

**DRAFT**

Minutes of the meeting of the  
**Runnymede LOCAL COMMITTEE**  
held at 2.30 pm on 24 February 2014  
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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**11/14 APOLOGIES FOR ABSENCE [Item 1]**

Councillor Alan Alderson and Councillor Paul Tuley gave apologies for absence.

The chairman noted that the borough of Runnymede had experienced serious flooding in the preceding two months, and gave some key facts taken from the Leader's Briefing on floods in Surrey including estimated costs.

**12/14 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes of the December 2013 meeting of the Local Committee were approved and signed by the chairman.

**13/14 DECLARATIONS OF INTEREST [Item 3]**

Mr John Furey declared that, as the Cabinet Member responsible for Highways, he would not take part in discussion on Item 7 concerning the Speed Limit policy, which would be brought to him for decision in due course.

**14/14 PETITIONS & LETTERS OF REPRESENTATION [Item 4]**

Two petitions were presented to the meeting.

Mr R. Deacon outlined the petition from Limes Road, Egham and surrounding area. He stated that all twenty six householders in Limes Road opposed the introduction of a Controlled Parking Zone (CPZ) as did nearly 1000 others who had signed the petition. He explained that a CPZ could be damaging to businesses in Egham and that they were opposed to parking controls.

The chairman thanked Mr Deacon and referred him to the officer's recommendations on the proposed CPZ, at the front of the report for Item 8 on the agenda.

Mrs Wendy Locker, representing the Tite Hill Speedwatch Group, presented the second petition for the Committee's attention. She said that the Group was calling for a speed table and pedestrian crossing at the summit of Tite Hill to link the footpath from Middle Hill to the footpath leading to Coopers Hill and Kingswood Hall student accommodation. She noted that the Speedwatch group had logged over 1000 vehicles exceeding 36mph in a 30mph zone at this point, and that the group believed traffic calming measures in Middle Hill (which runs parallel with Tite Hill) had led to motorists taking this route as the faster option. She added that, although further Vehicle Activated Signs were scheduled for installation, she understood the majority of the Committee's budget for 2014-15 had been designated for the St Jude's Road/A30 junction crossing facilities, whereas young people also needed safer crossing options over Tite Hill.

The petition was noted and it was agreed that a formal response would be provided (to include estimated costs of implementing the petition's suggestion) at the June 2014 Committee. Some members expressed support and the hope that additional budget savings could be identified.

#### **15/14 WRITTEN PUBLIC QUESTIONS [Item 5]**

Two written questions were submitted by the deadline, from:

- 1) Mr Andy Power of Englefield Green
- 2) Mr Adrian Davis, of Weybridge.

The following responses were given, and neither of the questioners was present to ask a supplementary question:

#### **Question from Mr Andy Power of Englefield Green:**

In view of the advantages (a) -(j) listed below, do the members agree that a far more sensible, practical and community based solution for use of the £700,000, earmarked for a Magna Carta 2015 centenary memorial, would be to have a Magna Carta Centenary Memorial Foot Bridge (with a memorial inscription and the Runnymede or Surrey coat of arms on each side of it ) across the A30 connecting Hummer Road Egham with the Runnymede Meadow footpath, rather than an additional concrete edifice that will be of little practical benefit anyone?

Advantages of a footbridge:

- (a) A gateway legacy that every one visiting the borough by the A30 would see.

- (b) Give a Northern foot exit from Egham to Runnymede meadows that local residents badly need.
- (c) Allow direct access to Runnymede for visitors arriving by train
- (d) Be a short safe access for visitors to Runnymede, The Pleasure Grounds and the River into Egham
- (e) Allow Egham residents to use their meadow and riverside in safety
- (f) Be a lasting memorial to the day and event.
- (g) Prevent any despoilment of Runnymede meadow itself
- (h) Reduce planning objections to any other structure on the meads- bridge will be on SCC land
- (i) Would link in with the Egham Regeneration Plan
- (j) Would of lasting benefit to locals and visitors alike

[Suggested type of footbridge, just high enough to allow lorries to pass under it, artists impression attached]

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

The £700K that has been allocated by Surrey County Council is for the purposes of a high quality and enduring art commission that reflects and enhances the 'spirit of place' forms part of the legacy ambitions of the Runnymede and Ankerwyke Landscape Masterplan - which was prepared by consultants commissioned by the National Trust on behalf of the Surrey / Runnymede Magna Carta Partnership and which envisions the commission as a nationally significant installation that is in keeping with the natural landscape, and which will create a lasting legacy for the 800th Anniversary. The project arose from stakeholder discussions on suitable commemorative activities for 2015 and comments in consultations have also been supportive.

It is intended that the commission will contribute to the cultural identity of the locality and be a significant, permanent and memorable project that reflects the significance of the signing of the Magna Carta to contemporary Britain .....an ambition that a functional footbridge cannot fulfil.

**Question from Mr Adrian Davis of Weybridge**

"Woburn Hill is a busy road with slow average speeds (39mph) and not a single incident has occurred where speed was a factor. The speed limit used to be 50mph. Your committee has authorised the spending of £15,000 of public funds to lower the speed limit from 50mph to 40mph, despite the average on that road being less than 40mph. How can you justify the spending of such a large sum of money on such a project?"

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

- Surrey County Council receives numerous requests for highway improvement schemes and it is not possible to implement all the measures suggested. The Runnymede Local Committee therefore has to prioritise which schemes it wishes to fund with the limited budget it has available. Inevitably, not everyone will agree with the priorities adopted and some will feel that certain schemes are of limited benefit or that alternative schemes would give greater local benefit or value for money.

- The Runnymede Local Committee agreed that SCC should undertake a speed limit assessment in response to road safety concerns expressed by local residents and St George's College.
- A speed limit assessment was undertaken in accordance with SCC's Speed Management Policy and Surrey Police were consulted. The assessment indicated 40mph to be an appropriate speed limit for Woburn Hill/Weybridge Road.
- The results of the assessment were presented to the Local Committee and, having considered these and the comments from Surrey Police, the Committee decided that a reduced speed limit of 40mph should be introduced.
- In accordance with legal requirements, public notices detailing the proposed reduction in speed limit were advertised in the press and displayed on site. No objections were received in response to the public notices and therefore the reduced speed limit was introduced.
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- The total cost of undertaking the speed limit assessment and changing the speed limit was £8,590.43. This includes the cost of staff time, physical works and advertising the Traffic Regulation Order. Mr Davis was advised accordingly. £15,000 is the estimated cost given in the Committee report (a copy of which was sent to Mr Davis).
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- "Excessive speed" may not have been recorded as a contributory factor in any of the accidents that occurred during the study period. However, that does not mean that excessive speed was not a factor in any of these accidents. Contributory factors are largely subjective, reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event.
- An assessment of the impact of the reduced speed limit on vehicle speeds and personal injury accidents will be undertaken. However, a meaningful assessment of the impact on accidents will not be possible immediately (typically accident analysis considers data over a 3 year period).

#### **16/14 WRITTEN MEMBER QUESTIONS [Item 6]**

#### **17/14 ROAD SAFETY POLICY UPDATE [FOR COMMENT] [Item 7]**

Mr Duncan Knox and Ms Rebecca Harrison of Surrey County Council presented the report, which was a consultative document. Mr Knox noted that one of the key points proposed as a change to existing speed limit policy was that, where existing average speeds did not exceed 24mph, there would be potential to introduce a new speed limit of 20mph. He said that local committees were being consulted prior to a decision by the Cabinet Member in the spring.

Members raised concerns about the process for approving a new speed limit, which gave the local committee the power to approve a new 20mph zone but

then enabled the Cabinet Member for Highways to overrule this in taking a final decision. Mr Knox explained that there was a necessity for checks and balances to ensure consistency of approach county-wide, and that an effective speed limit could not rely upon signage alone to work successfully: he advised that experience had demonstrated that engineering measures were required to back up a lower speed limit.

Members' comments were noted.

#### **18/14 CONTROLLED PARKING ZONE CONSULTATIONS IN EGHAM/ENGLEFIELD GREEN [FOR DECISION] [Item 8]**

Mr Peter Wells and Mr Rikki Hill of the SCC Parking Team presented the item. They noted that the matter had been raised initially by the public in 2008, and the first stage of the process had been to undertake surveys which involved counting cars, both at night (12.30am) and in the 7am-7pm daytime period to assess levels of demand on particular streets. Mr Wells said that the next stage had been to seek residents' opinions through a consultation process, as outlined in the report, and the results of this consultation had been taken into consideration when putting forward the recommendations at the front of the report.

Mr Hill confirmed that the recommendations reflected the wishes of the petitioners (from Limes Road Egham, and Alexandra Road, Englefield Green) that there should be no CPZ in their areas, and that the essential problem revealed by the survey data was that there was excess demand for on-street parking capacity from residents of these areas, rather than from large numbers of visitors to the town.

Members noted that the surveys and consideration of new parking controls had been initiated in response to residents' concerns, rather than from a desire to generate revenue for the council, as had been suggested by some. They also noted that, given the high level of correspondence generated, it would have been helpful to have seen the letter sent to residents before despatch to residents.

The lead petitioner for Limes Road was invited to comment by the chairman, as part of the discussion, and Mr Deacon said that he felt there should have been a separate consultation with businesses and a clearer option to respond for those who were not "online". He was congratulated on his efforts to reflect local views, and there was a general welcome for the recommendations.

Mr Wells advised that the results of the next annual on-street parking review would be brought to Committee at the beginning of 2015.

The Local Committee agreed that:

- i) it noted the contents of Annexes A and B;
- ii) no further action be taken in respect of Egham Area 1 (covering Runnymede Road, Crown Street, Park Street, King Street, Hummer Road, Strode Street and Denham Road);
- iii) in respect of Egham Area 2 (covering Milton Road, Limes Road, part of Spring Rise, Grange Road, North Street, Queens Road, part of Clarence Street, Osborne Road, Windmill Shott, Rusham Road, Rusham Park Road, Braywood Avenue and Daleham Avenue) a parking restriction operating

between 10am and 12 noon on Monday to Friday in parts of Braywood Avenue, Daleham Avenue, Rusham Park Avenue, Rusham Road and Windmill Shott, is included as a proposal in the next scheduled Runnymede Parking Review.

iv) no further action is taken in respect of the Englefield Green area (covering South Road, Greenacre Court, Alexandra Road, Englefield Close, Armstrong Road, Albert Road, and part of Harvest Road).

#### **19/14 MAGNA CARTA 2015 [FOR INFORMATION] [Item 9]**

Mr Peter Milton (Head of Culture at Surrey County Council) introduced Mr Geri Silverstone, the new jointly appointed director for Magna Carta 2015 for Surrey and the National Trust. A Powerpoint presentation followed, in which it was noted that public consultation in 2013 had highlighted the importance of encouraging more visitors to Egham as well as to the historic Meadows. Mr Milton highlighted the new signage and guided walks programme, together with the mobile phone application being developed by Royal Holloway College, as aspects of this. Mr Silverstone said that the consultants' report (received in 2013) had proposed two key hubs for the visitor: the Lodges at the Old Windsor end of the site, and the Runnymede Pleasure Ground nearer to Egham and the Runnymede roundabout. He noted that, during the winter floods, the Brunel Boathouse had flooded but the Lodges were sufficiently raised to remain dry even when the adjacent road was flooded.

Mr Milton confirmed that the county council had allocated £700k towards a new art Commission in the Landscape (to be unveiled in 2015) as a national monument to Magna Carta, and that the project would be going out to designers shortly with further public consultation later in the year.

Mr Silverstone outlined the programme of events for summer 2015, including school debates, a concert with choirs from across Surrey at the Royal Albert Hall in May 2015, a Fair and "Liberteas" (debates and picnic) at Royal Holloway, an event at Runnymede Pleasure Ground, arts projects in Egham High Street, and the event with royal patronage on Monday 15 June for which a project board (chaired by Dame Helen Ghosht and including the borough and county chief executives and Sir Bob Worcester) was convened.

Mr Malcolm Loveday (Bells adviser to the Guildford Diocese and tower captain at St Peter's Chertsey) was invited by the chairman to update members on bell ringing activities for the Magna Carta anniversary. He invited members to view articles in the Ringing World, and on the Magna Carta 800 website which described new commemorative ringing methods including Magna Carta Delight Major for eight bells. He noted that Sunday 14 June 2015 would be the focus for ringing celebrations nationally, and advised that he would attend a ringing roadshow on 5 September 2014 to promote this.

Members asked about the contingency plan in case of further severe flooding in the approach to June 2015, and the budget plan for roads improvements to be undertaken within the coming year.

Mr Milton advised that the RAF Memorial at Coopers Hill and Royal Holloway College offered alternative locations on high ground, should the worst happen.

Mr Furey, Cabinet Member for Highways, assured members that the finance for improvements to the A308 as proposed would not come from the local highways budget and that, having discussed this with the Leader, he

expected budgetary questions to be resolved by the end of March and crossing improvements to be finalised – the chairman asked Mr Silverstone to follow up and ensure that the Area Highways Manager was advised on the detail.

#### **20/14 OPERATION HORIZON: 5 YEAR CARRIAGEWAY MAINTENANCE PLAN [FOR INFORMATION] [Item 10]**

Mr Keith Scott (Surrey Highways) updated members on progress with Operation Horizon, the county council's major maintenance programme. He noted that 115km had been completed in the borough by the end of November with a further 10km undergoing surface treatments. He also advised that, where roads elsewhere had been subject to Operation Horizon maintenance and had subsequently flooded, re-inspection afterwards confirmed that they remained sound and resilient.

Members discussed the impact on flooded roads in the borough and acknowledged that it was too soon to assess the actions required until they had been re-inspected by professional engineers. Mr Scott confirmed that, where stones had been dislodged by water following surface treatments, those roads would be re-done in April/May after the threat of frost had passed, and that roads on the Year 2 Horizon programme would be patched as an emergency measure prior to full resurfacing.

Members noted the report.

#### **21/14 HIGHWAYS UPDATE REPORT [FOR INFORMATION] [Item 11]**

Mr Andrew Milne (Area Highways Manager) noted key points in the report, including the late addition of Village Road, Thorpe to the programme and the current suspension of the work until flooding had cleared.

The Cabinet member expressed a concern that the revenue budget be spent in full by year end, and queried the expenditure on low-cost measures. Others raised issues with trees on private land falling across the highway during the storms, and Mr Milne confirmed that whenever engineers noted trees with a high risk of obstructing the highway they would write to the owner asking them to take action, and re-charge the owner if forced to clear the tree from the highway. He noted that it had been an exceptional winter for storms. Members asked about responsibility for drains and gullies which become blocked. Mr Milne confirmed that most gully cleansing and repair was the county's responsibility although in some cases it was Thames Water, whilst the borough council played a crucial role in street cleansing of fallen leaves.

The chairman asked members to respond to his email about a joint approach to lighted street bollards and use of their 2014-15 Community Enhancement allocation.

The report was noted.

#### **22/14 LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING - UPDATE [Item 12]**

Members noted the report and end of year totals.

**23/14 FORWARD PLAN [FOR DECISION] [Item 13]**

**24/14 CONSULTATIONS IN RUNNYMEDE [INFORMATION ONLY] [Item 14]**

Meeting ended at: 4.36 pm

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**Chairman**