 3282\_73

Rev. -

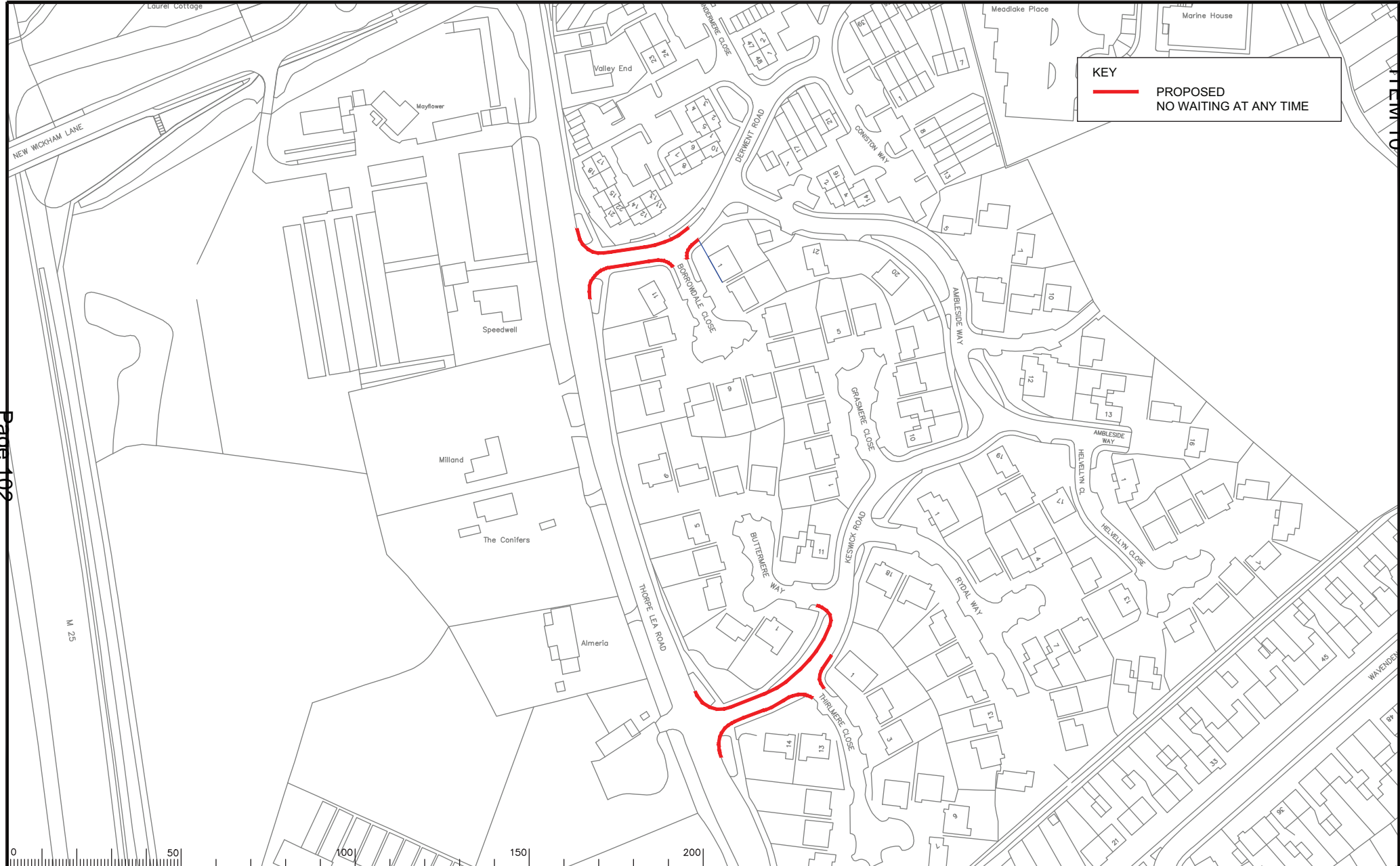
Classification: PROPOSAL

SHEET 07

SURREY COUNTY COUNCIL  
Sustainable Development  
Unit of Transport  
Roadway CPE/ City and Dev

**KEY**

— PROPOSED  
NO WAITING AT ANY TIME



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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Surrey County Council 11/08/23 1905

Drawn by: CAH  
Checked by originator: JAR  
Approved by: RH

Sig. CAH  
Sig. JAR  
Sig. RH

Date 08.13  
Date 08.13  
Date 08.13

Project: ROUNMEDE CPE  
EGHAM HYTHE

Implemented Traffic Orders

Scale: 1:250

North Point

**SURREY**  
COUNTY COUNCIL  
Sustainable Development

Project No. 3282  
Contract Sheet No. 3282\_84  
Drawing No. 3282\_84  
Rev. -

Classification: PROPOSAL

SHEET OF



**KEY**

- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

North Point

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Drawn by	CAH	Sig.	CAH	Date	12/11
Checked by	JAR	Sig.	JAR	Date	12/11
Approved by	TPC	Sig.	TPC	Date	12/11

Project

**RUNNYMEDE CPE  
ENGLEFIELD GREEN**

Drawing

**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

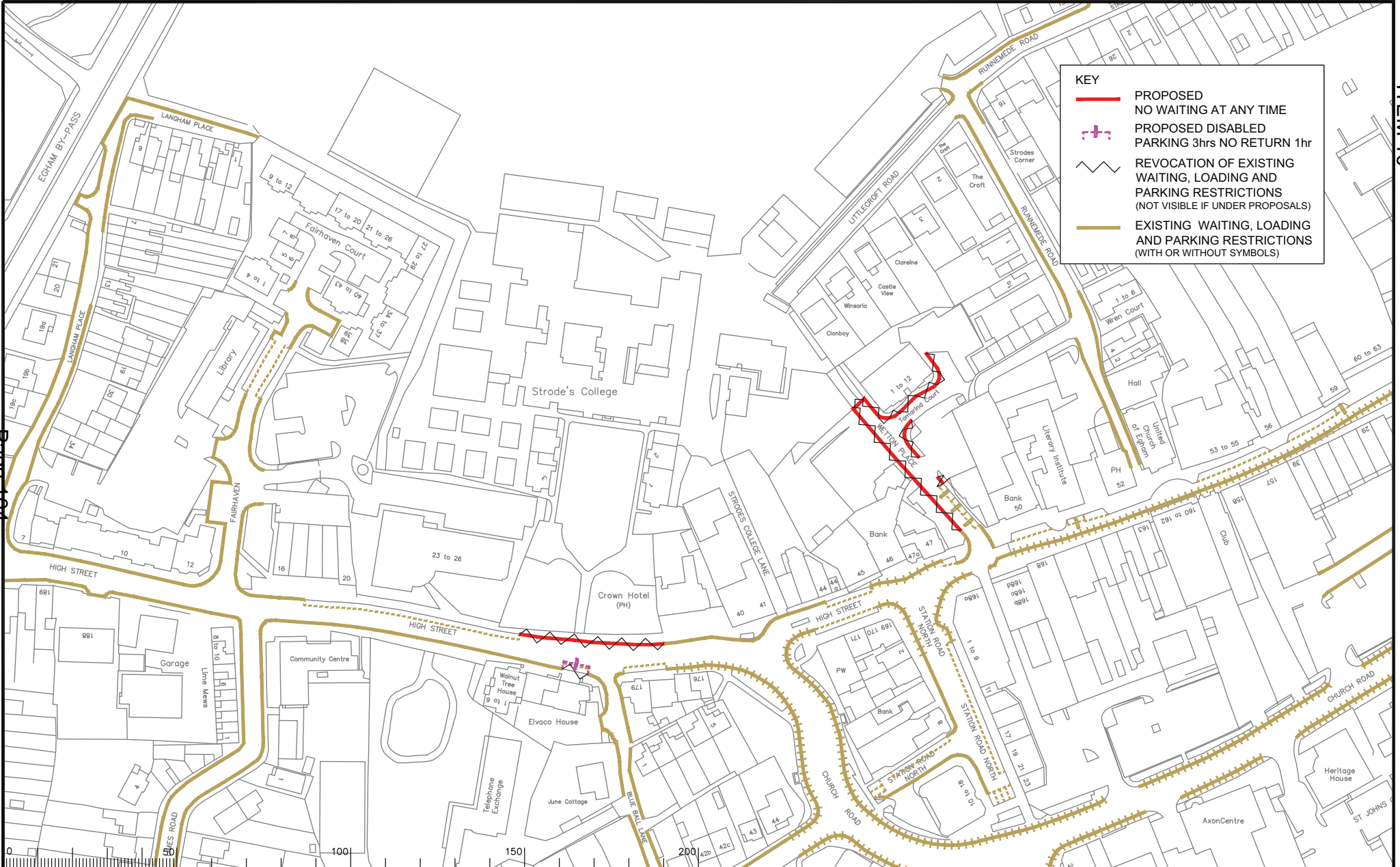
Project No. 3282

Contract Sheet No. 3282\_09

Rev. -

Classification PROPOSAL

**SURREY COUNTY COUNCIL**  
Sustainable Development  
Unit of the Environment  
Weston Road, Epsom, Surrey, Middlesex TW20 0EX



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- + PROPOSED DISABLED PARKING 3hrs NO RETURN 1hr
- ~ REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point

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Drawn by	Slg.	Date	Checked by	Slg.	Date	Approved by	Slg.	Date
SDC	SDC	28.02.08	AJM	AJM	28.02.08	TPC	TPC	28.02.08

Project No. 3282

Contract Sheet No. 3282\_13

Project: RUNNYMEDE CPE EGHAM

Drawing: IMPLEMENTED TRAFFIC ORDERS

Scale: 1:1250

**SURREY**  
Surrey County Council  
Sustainable Development

Project No. 3282

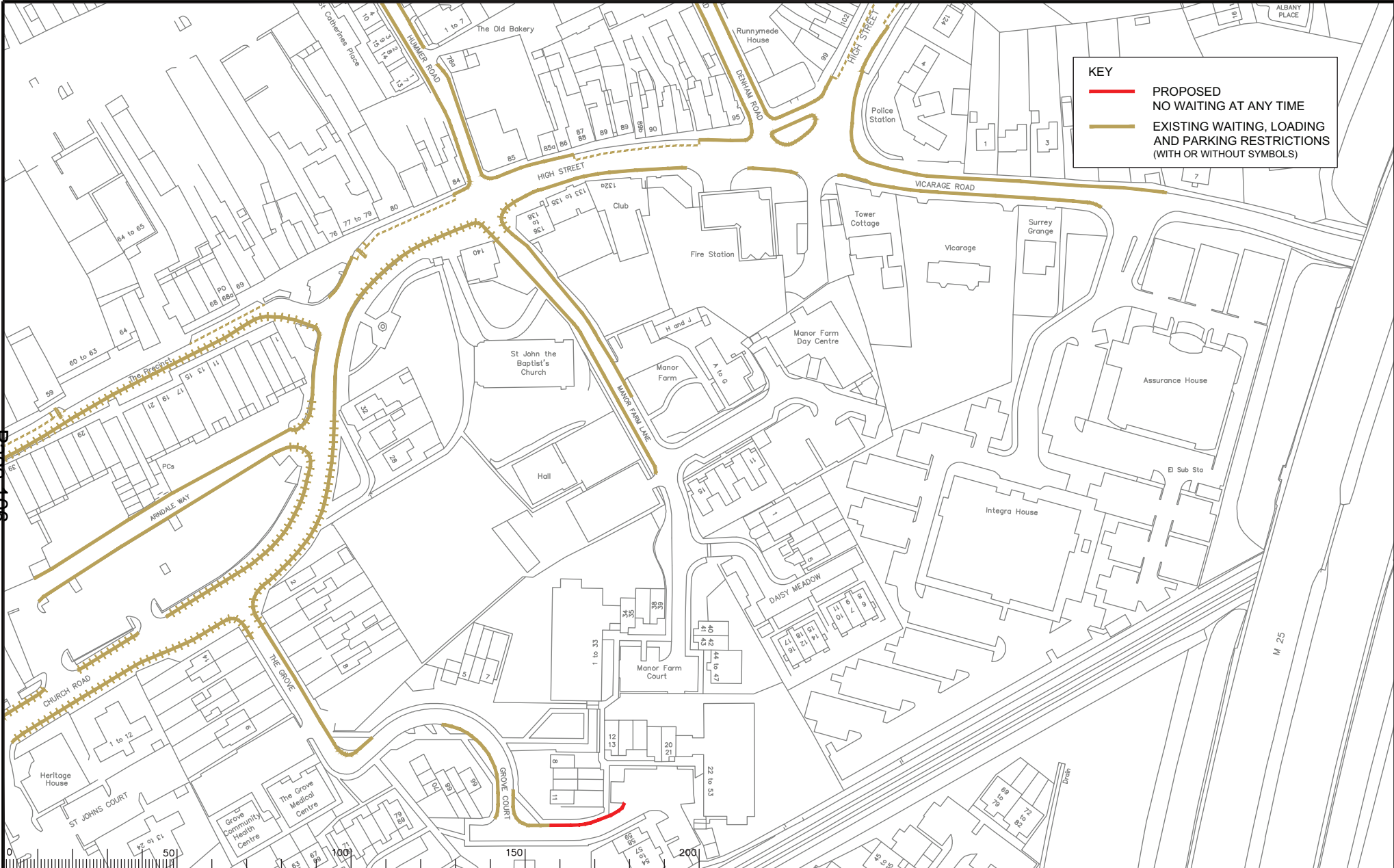
Contract Sheet No. 3282\_13

Rev. -

Classification: PROPOSAL

SHEET OF





Notes

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

North Point

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Drawn by	CAH	Sig.	CAH	Date	05/12
Checked by	JAR	Sig.	JAR	Date	05/12
Approved by	RH	Sig.	RH	Date	05/12

Project

**RUNNYMEDE CPE  
EGHAM**

Drawing

**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

**SURREY**  
Sustainable Development  
COUNCIL

Project No. 3282

Contract Sheet No. 3282\_16

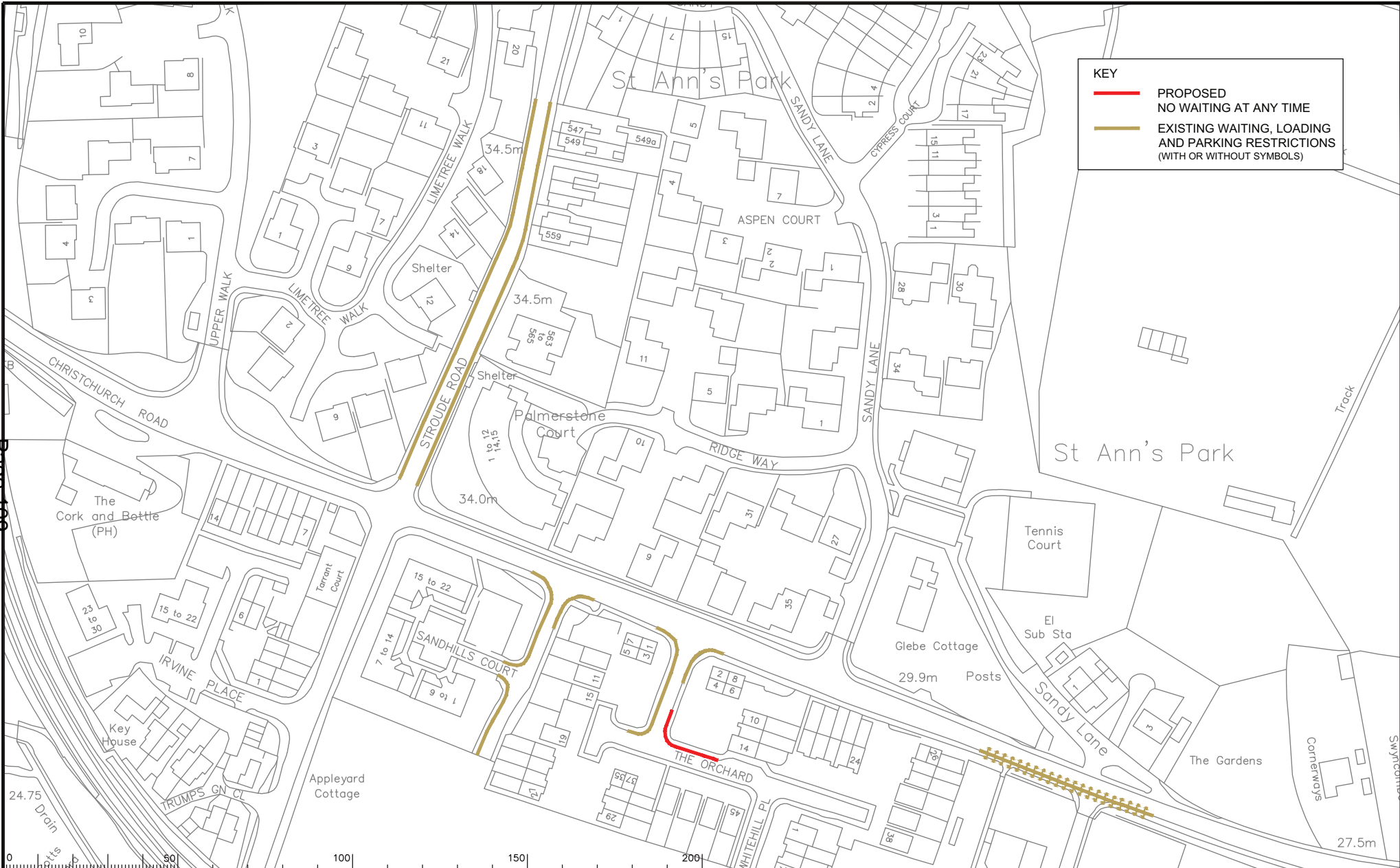
Rev. -

Classification PROPOSAL





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**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point

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Drawn by	SDC	Slg.	SDC	Date	28.02.08
Checked by	AJM	Slg.	AJM	Date	28.02.08
Approved by	TPC	Slg.	TPC	Date	28.02.08

Project

**RUNNYMEDE CPE  
VIRGINIA WATER  
IMPLEMENTED TRAFFIC ORDERS**

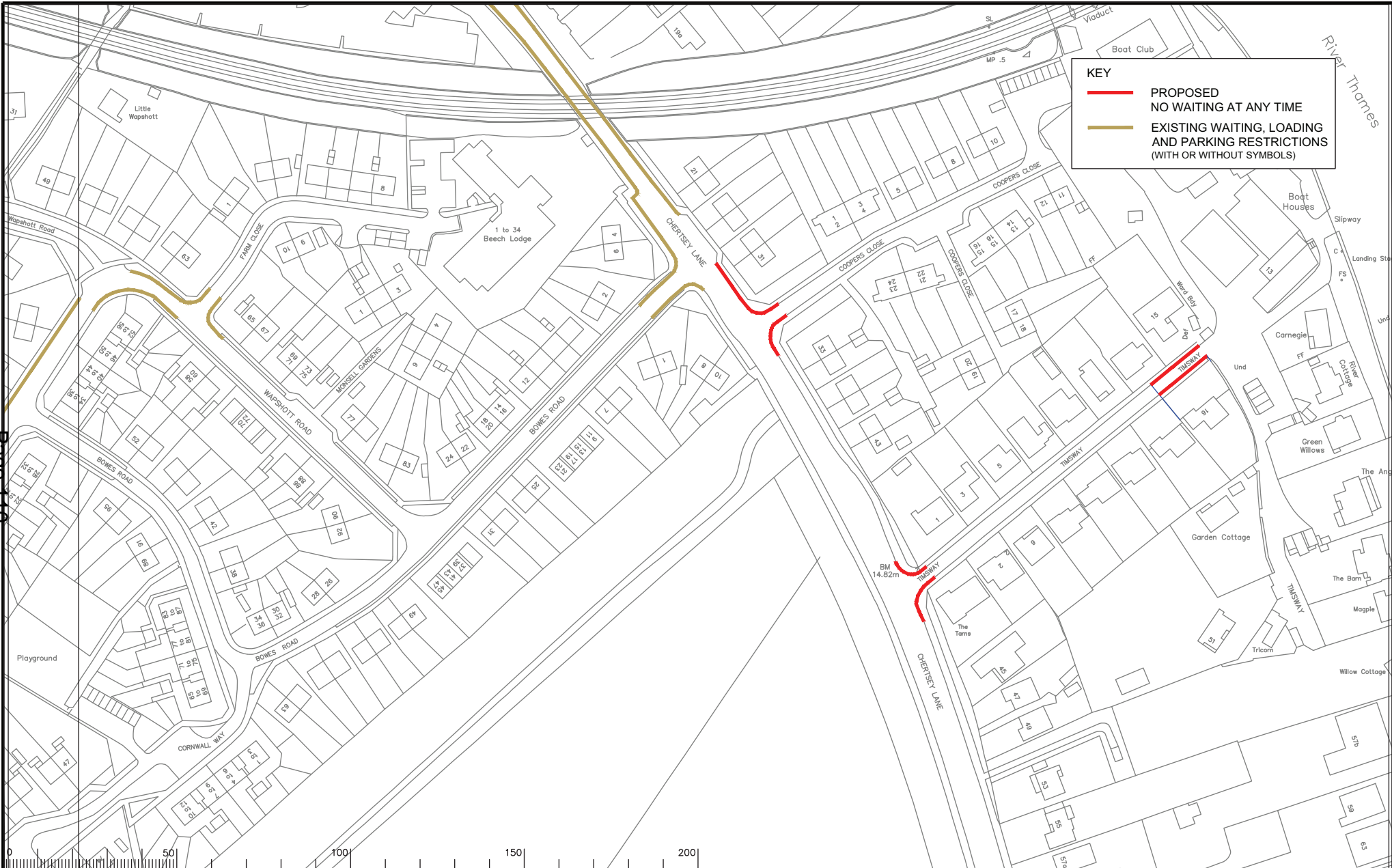
SHEET OF

**SURREY**  
Surrey County Council  
Sustainable Development  
Unit of Local Authorities  
Member since 1997

Project No.	3282
Contract Sheet No.	3282_32
Rev.	-
Classification	PROPOSAL

**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Page 110

Notes

Rev.	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date



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Drawn by: CAH Slg. CAH Date: 05/12

Checked by: JAR Slg. JAR Date: 05/12

Approved by: RH Slg. RH Date: 05/12

Project: **RUNNYMEDE CPE EGHAM**

Drawing: **IMPLEMENTED TRAFFIC ORDERS**

Scale: 1:250

Project No: 3282

Contract Sheet No: 3282\_73

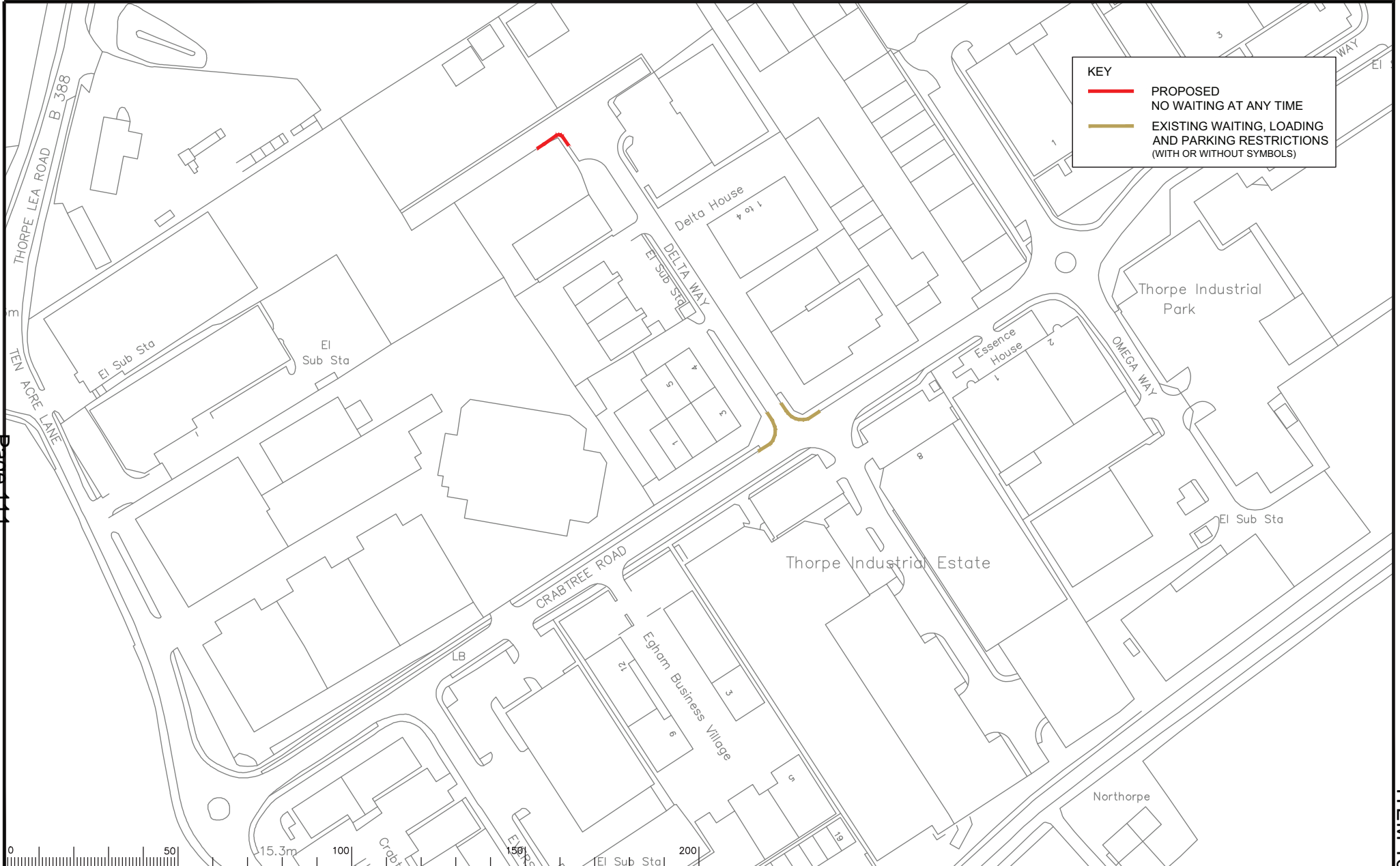
Rev.:

**SURREY COUNTY COUNCIL**

Sustainable Development

Classification: **PROPOSAL**

SHEET OF



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Notes

Rev.	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

Drawn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date
CAH	CAH	05/12	JAR	JAR	05/12	RH	RH	05/12

North Point

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Drawn by: CAH, Slg. CAH, Date 05/12

Checked by originator: JAR, Slg. JAR, Date 05/12

Approved by: RH, Slg. RH, Date 05/12

Project: RUNNYMEDE CPE THORPE

Drawing: IMPLEMENTED TRAFFIC ORDERS

SHEET OF

**SURREY COUNTY COUNCIL**  
Sustainable Development


Project No. 3282

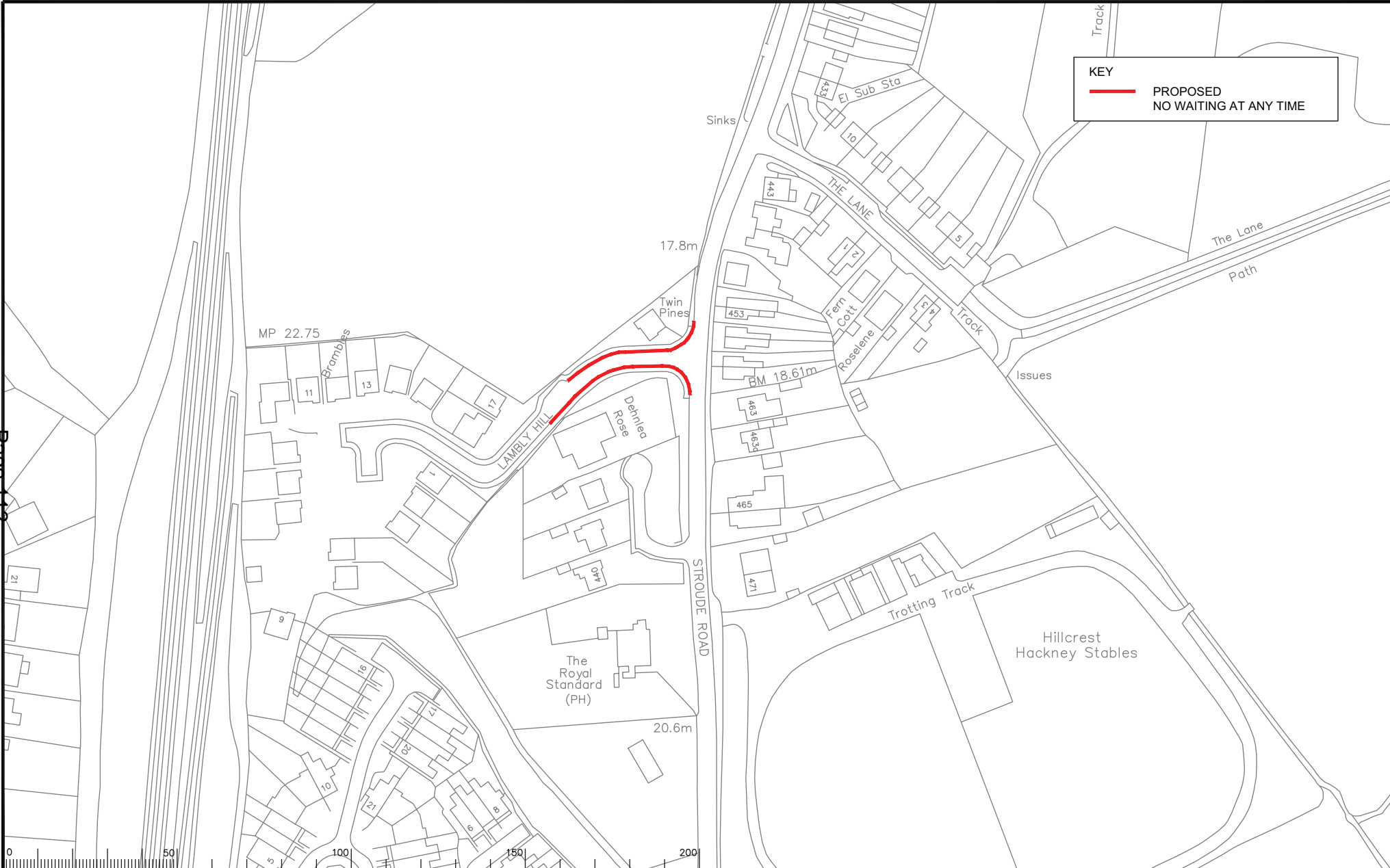
Contract Sheet No. 3282\_74

Rev. -

Classification: PROPOSAL

**KEY**


 PROPOSED  
NO WAITING AT ANY TIME



Notes

Rev.	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point



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Drawn by	CAH	Slg.	CAH	Date	08.13
Checked by originator	JAR	Slg.	JAR	Date	08.13
Approved by	RH	Slg.	RH	Date	08.13

Project

**RUNNYMEDE CPE  
VIRGINIA WATER**

Drawing

**IMPLEMENTED TRAFFIC ORDERS**

SHEET OF

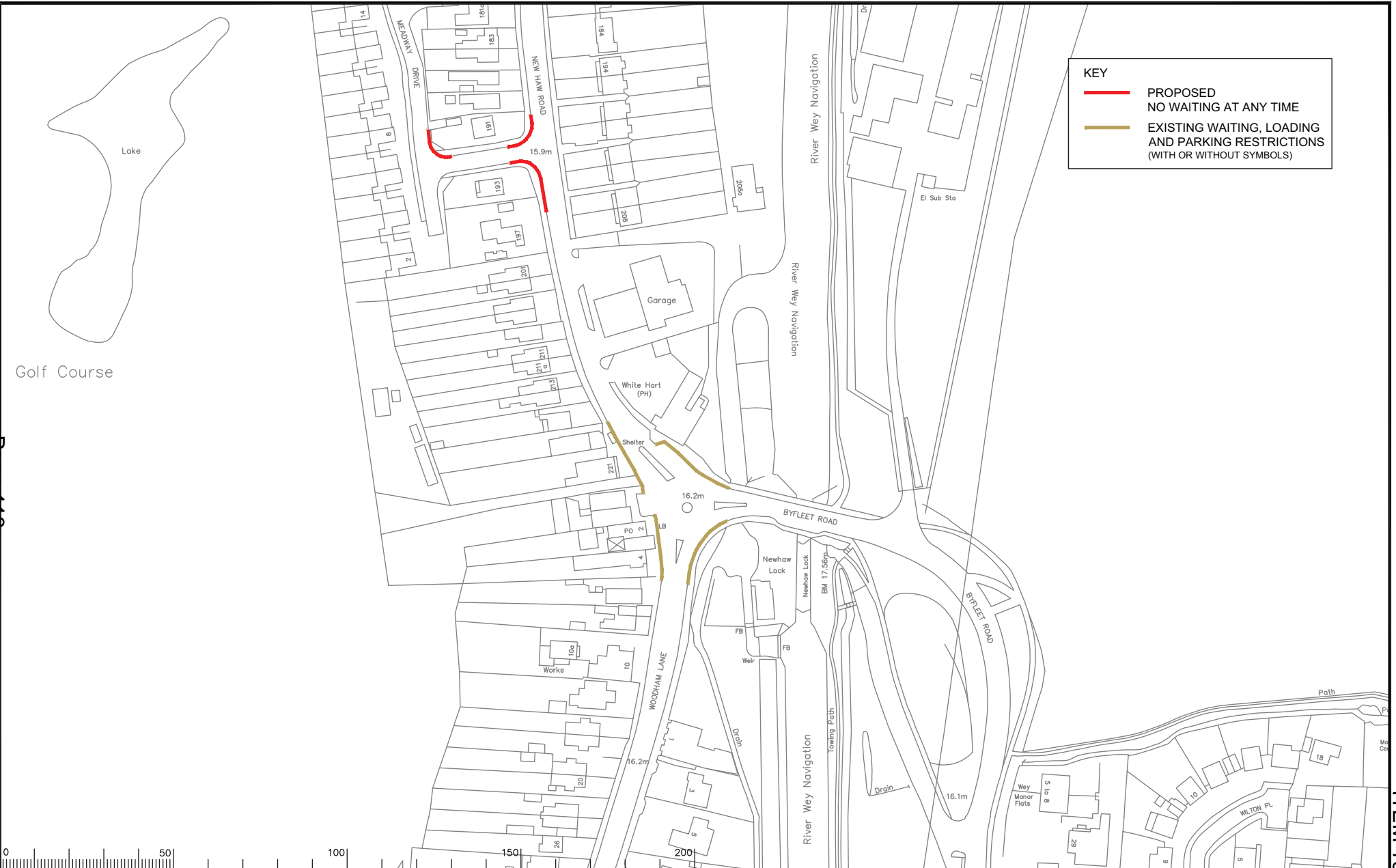
Project No. 3282

Contract Sheet No. 3282\_85

Revision -

Classification PROPOSAL

**SURREY**  
COUNTY COUNCIL  
Sustainable Development  
Unit of Environmental  
Management



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

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Drawn by SDC Slg. SDC Date 28.02.08  
 Checked by originator AJM Slg. AJM Date 28.02.08  
 Approved by TPC Slg. TPC Date 28.02.08

Project

**RUNNYMEDE CPE  
NEW HAW**

**IMPLEMENTED TRAFFIC ORDERS**

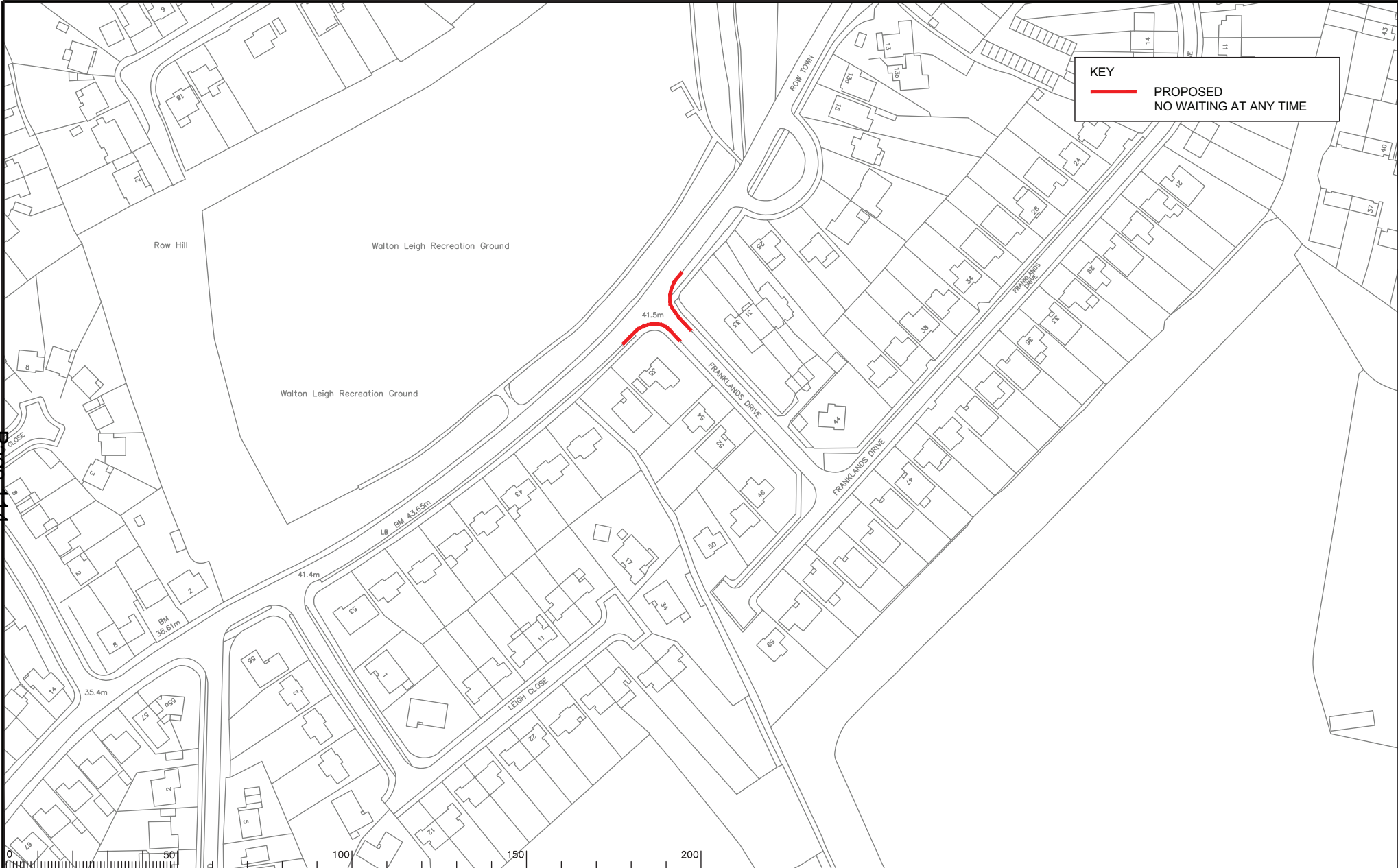
SHEET OF

**SURREY**  
Surrey County Council  
Sustainable Development

Project No. 3282  
 Contract Sheet No. 3282\_64  
 Rev. -  
 Classification PROPOSAL

**KEY**

— PROPOSED  
NO WAITING AT ANY TIME



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Notes

Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date

North Point

Checked by	JAR	Slg.	JAR	Date	08.13
Approved by	RH	Slg.	RH	Date	08.13

Project		RUNNYMEDE CPE ROW TOWN	
Drawing		IMPLEMENTED TRAFFIC ORDERS	

**SURREY**  
Sustainable Development  
COUNCIL

Project No.	3282
Contract Sheet No.	3282_90
Rev.	-
Classification	PROPOSAL

SHEET OF



**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (RUNNYMEDE)**

**DATE: 30 SEPTEMBER 2013**

**LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)**

**SUBJECT: HIGHWAYS UPDATE**

**DIVISION: ALL**



**SUMMARY OF ISSUE:**

This report records the progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works this financial year.

**RECOMMENDATIONS:**

**The Local Committee (Woking) is asked to note:**

- (i) The progress with the ITS highways and developer funded schemes
- (ii) The progress with budget expenditure
- (iii) That a further Highways Update will be brought to the next meeting of this Committee.

**REASONS FOR RECOMMENDATIONS:**

The above recommendations are made to enable progression of all highway related schemes and works.

**1. INTRODUCTION AND BACKGROUND:**

1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

<b>2. ANALYSIS:</b>
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**2.1 2012-13 Integrated Transport and Developer Funded Schemes**

2.1.1 The Committee 2012/13 ITS capital budget for Runnymede was set at £133,285. A further £33,600 was carried forward from the previous financial year, giving a total budget of £166,885. Table 1 below records the schemes agreed on 20 February 2012 by the Local Committee for delivery in the 2012-13 financial year.

**Table 1 - ITS and Developer Funded Schemes for 2012-13**

Project	Budget estimate (£k)	Estimated completion cost (£k)	Details
<b>A30 London Road j/w St Judes Road controlled pedestrian facilities</b>	<b>25</b>	<b>25</b>	Separate report has been presented. £95k has been re-profiled to the 2013/14 to enable scheme delivery. Initial phase <b>completed</b> .
<b>Stroude Road safety improvements</b>	<b>21</b>	<b>21</b>	Introduction of a double white line system and installation of vehicle activated signs. <b>Scheme completed.</b>
<b>Simplemarsh Road pedestrian crossing improvements</b>	<b>9</b>	<b>9</b>	<b>Scheme completed.</b>
<b>A317 St Peters Way Traffic Management</b>	<b>5</b>	<b>5</b>	Study completed. Report to be circulated to Committee Members.
<b>Lyne Crossing Road jctn with Lyne Lane road safety measures</b>	<b>14</b>	<b>14</b>	Partially complete. Awaiting installation of signs (provisionally programmed for 9 July 2013).
<b>TOTAL</b>	<b>74</b>	<b>67</b>	

**2.3 2013-14 Integrated Transport and Developer Funded Schemes**

2.3.1 Following the Runnymede Local Committee held on 26<sup>th</sup> November 2012, the programme of schemes shown in Table 3 below was agreed:

Project	Budget estimate (£k)	Details
<b>A30 London Road j/w St Judes Road controlled pedestrian facilities</b>	<b>350</b>	Feasibility design completed. Detailed design in progress. Application has been made to utility companies for adjustments. Application for works to protected trees in progress. Legal agreement for dedication of land from RHUL being finalised.
<b>A30 London Road/Christchurch</b>	<b>20</b>	Feasibility and design only project for construction in 2014/15.

<b>Road junction improvements</b>		
<b>Woburn Hill/Weybridge Road speed limit assessment</b>	<b>15</b>	Assessment complete. Reduction in speed limit recommended. A separate report on this was been presented to Committee for decision. It is proposed that modifications are constructed in 2013/14. NB Chairman's approval has been given to correcting a historic Traffic Order drafting error when the new Traffic Order is made for the 40mph speed limit.
<b>Christchurch Road VAS</b>	<b>10</b>	Installation of VAS to be carried out in 2013/14.
<b>Byfleet Road bridge warning signs</b>	<b>10</b>	Design of upgraded signs completed. Intended for delivery in 2013/14.
<b>A317 Weybridge level crossing signs</b>	<b>15</b>	Liaison with Network Rail ongoing. It is proposed that sign is installed in 2013/14.
<b>Bridge Road/Weir Road junction improvements</b>	<b>10</b>	Traffic survey completed. Feasibility and design work in progress with a view to delivering identified improvements in 2014/15.
<b>Egham CPZ</b>	<b>10</b>	In process of delivery by Parking Team. Funding has been transferred to their budget.
<b>TOTAL</b>	<b>440</b>	

**Table 3 – 2013/14 ITS programme**

2.3.2 The capital ITS allocation for Runnymede is £133,285. In addition to this, £95,000 has been carried forward from the previous financial year. To support delivery of the A30 London Road/St Judes Road pedestrian facilities scheme, £108,000 of developer deposits have been allocated, together with a £25,000 contribution from Safety Engineering, and £20,000 of Local Committee Revenue, giving an overall ITS capital budget of £381,285. This programme exceeds available funding and was agreed to allow flexibility. For this reason, depending upon confirmed costings, some schemes may need to be deferred.

## **2.4 Revenue maintenance allocations and expenditure 2013/14**

2.4.1 The 2013/14 revenue maintenance allocation for Runnymede is £210,025. Table 4 shows how these funds have been allocated, and the spend progress to date.

<b>Item</b>	<b>Allocation (£)</b>	<b>Comment (as at 13<sup>th</sup> June 2013)</b>
Drainage / ditching	40,000	£1,300 committed.
Carriageway and footway patching	100,025	£30,536 committed.
Vegetation works	30,000	£7,400 committed.
Signs and markings	20,000	£100 committed.
Low cost measures	20,000	£0 committed.
<b>Total</b>	<b>210,025</b>	<b>£39,336 committed</b>

**Table 4 – 2013/14 Revenue Maintenance Expenditure**

## 2.5 COMMUNITY ENHANCEMENT FUND

- 2.5.1 The total 2013/14 Community Enhancement allocation for Runnymede is £30,000. Committee have previously determined to divide this fund equally between County Councillor Committee Members.
- 2.5.2 The Maintenance Engineer for Runnymede will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.
- 2.5.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, it is recommended that all works should be agreed by 31<sup>st</sup> October 2013.
- 2.5.4 In the event of no firm spending decisions being made, the Maintenance Engineer will determine suitable works and organise their delivery.
- 2.5.5 A summary of spend progress is shown in Table 5.

Member	Allocation (£)	Comment (as at 13 <sup>th</sup> September 2013)
Chris Norman	5,000	£5000 committed.
Yvonna Lay	5,000	£0 committed
John Furey	5,000	£0 committed.
Mel Few	5,000	£0 committed.
Marisa Heath	5,000	£5000 committed.
Mary Angell	5,000	£0 committed.
<b>Total</b>	<b>30,000</b>	<b>£10,000 committed</b>

**Table 5 – Community Enhancement Fund spend progress**

## 2.6 2013-14 Capital Maintenance Budget

- 2.6.1 Following the Committee meeting held on 6<sup>th</sup> March 2013, it was agreed to fund a programme of localised structural repair work (LSR) as shown in Table 6 below utilising the £146,081 capital maintenance allocation:

Item	Cost (£)	Comment
A308 Windsor Road	-	Delivery through Year 2 Project Horizon.
School Lane	24739	Work completed.
Claremont Road	53395	Work completed.
A30 Egham Bypass	-	Delivery through Year 2 Project Horizon.
Paddocks Way	29815	Work completed.
Hare Hill	14284	Work completed.
Trotsworth Avenue	-	Not affordable this financial year.
Barnsway	-	Now included on central works programme.
St Peters Way roundabout	-	Not affordable this financial year.
<b>Total</b>	<b>122,233</b>	

**Table 6 – 2013/14 LSR Programme**

- 2.6.2 The agreed programme exceeds the capital maintenance allocation, and was approved to allow flexibility of delivery and ensure that the budget can be fully utilised alongside the main capital programme (Project Horizon).
- 2.6.3 All works shown above have now been delivered as indicated. As the remaining sites were unavailable within the remaining budget, a section of Village Road in Thorpe has been added to the LSR programme, at an estimated cost of £6000. The date for this work is to be confirmed.

**3. OPTIONS:**

- 3.1 No options have been presented in this report.

**4. CONSULTATIONS:**

- 4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.
- 5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated in Table 4.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

**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 the consultation and bidding processes for 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 contents of this report.
- 9.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

**10. WHAT HAPPENS NEXT:**

- 10.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

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**Contact Officer:**

Andrew Milne, Area Highways Manager (NW) – 03456 009 009

**Consulted:**

-

**Annexes:**

-

**Sources/background papers:**

-

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## OFFICER REPORT TO RUNNYMEDE LOCAL COMMITTEE

**COMMUNITY SAFETY PARTNERSHIP 2012-13**  
**30 September 2013**

### KEY ISSUE

Section 17 of The Crime and Disorder Act 1998 places a requirement on Surrey County Council to consider crime and disorder in all the services it provides.

This report updates the Local Committee on the joint work through the Runnymede Community Safety Partnership, which receives a contribution from Surrey County Council.

### SUMMARY

This report is for information only.

### OFFICER RECOMMENDATIONS

**The Local Committee (Runnymede) is asked to:**

- i) Note the expenditure from funding awarded to the Partnership by Surrey County Council (Annex 1)
- ii) Note the emerging priorities of the Partnership 2013-14 (see 3.4);
- iii) Note the community safety survey summary (Annex 2).

[www.surreycc.gov.uk/runnymede](http://www.surreycc.gov.uk/runnymede)

## **1. INTRODUCTION AND BACKGROUND**

- 1.1 The Crime and Disorder Act 1998 and subsequent legislation place a requirement on Surrey County Council to consider crime and disorder in all the services it provides.
- 1.2 Surrey County Council is one of the statutory 'responsible authorities' of the local Community Safety Partnership (CSP) and is required to work with partners to improve community safety and reduce crime and disorder.
- 1.3 The Partnership uses a wide range of methods to engage with the local community. These include meetings such as forums and panels and written forms of engagement such as surveys, leaflets and websites.

## **2. REVIEW OF LAST YEAR**

- 2.1 As previously, the monthly multi-agency partnership meetings to review local hotspots and individuals (the Joint Action Group and Community Incidents Action Group) were the key forums for agreeing actions to address community concerns. Some of the issues which were tackled successfully included:
  - The anti-social use of quad bikes on land near Thorpe Green;
  - Thefts of pedal cycles and tools from sheds and allotments at various locations around the borough;
  - Rowdy and drunken behaviour around Addlestone town centre;
  - "crack house closures" to address illegal drug use in Egham Hythe and Addlestone;
  - Criminal damage around New Haw and Heathervale.
- 2.2 As well as monitoring crime and anti-social behaviour, the Partnership worked together to ensure that the 2012 Olympic Torch Relay event in Egham, attended by 15,000 people, passed off safely and successfully. Close co-operation between partners also ensured minimal crime and successful operation of the Olympic Village at Royal Holloway in summer 2012.
- 2.3 At the end of March 2013, customer satisfaction with Surrey Police locally stood at 90%, with a 30% reduction in reported offences in Runnymede, which was the highest percentage reduction in the county. Surrey had the fourth lowest rate of reported crimes per 1000 population in England and Wales, after Powys, North Yorkshire and Norfolk. Latest data by area can be found at [www.police.uk/crime](http://www.police.uk/crime)

## **3. SURVEY OF RESIDENTS 2013**

- 3.1 The borough has commissioned a survey of residents' perceptions of safety every three years since 1998. Previous surveys have been sent



by post to a 5% sample of the borough's residents, whereas reduced funding in 2012-13 meant that residents were encouraged to participate in a web-based survey, leading to a reduced sample of respondents. The response rate from people under 25 was low.

3.2 The survey findings show that more residents feared crime in 2013 compared to 2010, with one in three respondents indicating that fear of becoming a victim of crime affected their lifestyle. Fear of being burgled was more prominent than previous years. The top five concerns in the respondents' neighbourhoods (in order of mention) were:

- Speeding vehicles (31%)
- Parking on pavements/verges (26%)
- Litter (25%)
- Dog fouling (24%)
- Burglary (18%)

3.3 The survey also found a higher proportion of residents who had experienced anti-social behaviour within the last three years – 23% compared to 12% in 2010, and in about half of cases the incidents had occurred very close to their home. Where this was not the case, Egham and Addlestone town centres were named as hotspots.

3.4 Based on strategic assessment data and resident feedback, the emerging priorities for the Partnership are:

- \* vehicle nuisance and inappropriate use of vehicles
- \* drugs and alcohol
- \* burglary
- \* dog fouling

#### **4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

4.1 Surrey County Council contributed £3,160 towards the work of the Community Safety Partnership in 2012/13. The SCC contribution to the CSP was added to a pooled income pot along with contributions from other organisations.

4.2 In 2012/13, the funding was used mainly for communicating with the public, to advise them of restrictions on alcohol consumption in public places and to highlight how to report and comment on anti-social behaviour (for full details see **Annex 1**).

4.3 As set out in the Scheme of Delegation for Local Committees, the Local Committee has a devolved responsibility for £3,226 of funding toward community safety for 2013/14. The Committee agreed at its June meeting to delegate this funding to the Community Partnerships Team manager to be spent in accordance with the local community safety strategy, and in agreement with other partners.

## **5 RESPONDING TO CHANGE**

- 5.1 The Partnership seeks to be alert and respond to emerging concerns and patterns of crime and disorder in Runnymede and also to the changes arising from local governance. Already the transfer of public health specialists to the County Council is increasing joint working in a number of areas, including community safety, e.g. in relation to drug and alcohol misuse, mental health and road safety.
- 5.2 Most significantly, the election of Kevin Hurley, the Police and Crime Commissioner (PCC) for Surrey in November 2012, and the associated changes to funding and governance arrangements, has had implications for the operation of the Partnership.
- 5.3 Non-ring-fenced Government grants which included community safety no longer go to Surrey County Council, but to the Police & Crime Commissioner. He awarded £90,000 of this funding to a county-wide domestic abuse outreach service and a further £60,000 for drug testing and treatment, soon after his appointment. The remaining £0.5 million is available for partnerships to bid for particular schemes, to address local priorities in 2013-14.
- 5.4 The PCC and Surrey Police have published a Policing Pledge, and set up local policing boards to listen to residents' concerns – the first Runnymede meeting was held at Addlestone Community Centre on 25 June 2013. The annual Crime Summit is planned for February 2014.

## **5. EQUALITIES AND DIVERSITY IMPLICATIONS**

The partnership will continue to consider further ways to engage with hard to reach and minority groups within the community.

## **6. CRIME AND DISORDER IMPLICATIONS**

The Runnymede Community Safety Partnership has been established to improve community safety in Runnymede by prioritising the key issues within the Borough.

## **7. CONCLUSION AND RECOMMENDATIONS**

- 7.1 Surrey County Council is required by legislation to consider crime and disorder in all the services it provides. In Runnymede the County Council is a 'responsible authority' of the Community Safety Partnership.
- 7.2 Together with key local partners, the CSP has been working to tackle crime and disorder in the Borough, focusing on key priorities within the Partnership Plan.

**8. REASONS FOR RECOMMENDATIONS**

- 8.1 Under Part 3, Section 1 of the County Council's constitution, the Local Committee is responsible for monitoring services provided locally and contributing to the borough- based community safety strategy.
- 8.2 The Local Committee's service monitoring role and devolved budgets provide an excellent opportunity for supporting the work of the CSP.

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**ANNEXES:** Annexe 1: Partnership expenditure 2012-13  
Annexe 2: Community Safety Survey 2013: summary

## ITEM 12

### ANNEX 1

#### COMMUNITY SAFETY PARTNERSHIP EXPENDITURE 2012-13

Surrey County Council contribution: £3 160

Expenditure:

<b>Details</b>	<b>Amount</b>
Advert/posters on noticeboards around St Peter's Hospital	300
Contribution to the costs of advertising a Designated Public Place Order (DPPO) around Addlestone in 2012 (total cost £2800)	886
Video about alcohol-related anti-social behaviour, shown on waiting room screens at St Peter's Hospital casualty department (costs shared with Spelthorne and Elmbridge)	1000
Street signs advising of the DPPO in Chertsey and Addlestone	369
9 x tri-signs around Runnymede to encourage resident participation in the Community Safety Survey 2013	405
Court costs, to obtain a Crack House closure order at private residence	200

NB: the partnership also has webpages hosted by Runnymede Borough Council which will be re-designed in autumn 2013 as part of a refresh of the RBC site.

## APPENDIX 2

### COMMUNITY SAFETY SURVEY 2013 (by Geoff Berry Associates)

#### Summary

The purpose of this report is to provide a review of the perceptions of those living and working in the Runnymede Borough area, with regard to community safety issues, compared to such views three years ago.

All previous surveys have utilised a postal questionnaire to a 5% sample of residents in the Borough area, drawn from the electoral roll and stratified in relation to ward of residence, enabling ward by ward analyses to take place. However, it was recognised that this is a relatively costly and staff intensive process and that developments in software technology have made other mechanisms for the collection of data available at lower cost. As a result, for the first time, the survey data was gathered by means of an online survey utilising Survey Monkey software. While this has probably contributed to poorer response rates than in previous survey exercises, the sample size continues to be statistically significant and representative of the broader population.

The residents' survey reveals that concerns continue to focus upon quality of life issues such as speeding vehicles, parking on pavements, litter and dog fouling. Indeed, the first "crime", burglary, is fifth on the ranking list, concern for this crime having increased significantly since 2010. Overall, while quality of life concerns still dominate, the level of concern has risen in 15 of the 21 categories considered, compared to the 2010 survey.

A slightly larger proportion of respondents have been victims of crime compared to 2010 and many of these were in relation to vandalism. Perceptions specifically with regard to crime problems continue to be higher than actual victimisation rates, though the gap between reality and perception has closed since 2010, with the exception of burglary, where perception of the problem is much greater than the chance of becoming a victim and the gap has widened significantly.

One third of respondents feel that fear of crime affects their lifestyle, compared to one fifth in 2010, fuelled primarily by the perceived level of crime in their area. Despite relatively low victimisation rates in relation to both crime and anti-social behaviour, one in three of all respondents are still fearful of becoming a crime victim. The message needs to be reinforced that the Runnymede Borough area continues to be a very safe part of the country in which to live and work.

As in 2010, just over a quarter of those surveyed identified areas where they feel particularly unsafe. These relate mainly to the three main town centre areas, but particularly Addlestone. In addition, 23% stated that they had been victims of anti-social behaviour, compared to 12% in 2010. Almost half of these had taken place outside the individuals' home with many of the remainder taking place in town centre areas. Satisfaction with the area remains high, at levels almost identical to those expressed in 2010, though there are local differences across the wards. In general, perceptions regarding changes in the crime and disorder situation are similar to those in 2010.

Awareness of and support for the CCTV scheme has bucked the trend of surveys since 2001 and risen as have positive perceptions regarding the impact of the

## ITEM 12

scheme. There has been a significant increase in awareness across a range of crime prevention measures, though work still needs to be done to promote schemes.

There was no young people's survey this year but the online survey was actively promoted through schools and on school transport. Focus groups with elderly people, which had not been held since 2007, did take place. Concerns expressed by the elderly groups are broadly similar to those of the residents though the elderly group appear to be less concerned about crime issues rather than traffic and quality of life problems. Victimisation of the elderly group is lower than for the residents survey sample and fear of crime has also fallen since 2007.

The business survey delivered a very poor response, and the results therefore need to be considered with some caution. Once again, concerns focus on traffic and quality of life issues with lower levels of concern than in 2010, across thirteen of the 21 categories. The level of provision for crime prevention has fallen again, continuing a trend that stretches back to 1998 and this is a source of some concern.

In summary, the findings from the surveys suggest that the following areas should be the focus for attention in the future:

- Continued focus on traffic related and road safety issues (speeding, dangerous parking) and neighbourhood environmental issues (litter, dog fouling).
- A focus on addressing concerns about burglary, notably the fear of victimisation, which is significantly higher than the likelihood of becoming a victim. This should be part of continuing efforts to re-assure the community in order to further reduce the fear of crime.
- Continued attention to the problem of anti-social behaviour (noise, drunken/threatening behaviour and verbal abuse) across the Borough area, particularly in town centre areas especially Addlestone, and residential areas.
- Though good progress has been made the marketing and publicity of crime reduction opportunities and initiatives across the Borough area must be maintained.
- Increased efforts to encourage businesses to seriously consider crime and the potential effects of becoming a victim. This should be linked with projects encouraging them to be more proactive in adopting crime reduction measures.

In summary, levels of concern, fear of crime and victimisation are slightly higher than they were three years ago. The survey suggests that the work of the Community Safety Partnership is having an impact on the views and perceptions of residents and businesses in the area but there is still work to be done. The emergence of burglary as a concern is particularly pertinent. All of those responsible for community safety in the Runnymede Borough area should again be much encouraged by the findings of the surveys and should ensure that efforts should now seek to build further upon the progress made in the last three years.

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 30 SEPTEMBER 2013

LEAD OFFICER: MICHELLE COLLINS

SUBJECT: LOCAL COMMITTEE &amp; MEMBERS' ALLOCATION FUNDING - UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2013/14 the County Council has allocated £12,876 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since May 2013 to date.

**RECOMMENDATIONS:**

**The Local Committee (Runnymede) is asked to note:**

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annexes 1 & 2 of this report.

**REASONS FOR RECOMMENDATIONS:**

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds councillors are asked to have regard to Surrey County Council's Corporate Strategy 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
  - A safe place to live;
  - A high standard of education;
  - A beautiful environment;
  - A vibrant economy;
  - A healthy population.
- 1.3 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

## **2. ANALYSIS:**

- 2.1 All the bids detailed in Annexes 1 & 2 have been considered by and received support from the local county councillor and been assessed by the Community Partnerships Team as meeting the County Council's required criteria.

## **3. OPTIONS:**

- 3.1 The Committee is being asked to note the bids that have already been approved.

## **4. CONSULTATIONS:**

- 4.1 In relation to new bids the local councillor will have discussed the bid with the applicant, and Community Partnerships Team will have consulted relevant Surrey County Council services and partner agencies as required.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are also scrutinised to ensure that they comply with the Council's Financial Framework and represent value for money.
- 5.2 The current financial position statement detailing the funding by each member of the Committee is attached at **Annexes 1 & 2**. Please note these figures will not include any applications that were approved after the deadline for this report had passed.



**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The allocation of the Members' Allocation and Local Committee budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is flexible.

**7. LOCALISM:**

- 7.1 The budgets are allocated by the local members to support the needs within their communities.

**8. OTHER IMPLICATIONS:**

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 spending proposals put forward for this meeting have been assessed against the County standards for appropriateness and value for money within the agreed Financial Framework.

**10. WHAT HAPPENS NEXT:**

- 10.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding and also evidence that the funding has been spent within 6 months.

**Contact Officer:**

Adele Seex, Local Support Assistant, 01932 794079

**Consulted:**

- Local Members have considered and vetted the applications
- Community Partnership Team have assessed the applications

**Annexes:**

Annex 1 & 2 – The breakdown of spend to date per County Councillor

**Sources/background papers:**

- All bid forms are retained by the Community Partnerships Team

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	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Mary Angell				<b>£12,876.00</b>	
	EF800193276	Runnymede BC	Runnymede Youth Festival Equipment	£500.00	05.07.2013
	EF300363132	CAMHS Youth Advisors - CYA	CYA Awards 2013	£1,500.00	22.07.2013
	EF800197558	Runnymede Foodbank	Foodbank - Runnymede	£1,666.70	16.08.2013
	EF400176662	Surrey County Council	Looked after Children	£500.00	
		<b>BALANCE REMAINING</b>		<b>£8,709.30</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Mel Few				<b>£12,876.00</b>	
	EF800190245	Ottershaw Community P'ship CIC	Ottershaw May Fair	£400.00	23.06.2013
	EF800192112	Royal Holloway of London	Volunteering Week 2013	£300.00	01.07.2013
	EF800191067	Stroude Residents Association	Stroude Summer Spectacular - Event Costs	£250.00	01.07.2013
	EF800190943	Thorpe Ward Residents Association	Thorpe Heritage Street Lighting (Towards 8 Heritage Lamposts)	£2,000.00	01.07.2013
	EF800197558	Runnymede Foodbank	Foodbank - Runnymede	£1,666.66	16.08.2013
	EF800198269	Homestart	Home-Start Runnymede Christmas lunch & family vouchers	£1,000.00	
EF400176662	Surrey County Council	Looked after children	£500.00		
		<b>BALANCE REMAINING</b>		<b>£7,259.34</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
John Furey				<b>£12,876.00</b>	
	EF800193641	Royal Holloway of London	Volunteering Week 2013	£200.00	19.07.2013
	EF800193612	Rotary Club of Chertsey	Black Cherry Fair - Band and BBQ Evening	£1,000.00	05.07.2013
	EF800197558	Runnymede Foodbank	Foodbank - Runnymede	£1,666.66	16.08.2013
	EF400176662	Surrey County Council	Looked after Children	£500.00	
		<b>BALANCE REMAINING</b>		<b>£9,509.34</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Marisa Heath				<b>£12,876.00</b>	
	EF800192140	Royal Holloway of London	Volunteering Week 2013 @ 5 locations in Division	£750.00	01.07.2013
		Egham & Thorpe Royal Agricultural & Horticultural Association			
	EF800194410	Horticultural Association	Egham Royal Show	£5,000.00	22.07.2013
	EF800194737	Village Centre Child contact Centre	Village Centre Child Contact Centre	£712.12	22.07.2013
	EF700203803	Surrey Hills Society	Surrey Wood Fair - Olympic Boat display	£250.00	16.08.2013
	EF800197558	Runnymede Foodbank	Foodbank - Runnymede	£1,666.66	16.08.2013
	EF400176662	Surrey County Council	Looked after Children	£500.00	
	TBC	Surrey County Council - Street Lighting Upgrade of Street lighting Coopers Hill, Englefield Green (to be confirmed)	£627.00		
		<b>BALANCE REMAINING</b>		<b>£3,370.22</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Yvonna Lay				<b>£12,876.00</b>	
	EF800192136	Royal Holloway of London	Volunteering Week 2013 @ Hythe Community & Matthew Arnold Schools	£400.00	01.07.2013
	EF300363132	CAMHS Youth Advisors - CYA	CYA Awards 2013	£1,500.00	22.07.2013
	EF800197558	Runnymede Foodbank	Foodbank - Runnymede	£1,666.66	16.08.2013
	EF400176662	Surrey County Council	Looked after Children	£500.00	
		<b>BALANCE REMAINING</b>		<b>£8,809.34</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Chris Norman				<b>£12,876.00</b>	
	EF800192126	Royal Holloway of London	Volunteering Week 2013 @ Pyrcoft Grange School & St Peter's Hospital	£500.00	05.07.2013
	EF800193058	Runnymede Borough Council	Chertsey Meads Big Lunch - St John's Ambulance	£150.00	05.07.2013
	EF800197558	Runnymede Foodbank	Foodbank - Runnymede	£1,666.66	16.08.2013
	EF400176662	Surrey County Council	Looked after Children	£500.00	
		<b>BALANCE REMAINING</b>		<b>£10,059.34</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
Mary Angell	EF700202121	Buckles and Bows Preschool Nursery	Installation of new fencing	£5,833.00	
				£1,000.00	
<b>BALANCE REMAINING</b>				<b>£4,833.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
Mel Few	EF700202557	Stroude Residents Association	Installation of new boiler	£5,833.00	
				£200.00	
<b>BALANCE REMAINING</b>				<b>£5,633.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
John Furey	EF700202121	Buckles and Bows Preschool Nursery	Installation of new fencing	£5,833.00	
				£1,000.00	
<b>BALANCE REMAINING</b>				<b>£4,833.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Marisa Heath	TBC	Highways- Streetlighting Team	Upgrade of Street lighting Coopers Hill, Englefield Green (to be confirmed)	£5,833.00	
				£5,833.00	
<b>BALANCE REMAINING</b>				<b>£0.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Yvonna Lay				£5,833.00	
<b>BALANCE REMAINING</b>				<b>£5,833.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Chris Norman	EF400175319	Highways- Streetlighting Team	Upgrade of Street Lights in London Road Chertsey	£5,833.00 £3,671.70	
<b>BALANCE REMAINING</b>				<b>£2,161.30</b>	