

# Agenda

Runnymede  
Local Committee

## **Welcome to Runnymede Local Committee**

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

## Discussion



## Venue

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

**Date:** *Monday, 2 December  
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**

### **District / Borough Council Substitutes:**

**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**

To receive any apologies for absence.

**2 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 6)

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 7 - 10)

To receive any petitions in accordance with Standing Order 65. An officer response has been provided to a petition from Marina Close residents, received at the 30 September meeting, and is attached for decision.

**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 HIGHWAYS UPDATE AND PLANS FOR 2014-15 [FOR DECISION]**

(Pages 11 - 18)

Mr Andrew Milne (Area Highways Manager) will update members on progress with current year schemes, and seek approval for proposals for works in 2014-15.

**7a A30 St Judes Road Pedestrian Improvements**

(Pages 19 - 30)

**7b Runnymede Highways Update December 2013**

(Pages 31 - 38)

**8 MEMBER ALLOCATIONS EXPENDITURE [FOR INFORMATION]**

(Pages 39 - 44)

This report outlines funding approved in 2013-14 from the member allocations budget to support community wellbeing in the Runnymede area.

**9 FORWARD PLAN [FOR DECISION]**

The Committee is asked to agree the following items for 25 February 2014:

- \* Highways Update
- \* Member Allocations
- \* Controlled Parking Zone in Egham
- \* Major Schemes consultation update
- \* Plans to celebrate the anniversary of the sealing of Magna Carta 2015
- \* Project Horizon roads programme
- \* Forward Plan

**10 LOCAL UPDATES AND CONSULTATIONS (NO REPORT)**

\* Consultation continues on the two proposed major schemes in Egham: Runnymede Roundabout and a Sustainable Transport package, please see [www.surreycc.gov.uk/transportconsultations](http://www.surreycc.gov.uk/transportconsultations) for more details. Closing date for responses 15 December.

\* A public meeting to outline plans for celebrating the Magna Carta anniversary in June 2015 was held in November, involving Surrey County Council, Runnymede Borough Council, Royal Holloway College and the National Trust. For more details email [magna.carta@surreycc.gov.uk](mailto:magna.carta@surreycc.gov.uk).

**DRAFT**

Minutes of the meeting of the  
**Runnymede LOCAL COMMITTEE**  
 held at 2.30 pm on 30 September 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:**

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

\* In attendance

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**15/12 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Councillor Paul Tuley and Councillor Patrick Roberts.

**16/12 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes of the meeting held on 8 July 2013 were approved and signed.

**17/12 DECLARATIONS OF INTEREST [Item 3]**

No declarations of pecuniary interest were received.

**18/12 PETITIONS [Item 4]**

A petition from 25 residents of Marina Close, Chertsey was received, calling for clearance of rubbish left and provision of new fencing panels, at the boundary between properties and the mobile home park, following cutting back of vegetation by Surrey County Council contractors. It was agreed that a written response would be provided.

Lyne Road Width Restriction:

The lead petitioner, Mr T Warmington, summarised his concerns about the relocated width restriction, and members commented.

## ITEM 2

The Local Committee agreed that the existing 6'6" width restriction should be retained.

### **19/12 WRITTEN PUBLIC QUESTIONS [Item 5]**

No written public questions were received.

### **20/12 WRITTEN MEMBER QUESTIONS [Item 6]**

No written member questions were received.

### **21/12 SURREY FIRE AND RESCUE ANNUAL REPORT [FOR INFORMATION] [Item 7]**

Mr Paul Kenny outlined the targets set and achieved by the Surrey Fire and Rescue Service in the Runnymede area. He noted that there had been no increase in dwelling fires over the previous year, and the Service had improved on its partnership work with the various event organisers in the borough through the Fire Protection Group. He also explained the contingency plan which had been put into operation during the brief strike by members of the Fire Brigades Union earlier in September.

The chairman thanked him for his summary.

### **22/12 SURREY FIRE AND RESCUE CONSULTATION - SPELTHORNE [FOR COMMENT] [Item 8]**

Mr Eddie Roberts (East Area Commander, Surrey Fire & Rescue Service) gave the background to the proposal to locate a single fire station in the borough of Spelthorne, replacing the two current ones for a more central location. He advised members that the distribution of fire stations in Surrey was uneven, and that in order to meet the ambition of making an appliance available within ten minutes of an emergency call in every area of the county, a plan of optimal locations county-wide had been drawn up.

In relation to the implications for the Runnymede area, he noted that the proposed location was projected to lead to an improved average response time in Runnymede, moving from 8 minutes 36 seconds to 7 minutes 18 seconds, as laid out in the report.

He advised that the consultation period had been extended to Monday 4 November, with the Cabinet taking a final decision in December 2013.

The Cabinet members on the Local Committee (Mr Furey, Mrs Angell, Mr Few and Miss Heath) declared that they would abstain from comment on the proposals, since they would be involved in taking the final decision.

A borough councillor asked about the location of the new fire station and Mr Roberts confirmed that a site in Ashford was favoured due to its excellent road links.

### **23/12 EGHAM MAJOR PROJECTS [FOR DECISION] [Item 9]**

Mr Paul Fishwick of Surrey Highways outlined the two schemes submitted as "mini-bids" for funding from the Local Transport Body: Enterprise M3. Across the county, three schemes had achieved "priority scheme" status and one of



these was the Runnymede Roundabout, the other two being in Guildford and Camberley. A longer list of potential schemes for funding included the Egham Sustainable package. He said it was proposed that an eight week public consultation period about the detailed plans be carried out, to enable a detailed business case to be put forward in summer 2014 prior to a final decision. He undertook to report to the Local Committee on the results at their meeting in February 2014.

Members were fully supportive of the proposed schemes and asked officers to ensure that they were kept fully informed of the consultation approach so that they could help to promote it.

The Local Committee (Runnymede) agreed

- 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;
- ii) 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 the Local Committee meeting in February 2014.

#### **24/12 RUNNYMEDE PARKING REVIEW [FOR DECISION] [Item 10]**

Members challenged the implication of the report's section 3.2 St Judes Road, "this will allow residents to park outside their properties unrestricted during the day" and it was agreed that this was not an assumption that any Surrey resident should make about on-street parking: it was agreed that the reference should be removed. The local member raised a query about the proposed length of yellow lines at 3.5 Addlestone: Crockford Park Road (69).

Mr Jack Roberts advised members that the proposed changes would be advertised to the public later this year with a 28 day period for comments to be submitted, and any unresolved objections to be discussed with the local member and chairman.

The Local Committee (Runnymede) agreed that:

- i) the proposed amendments to on-street parking restrictions in Runnymede, as described in the report and shown in detail on drawings in Annex A be agreed;
- ii) the local committee would allocate funding as detailed in paragraph 5.1 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, would be advertised and if no objections are maintained, the orders will be made.

## ITEM 2

iv) if there are any 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 the Committee and the appropriate county councillor.

### **25/12 HIGHWAYS UPDATE [FOR INFORMATION] [Item 11]**

Mr Andrew Milne (Area Highways Team Manager) tabled a revised report including the latest budget position on maintenance, and noted that £6,000 had been allocated for capital maintenance work in Village Road, Thorpe. Members asked about the very low spend on drainage (£1,300 showing), the programming of cleaning of road signs, and requested that in future, an annex showing planned works as well as committed budget be included in the Update report. It was also suggested that the Local Committee would like to receive more advance information about planning development-related highway works, in order to advise local residents accurately. Mr Milne undertook to provide further information at the Local Committee's informal meeting.

### **26/12 COMMUNITY SAFETY PARTNERSHIP 2012-13 [FOR INFORMATION] [Item 12]**

Ms Sylvia Carter, as the Surrey County Council officer attending the Community Safety Partnership, introduced the report and noted the expenditure detailed at Annex 1 and the resident survey summary at Annex 2. Mrs Wendy Roberts (Community Safety Officer, Runnymede Borough Council) advised that many of the residents' priorities related to anti-social behaviour and that the first actual crime to appear on the priority list was burglary. She noted that the RBC crime and disorder committee had recently asked for co-ordinated work to address litter levels and dog fouling in the borough.

Members of the Committee expressed concern about speeding, and queried the police response to this, and cycling on the pavements especially in Addlestone. Neighbourhood Inspector Roger Nield of Surrey Police explained that the Roads Traffic Unit undertook continuous enforcement in relation to speeding (wherever it was safe to stop offenders) and made periodic attempts to crack down on pavement cycling. He also noted that the Annual Crime Summit would take place on the evening of 6 February 2014 at the Chertsey Halls.

Mr Furey suggested that the chairman write to the Police Crime Commissioner to express regret that dedicated funding to support the community safety partnerships had ceased.

### **27/12 MEMBER ALLOCATIONS 2013 [FOR INFORMATION] [Item 13]**

Members noted the report.

### **28/12 FORWARD PLAN ITEMS [FOR DECISION] [Item 14]**

The Local Committee agreed the following items for 2 December:

- Controlled Parking Zone (Egham) consultation results;
- Highways Budget and Schemes for 2014-15;

- Highways Update
- Member allocations information

**29/12 LOCAL INFORMATION UPDATES [Item 15]**

Meeting ended at: 4.25 pm

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**Chairman**

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 2 DECEMBER 2013  
 LEAD OFFICER: ANDREW MILNE, AREA TEAM MANAGER  
 SUBJECT: PETITION RESPONSE – MARINA CLOSE  
 DIVISION: CHERTSEY

**SUMMARY OF ISSUE:**

The Local Committee received a petition at its meeting on 30 September signed by a number of residents from Marina Close, Chertsey, regarding concerns about maintenance work carried out to vegetation on the public highway in Marina Close, and requesting that additional works are carried out.

The petition stated that “The residents of Marina Close agreed with Surrey County Council that they could cut our conifer trees along the entrance to Marina Close to 3m high, leaving us some seclusion from the mobile home park. The work was carried out w/c 29<sup>th</sup> April 2013 and the results are appalling. We have been left with gaps, uneven trees, bushes were completely taken out and bare twigs have been left from an ivy bush. It has totally ruined the look and feel of our quiet cul-de-sac and we are now open to noise and have been left with no seclusion at all from the mobile home park, not to mention the building work that may start on the site if plans go ahead. We want the damage to be rectified and the area tidied up from the rubbish and debris that has been left.” A list of additional specific works was appended to the petition.

**RECOMMENDATIONS:**

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

- (i) the petition response is noted.

**REASONS FOR RECOMMENDATIONS:**

Maintenance work was carried out on the public highway in response to concerns expressed by residents. These works have been completed and no further works are necessary.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Maintenance of conifer trees and other vegetation located along the boundary of Marina Close with the mobile home park (Lakeside Park) was carried out in response to concerns raised by residents of the Park. These concerns related to vegetation causing damage to private property.
- 1.2 The trees involved are not of a type that would have been planted by Surrey Highways, as due to their rapid growth characteristics, they are an ongoing maintenance liability. It is presumed that these trees were introduced onto the public highway without permission, and under these circumstances Surrey Highways would normally seek to remove the trees entirely on maintenance grounds.
- 1.3 As the highway authority, Surrey County Council must seek to balance often conflicting demands between different groups, and in this case, works were carried out following consultation with the residents of Marina Close and Lakeside Park. To minimise the potential impact of these works, the decision was made to reduce the height of the trees where possible, so that a reasonable level of screening could be maintained. It must be emphasised that Surrey County Council as the highway authority has no legal duty or obligation to provide screening on the public highway.
- 1.4 Although it is appreciated that fencing is now visible over a short length of this boundary, and that there is now some limited view of Lakeside Park, the vegetation over this section was substantially overgrown ivy which was pushing over and damaging privately owned fencing. It was therefore necessary to take remedial action to prevent further damage occurring.
- 1.5 Clearance work at the time addressed many of the issues listed in the petition, including tidying up of the area where a gap had been left, removal of old/damaged fence posts, filling gaps and clearance of rubbish. As the site has been left in a tidy and safe condition, there are no plans to carry out further work at this location.
- 1.6 It is noted that the petition also expressed concern about exposure to noise. Vegetation planted in narrow strips has very little impact on noise levels, and the maintenance work that has taken place will not have had an appreciable effect in this regard.

**2. ANALYSIS:**

- 2.1 None presented.

**3. OPTIONS:**

- 3.1 None presented.

**4. CONSULTATIONS:**

4.1 As the highway authority, Surrey County Council must seek to balance often conflicting demands between different groups, and in this case, works were carried out following consultation with the residents of Marina Close and Lakeside Park. To minimise the potential impact of works, the decision was made to reduce the height of the trees where possible, so that a reasonable level of screening could be maintained. It must be emphasised that Surrey County Council as the highway authority has no legal duty or obligation to provide screening on the public highway.

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

5.1 N/A.

#### **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 Works were carried out following consultation with local residents, and in response to concerns expressed by local residents.

#### **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

None.

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

9.1 All necessary works at this location have been completed, and concerns expressed by residents through the petition have been responded to, except in the instances where work is outside of the scope of duty or obligation that the highway authority has.

9.2 The Local Committee is asked to note the contents of this response.

**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:**

Andrew Milne, Area Highways Manager (NW), Telephone: 0300 2001003

**Consulted:**

Residents and Local Member.

**Annexes:**

None

**Sources/background papers:**

Petition from residents of Marina Close.

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 2 DECEMBER 2013



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

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year.

To provide an update on the latest budgetary position for highway schemes, revenue maintenance and Community Pride expenditure.

To agree the 2014/15 programme of capital maintenance schemes.

To agree the 2014/15 programme of ITS schemes.

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

- (i) Note the progress with the ITS highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year.
- (ii) Note progress with budget expenditure.
- (iii) Note that a further Highways Update will be brought to the next meeting of this Committee.
- (iv) Agree the ITS scheme proposals for 2014/15 shown in section **2.5**, subject to the anticipated provision of capital budget.
- (v) Agree the capital maintenance proposals for 2014/15 shown in **table 6** subject to the anticipated provision of capital budget.

**REASONS FOR RECOMMENDATIONS:**

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

<b>1. INTRODUCTION AND BACKGROUND:</b>
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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 2013-14 Integrated Transport and Developer Funded Schemes

2.1.1 Following the Runnymede Local Committee held on 26 November 2012, the programme of schemes shown in Table 3 below was agreed:

Project	Budget estimate (£k)	Details of progress
<b>A30 London Road j/w St Judes Road controlled pedestrian facilities</b>	<b>350</b>	Detailed design complete. Application has been made to utility companies for adjustments. Planning Consent received for works to protected trees. Legal agreement for dedication of land from RHUL being finalised. <b>(Also see comments in paragraph 2.1.3 and 2.1.4 below)</b>
<b>A30 London Road/Christchurch Road junction improvements</b>	<b>20</b>	Feasibility and design only project for possible construction in 2014/15.
<b>Woburn Hill/Weybridge Road speed limit assessment</b>	<b>15</b>	<b>Scheme complete.</b> New speed limit came into operation October 2013.
<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. Works ordered. Signs programmed for installation December 2013.
<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>	Surveys undertaken. Feasibility/design work in progress with a view to delivering identified improvements in 2014/15.
<b>Egham Controlled Parking Zone</b>	<b>10</b>	Consultation In process of delivery by Parking Team. Funding transferred to their budget.
<b>TOTAL</b>	<b>440</b>	

**Table 1 – 2013/14 ITS programme**

- 2.1.2 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.
- 2.1.3 The proposed introduction of controlled pedestrian crossing facilities at the junction of A30 London Road/Egham Hill and St Jude's Road has become an increasingly complex scheme as the design work has advanced. (The scheme requires the dedication of private land, planning consent for the removal of protected vegetation and the relocation of apparatus, including a mobile phone mast, by 6 different utility companies). However, as noted in Table 1, significant progress has been made and site clearance/utility relocation works are currently programmed to commence in January 2014. The duration of this phase of works is difficult to determine precisely because of the number of utilities that have to relocate equipment but is expected to be several months. As a result, the second phase of works (civils and installation of signals equipment) is unlikely to be completed before the end of the 2013/14 financial year.
- 2.1.4 A large part of the scheme costs have now been established and it is apparent that the overall cost of implementing the scheme will significantly exceed the original estimate of £350,000. Whilst additional developer contributions have been secured, additional funding will need to be identified to enable completion. A verbal update on scheme progress and costs will be provided in the Committee meeting, as this will have implications for Committee's 2014/15 capital spending plans.

## 2.2 Revenue maintenance allocations and expenditure 2013/14

- 2.2.1 The 2013/14 revenue maintenance allocation for Runnymede is £210,025. **Table 2** shows how these funds have been allocated and the spend progress to date.

Item	Allocation (£)	Comment (as at 15 November 2013)
Drainage / ditching	40,000	£4,562 committed.
Carriageway and footway patching	100,025	£98,364 committed.
Vegetation works	30,000	£31,815 committed.
Signs and markings	20,000	£3,460 committed.
Low cost measures	20,000	£14,433 committed.
<b>Total</b>	<b>210,025</b>	<b>£152,634 committed</b>

**Table 2 – 2013/14 Revenue Maintenance Expenditure**

## ITEM 7

### 2.3 COMMUNITY ENHANCEMENT FUND

- 2.3.1 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.
- 2.3.2 The Maintenance Engineer for Runnymede will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.
- 2.3.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, it was recommended that all works should be agreed by 31<sup>st</sup> October 2013, and in the event of no firm spending decisions being made, the Maintenance Engineer would determine suitable works and organise their delivery.
- 2.3.4 As the deadline of 31 October has now passed, the Maintenance Engineer is progressing suitable local works, where spending plans have not been put forward.
- 2.3.5 A summary of spend progress is shown in **Table 3** below:

Member	Allocation (£)	Comment (as at 15 November 2013)
Chris Norman	5,000	£5,000 committed.
Yvonna Lay	5,000	£0 committed
John Furey	5,000	£0 committed.
Mel Few	5,000	£0 committed.
Marisa Heath	5,000	£5,000 committed.
Mary Angell	5,000	£1,040 committed.
<b>Total</b>	<b>30,000</b>	<b>£11,040 committed</b>

**Table 3 – 2013/14 Community Enhancement Fund spend progress**

### 2.4 2013-14 Capital Maintenance Budget

- 2.4.1 Following the Committee meeting held on 25 February 2013, it was agreed to fund a programme of localised structural repair work (LSR) as shown in **Table 4** below utilising the £133,285 capital maintenance allocation:

Item	Cost (£)	Comment
A308 Windsor Road	-	Delivery due in Year 2 Project Horizon.
School Lane	24739	Work completed.
Claremont Road	53395	Work completed.
A30 Egham Bypass	-	Delivery due in Year 2 Project Horizon.
Paddocks Way	29815	Work completed.
Hare Hill	14284	Work completed.

Trotsworth Avenue	-	Not affordable this financial year.
Barnway	-	Now included on central works programme.
St Peters Way roundabout	-	Not affordable this financial year.
<b>Total</b>	<b>122,233</b>	

**Table 4 – 2013/14 Local Structural Repair programme**

- 2.4.2 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).
- 2.4.3 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.

## **2.5 ITS programme proposals for 2014/15**

- 2.5.1 Following the Runnymede Local Committee private meeting held on 10 October 2013, it was agreed in principle to promote the ITS schemes shown in **Table 5** below in 2014/15, subject to the Committee's formal decision.

<b>Project</b>	<b>Budget estimate (£k)</b>	<b>Details</b>
<b>Annual Parking Review</b>	<b>10</b>	Implementation of the recommendations of the 2013 parking review.
<b>Low cost measures</b>	<b>10</b>	To enable delivery of small items such as responding to requests for new dropped kerbs or signage during the course of the year.
<b>Total</b>	<b>20</b>	

**Table 5 – 2014/15 Programme**

- 2.5.2 During a private informal meeting members expressed support in principle for proposals to improve road safety and pedestrian crossing facilities at the junction of A30 London Road with Christchurch Road (Virginia Water). However, it was noted that the feasibility study for this scheme is still being undertaken. Until this study is complete and further details of the proposals and anticipated costs are known, members felt they could not agree to allocating funding to enable the scheme to be progressed further.
- 2.5.3 Members considered a number of other suggested ITS schemes which it decided against including in its programme.
- 2.5.4 The proposals in Table 5 do not fully utilise the anticipated 2014/15 capital ITS allocation of £133,285. However, the increased estimated cost of the

## ITEM 7

A30 London Road junction with St Judes Road pedestrian improvement scheme, the details of which will be verbally presented in the Committee meeting, will have implications for the Committee's 2014/15 capital spending decisions.

- 2.5.5 More detailed contingency plans will be put before the Runnymede Committee for consideration before the end of this financial year.

### 2.6 Capital Maintenance proposals for 2014/15

- 2.6.1 Following the Runnymede Local Committee private meeting held on 10 October 2013, it was agreed in principle to fund a programme of localised structural repair work (LSR) as shown in **Table 6** utilising the capital maintenance allocation:

Location	Cost (£)	Comment
B386 Holloway Hill (Lyne/Chertsey)	80,500	
D3160 Langton Way (Egham Hythe)	11,000	
D3069 Faris Barn Drive (Woodham)	13,000	
D3178 Oak Tree Close (Virginia Water)	73,500	Possible 2 year programme.
<b>Total</b>	<b>178,000</b>	

**Table 6 – 2014/15 Local Structural Repair Programme**

- 2.6.2 These proposals are made with the anticipation that the additional capital maintenance allocation for Runnymede will be £133,285 for 2014/15.
- 2.6.3 The proposed LSR programme exceeds the capital maintenance allocation, to allow flexibility of delivery and ensure that the budget can be fully utilised alongside the main capital programme (Project Horizon). If necessary, the Oak Tree Close scheme could be delivered as a 2 year programme, or additional funding allocated from the Local Committee Revenue budget.
- 2.6.4 Mr Few (the local member) has recommended two potential alternatives to Oak Tree Close for consideration by Committee. These are: either two sections of Callow Hill, or the intersection of Lyne Lane and Bridge Lane. At the time of writing this report, no cost information is available for these options. However, it is expected that a verbal update can be given at Committee following assessment by the Maintenance Engineer(Runnymede).
- 2.6.5 Committee are asked to note that these proposals may require revision following the verbal update on the A30 London Road junction with St Judes Road pedestrian facilities improvement scheme, which will be presented during the Committee meeting.

### **3. OPTIONS:**

- 3.1 Options, where applicable, are 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 2.

**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

## ITEM 7

	from this report.
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### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The Committee is asked to note the progress with all schemes and budgets.
- 9.2 The Committee is asked agree the capital maintenance proposals for 2014/15.
- 9.3 The Committee is asked agree the ITS scheme proposals for 2014/15.
- 9.4 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:**

Jason Gosden, Senior Engineer (NW) – 03456 009 009

**Consulted:**

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**Annexes:**

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**Sources/background papers:**

-

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (RUNNYMEDE)**

**DATE:** 2 DECEMBER 2013  
**LEAD OFFICER:** ANDREW MILNE, AREA TEAM MANAGER



**SUBJECT:** A30 EGHAM HILL/A328 ST JUDE'S ROAD – PEDESTRIAN IMPROVEMENTS

**DIVISION:** ENGLEFIELD GREEN

**SUMMARY OF ISSUE:**

To update the Local Committee on progress with the proposed introduction of controlled pedestrian crossing facilities at the junction of the A30 London Road/Egham Hill with A328 St Jude's Road and D3191 Bakeham Lane.

To update the Local Committee on the total estimated cost of the scheme, which exceeds the original estimate and the available budget, and present a way forward.

**RECOMMENDATIONS:**

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

- (i) the previously agreed pedestrian improvements should still be installed at the junction despite the increase in the estimated cost of the works (detailed in section 2 of this report).
- (ii) its full anticipated 2014/15 ITS and capital maintenance budget allocation of £266,572 is allocated to the scheme, to enable the improvements to be installed.

**REASONS FOR RECOMMENDATIONS:**

There are currently no controlled pedestrian crossing facilities at the busy signalised junction of the A30 London Road/Egham Hill with A328 St Jude's Road and D3191 Bakeham Lane. Surveys indicate that a very large number of pedestrians cross at the junction which has a poor record of pedestrian safety.

Surrey Police have expressed concerns about pedestrian safety at the junction and have asked Surrey County Council to urgently consider installing controlled pedestrian crossing facilities. There is also considerable local concern about the junction and the Local Committee has received a petition with 1174 signatories asking for controlled crossing facilities to be installed.

The proposed pedestrian improvements will make it easier and safer for pedestrian to cross at the junction whilst minimising any additional delays at an already congested junction.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 At present there are no controlled pedestrian crossing facilities at the signalised junction of the A30 London Road/Egham Hill with A328 St Jude's Road and D3191 Bakeham Lane.
- 1.2 The junction is located near both Egham and Englefield Green and is adjacent to the Royal Holloway University. A very large number of pedestrians therefore cross the road at the junction. However, the layout of the junctions means it can be difficult for pedestrians to decide when it is safe to cross.
- 1.3 Analysis of accident data has identified a concerning ongoing problem with pedestrians being injured in accidents in the junction. (Since January 2007 there have been 7 accidents at the junction which have resulted in pedestrian injury. Tragically, 2 pedestrians sustained fatal injuries in these accidents).
- 1.4 The issue has therefore been considered by the Runnymede Road Safety Working Group (a partnership of specialist road safety Officers from Surrey Police and Surrey County Council that seeks to identify measures to improve safety at sites with a poor accident record).
- 1.5 Surrey Police has also written to the County Council expressing serious concerns about pedestrian safety at the junction and requesting consideration is urgently given to introducing controlled pedestrian crossing facilities at the junction.
- 1.6 In addition, the local community has complained widely about both the difficulty and danger involved in crossing at the junction. The extent of the local concern was reflected in an e-petition presented to the Local Committee which had 1174 signatories calling for controlled pedestrian crossing facilities to be introduced at the junction. The Local MP has also contacted the County Council on a number of occasions in response to representations from local residents.
- 1.7 As a result of the poor pedestrian safety record at the junction and the extensive concerns expressed, the Local Committee initially agreed that a study should be undertaken to assess the possible introduction of controlled pedestrian crossing facilities at the junction.
- 1.8 Surveys undertaken as part of the study confirmed that a very substantial number of pedestrians cross at the junction (over 2,200 pedestrians crossed at the junction in a 12 hour period). This is due in part to its proximity to the Royal Holloway University of London. However, surveys indicate that a large number of pedestrians other than students also cross at the junction (including parents and children walking to and from local schools).
- 1.9 Due to the number of pedestrians that cross at the junction, a proposal to introduce controlled crossing facilities on all 4 arms of the junction was initially considered. However, this would require the introduction of an all-red phase and traffic modeling suggested this would result in significant additional delays for drivers. In response to concerns about these delays, the

Local Committee agreed that further options should be considered. An alternative scheme was therefore developed proposing the introduction of staggered controlled pedestrian crossing facilities on the A328 St Jude's Road and A30 Egham Hill arms of the junction. This proposal allows the pedestrian crossings to be coordinated with the existing vehicle phases (enabling pedestrian to cross when traffic movements are held as part of the sequence). As a result, there would be minimal additional delay for vehicles whilst crossing facilities for pedestrians would be significantly improved.

- 1.10 Having considered details of the alternative proposal, the Local Committee agreed (at its meeting held on 25 February 2013) that Surrey County Council should introduce staggered controlled pedestrian crossing facilities on the A328 St Jude's Road and A30 Egham Hill arms of the junction.

## **2. ANALYSIS:**

- 2.1 There are a number of factors that complicate the delivery of the proposed scheme and these are listed in the table below together with the progress made:

Issue	Progress
Relocation of apparatus by 6 separate utility companies (including a mobile phone mast).	All works designed and cost estimates provided. Orders have been placed with utility companies and advance payments made.
Planning permission for relocation of the mobile phone mast and the removal of protected trees/vegetation.	Planning consent granted for removal of trees/vegetation. Planning application submitted by utility company for relocation of phone mast.
Dedication of private land by the Royal Holloway University of London (including satisfying legal charges on the land).	Deed of dedication has been prepared and signed/sealed by SCC. Document now with the University's legal representatives to be sealed and completed.
Licence agreement allowing access to private land to facilitate construction of the scheme.	Licence agreement has been prepared and signed/sealed by SCC. Document now with the University's legal representatives to be sealed and completed.
Complex traffic management arrangements due to the sensitive nature of location and traffic conditions.	Traffic management proposals designed and associated costs established.
Need for drainage improvements identified	Works included as part of detailed design for the scheme.

- 2.2 Further to the above, the detailed design for the scheme has been completed and a copy of the scheme plan is attached as **Annex 1**. In addition, the total estimated cost of the scheme has been confirmed as £628,000.
- 2.3 The total cost significantly exceeds the original estimate of £350,000 reported at the Local Committee meeting held on 25 February 2013. This is largely due to the following:

- **Virgin Media providing inaccurate information.** They advised no apparatus would be affected but trial holes subsequently identified equipment that needs to be relocated, resulting in a £60,000 increase in costs.
- **Traffic management requirements.** The full cost and complexity of the traffic management was identified through analysis by our contractor following completion of the detailed design of the scheme. These costs therefore only became known when their final estimate was presented on 21 November 2013 and are significantly more than expected.
- **Drainage works.** There is a historic of problems with drainage at the corner of the A30 with St Jude's Road. Detailed investigations have identified that modifications are required to the drainage system and these have been incorporated in the scheme.
- **Site clearance costs.** Site clearance costs were not known when the initial estimate was provided and adequate provision was not made.

2.4 The estimate has been reviewed in detail and all opportunities for reducing costs or achieving more efficient working methods are being investigated. As a result, the following has been agreed:

- A reduction in traffic management costs of approximately 50 percent following robust negotiations with our contractor (although the £628,000 total cost already reflects this reduction).
- The drainage works, which are capital improvements, will be funded collaboratively by Projects and Contractors. Combining these works with the pedestrian improvements will achieve cost savings through the sharing of traffic management.
- Design and site supervision costs have been fixed at £25,000 (a reduction of £16,000 from the £41,000 estimate).

These combined measures will reduce the total cost of the scheme to **£600,000.**

2.5 In addition, Kiers and Surrey County Council are holding a value engineering workshop in December 2013. The purpose of this workshop is to scrutinise all site arrangements and working methods to identify any further opportunities to reduce costs. For example, since a large proportion of the overall costs are due to traffic management, there is potential to make significant savings through careful coordination of the utility works and other elements of work.

2.6 It should be noted that the estimate makes no provision for contingencies and the nature of highways works means that the risk of unforeseen costs cannot be entirely eliminated. However, every effort has been made to reduce the risks through careful design and detailed investigations (including digging trial holes and undertaking a drainage survey).

**3. OPTIONS:**

3.1 The Local Committee has the following options available:

3.2 **(a) Proceed with installing the proposed pedestrian improvement**

3.3 Additional funding is required to enable the scheme to proceed. The Local Committee would therefore need to agree to allocate its capital maintenance and capital ITS budgets for 2014/15 to the scheme. The initial phase of the works (site clearance and utility diversions) could then be undertaken during the current financial year using funding already allocated. The second phase (civils and signals works) would then be completed at the beginning of the 2014/15 financial year using the additional funding allocated.

This is the Officer's recommended option for the following reasons:

- The crossings would be on the pedestrian desire line which will maximise their use. (Surveys indicate that the pedestrian desire line is predominantly at the junction).
- The proposal allows the pedestrian crossings to be coordinated with the existing vehicle phases (enabling pedestrian to cross when traffic movements are held as part of the sequence). As a result, there would be minimal additional delay for vehicles whilst crossing facilities for pedestrians would be significantly improved.
- Crossings located at the junction are likely to result in the greatest improvement in pedestrian safety. (Since January 2007 there have been 7 accidents at the junction which have resulted in pedestrian injury including 2 fatalities).
- Whilst the scheme is high cost, it is still considered to represent good value because of the large number of pedestrians that will make use of the crossing facilities on a daily basis.

3.4 **(b) Abandon the scheme completely**

3.5 This would result in abortive costs of approximately £52,000 during the current financial year, in addition to approximately £20,000 of costs incurred during 2012/13. (This is due to the design work and transport modelling already undertaken together with utility design fees. In addition, advance payments have been made to utility companies which may not be fully refundable). In addition, further complaints and requests for action are likely to be received, especially if the pattern of pedestrian injuries at the junction persists. The Local Committee would also have to agree an alternative spending plan for the funding it has already allocated to the scheme. (At this stage in the financial year it is recommended that the programme of Local Structural Repair works provisionally discussed for 2014/15 is used as the basis for contingency spending in this financial year, if the Committee chooses this option – see section 2.6 and Table 6 in **Item 7B** ).

- 3.6 **(c) Introducing a staggered controlled pedestrian crossing on only the A30 Egham Hill arm of the junction (arm most heavily crossed by pedestrians).**
- 3.7 This option would still require most of the utility apparatus to be relocated and therefore the estimated cost would be **£500,000**. Whilst this is a significant reduction it still exceeds the budget currently available and the proposal would offer significantly less benefit to pedestrians.
- 3.8 **Other options considered**

Consideration has also previously been given to installing signal controlled pedestrian crossing(s) located away from the junction. However, it was decided not to investigate this option further for the following reasons:

- Standalone crossing facilities would have to be located a significant distance from the junction. This is to prevent traffic waiting at the crossing from queueing back across the junction and also to avoid the risk of drivers becoming confused and responding to the wrong signal head. As a result the crossings would not be on the desire line. A significant number of pedestrians are therefore likely to continue crossing at the junction even if signal-controlled crossings were installed at significant expense (£250,000 would be an indicative cost for installing 2 signal controlled crossings).
- Stand alone crossings could not be coordinated with the signals at the junction to minimise delays for traffic in the same way as they can if the crossing facilities are provided at the junction.

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

- 4.1 Surrey Police and Royal Holloway University of London have been consulted and confirmed their support for the proposed pedestrian improvement. (Royal Holloway University of London is dedicating an area of private land to enable the scheme to proceed).

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

- 5.1 The total estimated cost of delivering the pedestrian improvements is **£600,000**.
- 5.2 The total budget currently available is £365,000 and consists of the following funding sources:
- £95,000 re-profiled 2012/13 Local Committee capital funding.
  - £43,000 Local Committee capital funding (2013/14).
  - £25,000 contribution from the Road Safety Team.
  - £202,000 developer contributions.

- 5.3 The Local Committee would therefore have to allocate its full anticipated 2014/15 capital budget to allow the improvements to be installed.

**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 proposed controlled crossing facilities will benefit the local community by making it easier and safer for pedestrians to cross at the junction.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	The proposal supports sustainable travel by making it easier and safer for pedestrians to cross at the junction.
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 A large number of pedestrians cross the road at the junction of the A30 London Road/Egham Hill with A328 St Jude's Road and D3191 Bakeham Lane (over 2200 pedestrians were recorded crossing in a 12 hour survey). However, there are currently no controlled pedestrian crossing facilities at the junction and there is a pattern of accidents involving pedestrians.
- 9.2 A proposal to introduce controlled pedestrian crossing facilities on all arms of the junction has been considered. However, detailed assessment and traffic modelling demonstrated this would result in significant additional delays for vehicles at the junction.
- 9.3 The Local Committee agreed that alternative options should be considered and subsequently approved the introduction controlled pedestrian crossing on the A328 St Jude's Road and A30 Egham Hill arms of the junction. This proposal minimises additional delays to vehicles whilst also making it significantly easier and safer for pedestrians to cross at the junction.
- 9.4 Considerable progress has been made towards delivering the scheme which has been complicated by a number of factors (including the need for extensive relocation of utility apparatus, dedication of private land and

planning requirements). Following completion of the detailed design the total cost of the scheme has now been determined. The initial estimate has been reduced following a robust challenge of the cost but is still £600,000. This significantly exceeds the initial estimate and the budget currently available.

- 9.5 Whilst alternative options could be installed for less than £600,000, the associated costs would still be significant and the measures would not address the problems with pedestrian safety as effectively as the proposal previously agreed by the Local Committee. It is therefore recommended that the Local Committee agree to allocate the additional funding required to enable the agreed staggered controlled crossings to be installed on the A30 Egham Hill and A328 St Jude's Road arms of the junction.

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

- 10.1 If the Local Committee agrees that the scheme should proceed and allocates additional funding then construction works are expected to start on site in January 2014.
- 10.2 If the Local Committee decides to abandon the scheme completely then it will need to agree an alternative spending plan for the funding it has allocated to the scheme.
- 10.3 If the Local Committee decides that an alternative option should be considered then further design and assessment work will initially have to be undertaken.

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#### **Contact Officer:**

Jason Gosden, Senior Engineer, Telephone: 0300 2001003

#### **Consulted:**

Surrey Police.  
Royal Holloway University.

#### **Annexes:**

Annex 1 – Scheme Plan.

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

Report to Local Committee on 26 November 2012, Item 9 – A30 Egham Hill/A328 St Jude's Road, Englefield Green – Pedestrian Improvements.

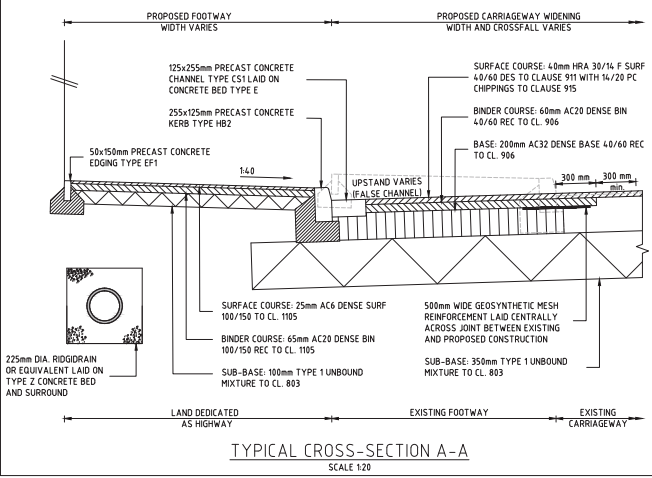
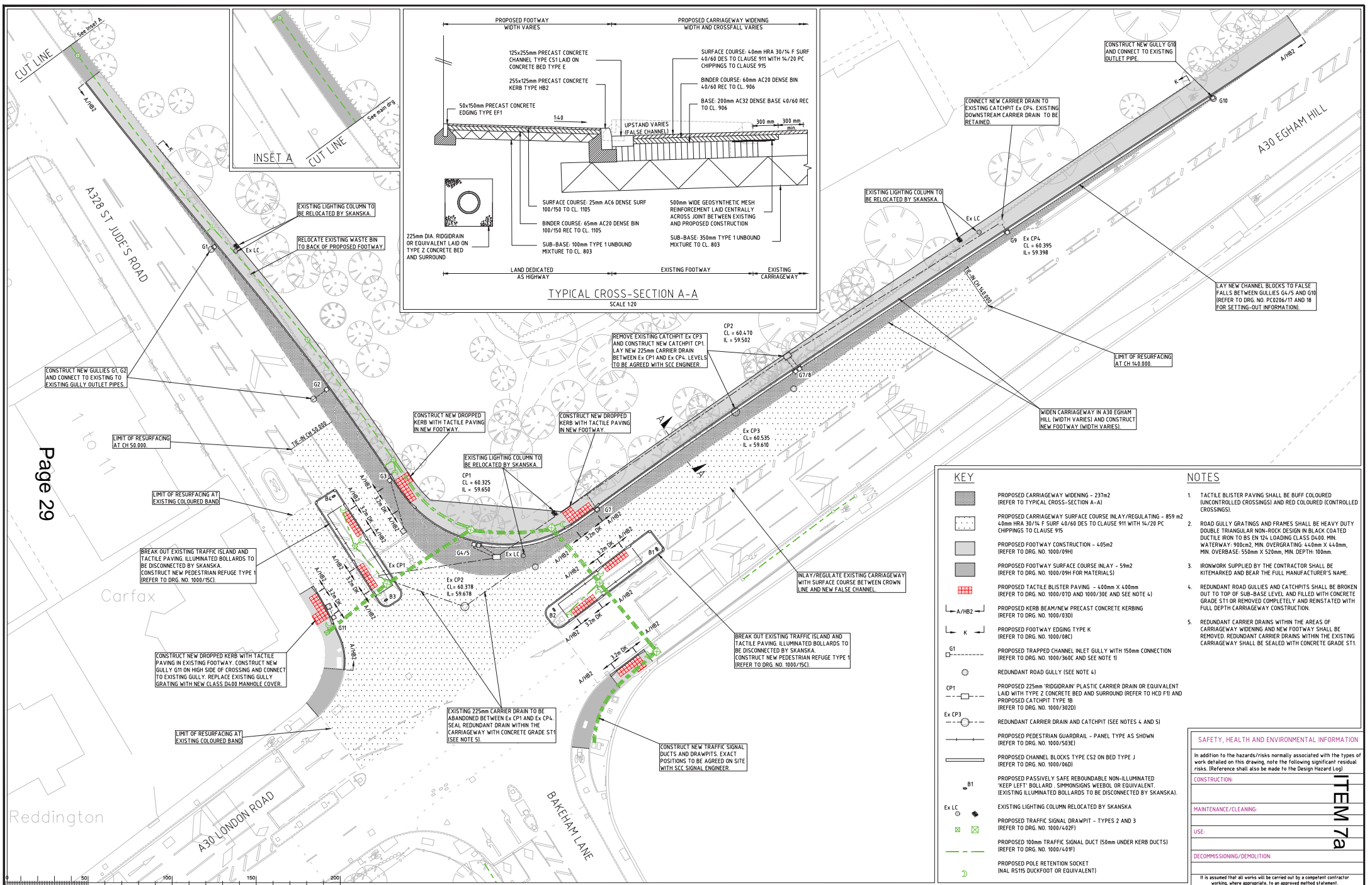
Report to Local Committee on 25 February 2013, Item 8 – A30 Egham Hill/A328 St Jude's Road, Englefield Green – Pedestrian Improvements – Update

Petition (with 1174 signatories) presented to Local Committee on 25 February 2013.





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**KEY**

- PROPOSED CARRIAGEWAY WIDENING - 237m<sup>2</sup> (REFER TO TYPICAL CROSS-SECTION A-A)
- PROPOSED CARRIAGEWAY SURFACE COURSE INLAY/REGULATING - 859m<sup>2</sup> 40mm HRA 30/14 F SURF 40/60 DES TO CLAUSE 911 WITH 14/20 PC CHIPPINGS TO CLAUSE 915
- PROPOSED FOOTWAY CONSTRUCTION - 405m<sup>2</sup> (REFER TO DRG. NO. 1000/09H)
- PROPOSED FOOTWAY SURFACE COURSE INLAY - 59m<sup>2</sup> (REFER TO DRG. NO. 1000/09H FOR MATERIALS)
- PROPOSED TACTILE BLISTER PAVING - 400mm X 400mm (REFER TO DRG. NO. 1000/01D AND 1000/30E AND SEE NOTE 4)
- PROPOSED KERB BEAM/NEW PRECAST CONCRETE KERBING (REFER TO DRG. NO. 1000/03D)
- PROPOSED FOOTWAY EDGING TYPE K (REFER TO DRG. NO. 1000/08C)
- PROPOSED TRAPPED CHANNEL INLET GULLY WITH 150mm CONNECTION (REFER TO DRG. NO. 1000/36C AND SEE NOTE 1)
- REDUNDANT ROAD GULLY (SEE NOTE 4)
- PROPOSED 225mm 'RIGIDRAIN' PLASTIC CARRIER DRAIN OR EQUIVALENT LAID WITH TYPE Z CONCRETE BED AND SURROUND (REFER TO HCD F11 AND PROPOSED CATCHPIT TYPE 1B (REFER TO DRG. NO. 1000/30ZD))
- REDUNDANT CARRIER DRAIN AND CATCHPIT (SEE NOTES 4 AND 5)
- PROPOSED PEDESTRIAN GUARDRAIL - PANEL TYPE AS SHOWN (REFER TO DRG. NO. 1000/03E)
- PROPOSED CHANNEL BLOCKS TYPE CS2 ON BED TYPE J (REFER TO DRG. NO. 1000/06D)
- PROPOSED PASSIVELY SAFE REBOUNDABLE NON-ILLUMINATED 'KEEP LEFT BOLLARD, SIMMONSONS WESBOR, OR EQUIVALENT. (EXISTING ILLUMINATED BOLLARDS TO BE DISCONNECTED BY SKANSKA)
- EXISTING LIGHTING COLUMN RELOCATED BY SKANSKA
- PROPOSED TRAFFIC SIGNAL DRAWPIST - TYPES 2 AND 3 (REFER TO DRG. NO. 1000/40ZF)
- PROPOSED 100mm TRAFFIC SIGNAL DUCT 150mm UNDER KERB DUCTS (REFER TO DRG. NO. 1000/401F)
- PROPOSED POLE RETENTION SOCKET (NAL RS115 DUCKFOOT OR EQUIVALENT)

**NOTES**

- TACTILE BLISTER PAVING SHALL BE BUFF COLOURED (UNCONTROLLED CROSSINGS) AND RED COLOURED (CONTROLLED CROSSINGS).
- ROAD GULLY GRATINGS AND FRAMES SHALL BE HEAVY DUTY DOUBLE TRIANGULAR NON-ROCK DESIGN IN BLACK COATED DUCTILE IRON TO BS EN 124 LOADING CLASS D400. MIN. WATERWAY: 900x2. MIN. OVERGRATING: 4.0mm X 4.0mm, MIN. OVERBASE: 550mm X 520mm, MIN. DEPTH: 100mm.
- IRONWORK SUPPLIED BY THE CONTRACTOR SHALL BE KITEMARKED AND BEAR THE FULL MANUFACTURER'S NAME.
- REDUNDANT ROAD GULLIES AND CATCHPITS SHALL BE BROKEN OUT TO TOP OF SUB-BASE LEVEL AND FILLED WITH CONCRETE GRADE S11 OR REMOVED COMPLETELY AND REINSTATED WITH FULL DEPTH CARRIAGEWAY CONSTRUCTION.
- REDUNDANT CARRIER DRAINS WITHIN THE AREAS OF CARRIAGEWAY WIDENING AND NEW FOOTWAY SHALL BE REMOVED. REDUNDANT CARRIER DRAINS WITHIN THE EXISTING CARRIAGEWAY SHALL BE SEALED WITH CONCRETE GRADE S11.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

**CONSTRUCTION**

**MAINTENANCE/CLEANING**

**USE**

**DECOMMISSIONING/DEMOLITION**

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

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- Notes**
- REFER TO DRG. NOS. PC0206/01E, 02E AND 03E FOR DETAILS OF PROPOSED TRAFFIC SIGNAL WORKS INCLUDING DUCTS, DRAWPISTS AND POSTS.
  - REFER TO DRG. NO. PC0206/16 FOR DETAILS OF TRAFFIC SIGNS, ROAD MARKINGS, STUDS AND HIGH FRICTION SURFACING.
  - REFER TO DRG. NOS. PC0206/17 AND 18 FOR LONGITUDINAL SECTION AND SETTING-OUT INFORMATION (SHEETS 1 AND 2).
  - REFER TO DRG. NO. PC0206/20D FOR TRIAL PIT LOCATION PLAN AND EXISTING UTILITY COMPANY APPARATUS.
  - REFER TO DRG. NO. PC0206/22B FOR ADVANCE SITE CLEARANCE, TREE PROTECTION AND PERMANENT BOUNDARY TREATMENT WORKS.

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

Checked by	Date
CB	11/11/13
CB	11/11/13
CB	11/11/13
DH	11/11/13

**Project**

A30 LONDON ROAD/EGHAM HILL, EGHAM  
J/W A328 ST JUDE'S ROAD AND BAKEHAM LANE

**PEDESTRIAN FACILITIES  
GENERAL LAYOUT**

**Project No.** PC0206  
**Sheet No.** PC0206/15  
**Revision** -  
**Classification** CONSTRUCTION

**SURRY COUNTY COUNCIL**  
Surrey Highway  
Transport for Surrey

**ITEM 7a**

SHEET 1 OF 1

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ITEM 7B

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 2 DECEMBER 2013



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

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year.</p> <p>To provide an update on the latest budgetary position for highway schemes, revenue maintenance and Community Pride expenditure.</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) Note the progress with the ITS highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year.</li> <li>(ii) Note progress with budget expenditure.</li> <li>(iii) Note that a further Highways Update will be brought to the next meeting of this Committee.</li> </ul>
<p><b><u>REASONS FOR RECOMMENDATIONS:</u></b></p> <p>The above recommendations are made to enable progression of all highway related schemes and works.</p>

<b>1. INTRODUCTION AND BACKGROUND:</b>
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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 2013-14 Integrated Transport and Developer Funded Schemes

2.1.1 Following the Runnymede Local Committee on 26 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>	Detailed design complete. Application has been made to utility companies for adjustments. Planning Consent received for works to protected trees. Legal agreement for dedication of land from RHUL are in the process of being sealed.  (Also see comments in paragraph 2.1.3 and 2.1.4 below)
<b>A30 London Road/Christchurch Road junction improvements</b>	<b>20</b>	Feasibility and design only project for possible construction in 2014/15.
<b>Woburn Hill/Weybridge Road speed limit assessment</b>	<b>15</b>	<b>Scheme complete.</b> New speed limit came into operation October 2013.
<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. Works ordered. Signs programmed for installation December 2013.
<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>	Surveys undertaken. Feasibility/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 1 – 2013/14 ITS programme**

- 2.1.2 The capital ITS allocation for Runnymede 2013/14 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.
- 2.1.3 As detailed in **ITEM 7A**, being tabled at this Committee, the proposed introduction of controlled pedestrian crossing facilities at the junction of A30 London Road/Egham Hill and St Jude's Road has become an increasingly complex scheme as the design work has advanced. (The scheme requires the dedication of private land, planning consent for the removal of protected vegetation and the relocation of apparatus, including a mobile phone mast, by 6 different utility companies). However, as noted in Table 1 above, significant progress has been made and site clearance/utility relocation works are currently programmed to commence in January 2014.
- 2.1.4 Following completion of the detailed design work, the total estimated cost of the scheme has now been determined as **£600,000**, which significantly exceeds the available budget and the £350,000 estimate reported to the Local Committee at its meeting held on 25 February 2013. The reasons for the increase in cost are set out in **ITEM 7A**.
- 2.1.4 Additional funding would therefore need to be allocated to enable the scheme to proceed.
- 2.1.5 In recognition of the considerable investment that has already been made in developing this scheme and the local importance of these works, ITEM 7A recommends that the Local Committee commits its full anticipated 2014/15 ITS capital and maintenance allocation of £266,572 to the completion of this project.

## 2.2 Revenue maintenance allocations and expenditure 2013/14

- 2.2.1 The 2013/14 revenue maintenance allocation for Runnymede is £210,025. Table 2 shows how these funds have been allocated and the spend progress to date.

Item	Allocation (£)	Comment (as at 15 November 2013)
Drainage / ditching	40,000	£4,562 committed.
Carriageway and footway patching	100,025	£98,364 committed.
Vegetation works	30,000	£31,815 committed.
Signs and markings	20,000	£3,460 committed.
Low cost measures	20,000	£14,433 committed.
<b>Total</b>	<b>210,025</b>	<b>£152,634 committed</b>

**Table 2 – 2013/14 Revenue Maintenance Expenditure**

## 2.3 COMMUNITY ENHANCEMENT FUND

2.3.1 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.

2.3.2 The Maintenance Engineer for Runnymede will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.

2.3.3 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, and in the event of no firm spending decisions being made, the Maintenance Engineer will determine suitable works and organise their delivery.

2.3.4 As the deadline of 31<sup>st</sup> of October is now passed, the Maintenance Engineer is progressing suitable local works where spending plans have not been put forward.

2.3.5 A summary of spend progress is shown in Table 3 below:

Member	Allocation (£)	Comment (as at 15 November 2013)
Chris Norman	5,000	£5,000 committed.
Yvonna Lay	5,000	£0 committed
John Furey	5,000	£0 committed.
Mel Few	5,000	£0 committed.
Marisa Heath	5,000	£5,000 committed.
Mary Angell	5,000	£1,040 committed.
<b>Total</b>	<b>30,000</b>	<b>£11,040 committed</b>

**Table 3 – 2013/14 Community Enhancement Fund spend progress**

## 2.4 2013-14 Capital Maintenance Budget

2.4.1 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 4 below utilising the £133,285 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 4 – 2013/14 LSR Programme**

- 2.4.2 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).
- 2.4.3 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.

## **2.5 ITS programme proposals for 2014/15**

- 2.5.1 At a private meeting held on 10 October 2013, the Local Committee members discussed allocating funding to the ITS schemes as shown in Table 5 below:

<b>Project</b>	<b>Budget estimate (£k)</b>	<b>Details</b>
<b>Annual Parking Review</b>	<b>10</b>	Implementation of the recommendations of the 2013 parking review.
<b>Low cost measures</b>	<b>10</b>	To enable delivery of small items such as responding to requests for new dropped kerbs or signage during the course of the year.
<b>Total</b>	<b>20</b>	

**Table 5 – 2014/15 Programme (proposed)**

- 2.5.2 During its private meeting the Local Committee also expressed support in principle for proposals to improve road safety and pedestrian crossing facilities at the junction of A30 London Road with Christchurch Road (Virginia Water). However, it noted that the feasibility study for this scheme is still being undertaken. Until this study is complete and further details of the proposals and anticipated costs are known the Committee felt it could not make a decision about allocating funding to enable the scheme to be progressed further.
- 2.5.3 The Local Committee considered a number of other suggested ITS schemes which it concluded against including in its programme.
- 2.5.4 As recommended in **ITEM 7A** and detailed in section 2.1 of this report, it is recommended that next year's full anticipated 2014/15 ITS capital allocation of £133, 286 is committed to the installation of the proposed pedestrian improvements at the junction of A30 Egham Hill/London Road with St Jude's Road and Bakeham Lane.

## ITEM 7b

2.5.6 If the anticipated 2014/15 ITS capital allocation is not fully utilised in delivering the pedestrian improvement scheme, then the proposals shown in Table 5 are recommended as contingency works.

### 2.6 Capital Maintenance proposals for 2014/15

2.6.1 As recommended in ITEM 7A and detailed in section 2.1 of this report, it is recommended that the full anticipated 2014/15 capital maintenance allocation of £133, 286 is committed to the installation of the proposed pedestrian improvements at the junction of A30 Egham Hill/London Road with St Jude's Road and Bakeham Lane.

2.6.2 However, it is noted that the Runnymede Local Committee considered the programme of localised structural repair work (LSR) shown in Table 6 below at its private meeting on 6 March 2013.

Location	Cost (£)	Comment
B386 Holloway Hill	80,500	
D3160 Langton Way	11,000	
D3069 Faris Barn Drive	13,000	
D3178 Oak Tree Close	73,500	Possible 2 year programme.
<b>Total</b>	<b>178,000</b>	

**Table 6 – 2014/15 LSR Programme**

2.6.3 If the Local Committee should decide against proceeding with the proposed controlled pedestrian crossing facilities at the junction of A30 London Road/Egham Hill and St Jude's Road as recommended in **ITEM 7a**, then the programme of Local Structural Repair works detailed in table 6 is available as the basis for contingency spending for funding that has already been allocated to the scheme for the 2013/14 financial year. The Local Committee would then have to agree a further programme of sites to fund with its anticipated 2014/15 Capital maintenance budget.

2.6.4 If the Local Committee agree to proceed with the proposed pedestrian improvements at the junction of A30 London Road/Egham Hill and St Jude's Road as recommended in **ITEM 7a**, then the programme of Local Structural Repair works detailed in table 6 is recommended as the basis for contingency spending if the anticipated 2014/15 ITS capital allocation is not fully utilised in delivering the scheme.

### **3. OPTIONS:**

3.1 Options, where applicable, are 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.

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

## **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 2.

## **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 progress with all schemes and budgets.

## ITEM 7b

- 9.4 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

<b>10. WHAT HAPPENS NEXT:</b>
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- 10.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.
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**Contact Officer:**

Jason Gosden, Senior Engineer (NW) – 03456 009 009

**Consulted:**

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**Annexes:**

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**Sources/background papers:**

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 02 DECEMBER 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 Annex A 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 Annex A 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 **Annex A**. 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 A– 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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**Runnymede Members Allocations Funding - Balance Remaining 2013-2014**

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

				REVENUE	LC CAPITAL	DATE PAID
<b>Mary Angell</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</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	SCC, Corporate Parenting	Looked after Children	£500.00		16.09.2013
	EF300369307	SCC, Corporate Parenting	Looked after Children	£500.00		28.10.2013
	EF400181507	SCC, Corporate Parenting	Duke of Edinburgh Awards for Care Council	£1,800.00		
	EF400181494	Childrens Rights Service	Care Council on the road	£325.00		31.10.2013
	EF700202121	Buckles & Bows Preschool	Installation of new fencing at the site		£1,000.00	07.08.2013
	EF700210746	Holy Family Catholic Primary Sch.	Contribution towards the new Space Immersive Suite for the school		£2,000.00	25.10.2013
	EF700213491	All Saints Church PCC	Contribution towards the new Photocopier / Printer	£146.60	£2,833.00	
	No Application	Youth Support Service	St Peters Hospital - Memory Box initiative (TBC)	£1,000.00		
EF700211977	New Haw Library (CPL)	Quiet room furniture	£2,000.00			
		<b>BALANCE REMAINING</b>	<b>£2,937.70</b>	<b>£0.00</b>		

				REVENUE	LC CAPITAL	DATE PAID
<b>Mel Few</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</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 Hertiage 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 (to be approved)	£1,000.00		04.10.2013
	EF400176662	SCC, Corporate Parenting	Looked after children	£500.00		16.09.2013
	EF800202385	Virginia Water Library	Virginia Water CPL Pop-up Library	£500.00		25.10.2013
	EF700202557	Stroude Residents Association	Contribution towards the installation of a new boiler		£200.00	07.08.2013
	No Applcaiton	Youth Support Service	St Peters Hospital - Memory Box initiative (TBC)	£1,000.00		
			<b>BALANCE REMAINING</b>	<b>£5,259.34</b>	<b>£5,633.00</b>	

				REVENUE	LC CAPITAL	DATE PAID
<b>John Furey</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</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	SCC, Corporate Parenting	Looked after Children	£500.00		16.09.2013
	EF700202121	Buckles & Bows Preschool	Installation of new fencing at the site		£1,000.00	07.08.2013
	EF700210746	Holy Family Catholic Primary Sch.	Contribution towards the new Space Immersive Suite for the school		£4,000.00	25.10.2013
	No Application	Youth Support Service	St Peters Hospital - Memory Box initiative (TBC)	£1,000.00		
		<b>BALANCE REMAINING</b>	<b>£8,509.34</b>	<b>£833.00</b>		

**Runnymede Members Allocations Funding - Balance Remaining 2013-2014**

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

ITEM 8

				REVENUE	LC CAPITAL	DATE PAID
<b>Marisa Heath</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</b>	
	EF800192140	Royal Holloway of London	Volunteering Week 2013 @ 5 locations in Division	£750.00		01.07.2013
	EF800194410	Egham & Thorpe Royal Agricultural & 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	SCC, Corporate Parenting	Looked after Children	£500.00		16.09.2013
	EF400179337	SCC, Street Lighting Team	Upgrade of Street lighting Coopers Hill, Englefield Green	£627.00	£5,833.00	21.10.2013
	EF700212139	Runnymede Art Society	Egham Community Group Adults with Special Needs Christmas Lunch	£300.00		
	No Application	Youth Support Service	St Peters Hospital - Memory Box initiative (TBC)	£500.00		
No Application	1st Englefield Green Scout Group	Purchase of storage container (TBC)	£2,000.00			
		<b>BALANCE REMAINING</b>	<b>£570.22</b>	<b>£0.00</b>		

				REVENUE	LC CAPITAL	DATE PAID
<b>Yvonna Lay</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</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	SCC, Corporate Parenting	Look after Children	£500.00		16.09.2013
	EF400181494	Childrens Rights Service	Care Council on the road	£325.00		31.10.2013
	EF400181507	SCC, Corporate Parenting	Duke of Edinburgh Awards for Care Council	£1,800.00		
	No Application	Youth Support Service	St Peters Hospital - Memory Box initiative (TBC)	£1,000.00		
		<b>BALANCE REMAINING</b>	<b>£5,684.34</b>	<b>£5,833.00</b>		

				REVENUE	LC CAPITAL	DATE PAID
<b>Chris Norman</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</b>	
	EF800192126	Royal Holloway of London	Volunteering Week 2013 @ Pyrford 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	SCC, Corporate Parenting	Look after Children	£500.00		16.09.2013
	EF400175319	SCC, Streetlighting Team	Upgrade of Streetlights in London Road, Chertsey		£3,671.70	24.07.2013
	No Application	Youth Support Service	St Peters Hospital - Memory Box initiative (TBC)	£1,000.00		
		<b>BALANCE REMAINING</b>	<b>£9,059.34</b>	<b>£2,161.30</b>		