

Decision Notice

Note: Decisions in **bold** type indicate a decision differing from the recommendation in the report.

The following decisions were approved by the Spelthorne Joint Committee on Monday, 22 November 2021 and will take effect on Tuesday 30th November 2021 unless the call-in procedure has been triggered. The call-in procedure applies to executive functions of the joint committee only. **CALL-IN DEADLINE: Monday 29th November 2021.**

The following represents a summary of the decisions taken by the Committee. It is not intended to represent the formal record of the meeting but to facilitate the call-in process.

[The alternative options considered and rejected by the Committee in taking the following decisions are set out in the reports circulated with the agenda for the meeting.]

To request a call-in on any of these matters, please contact **Gregory Yeoman** on gregory.yeoman@surreycc.gov.uk

8	APPROVAL OF CIL FUNDING - VARIOUS PROJECTS (EXECUTIVE FUNCTION FOR DECISION)	<p>The Joint Committee (Spelthorne) agreed that:</p> <ul style="list-style-type: none">(i) Strategic CIL funding of £400,000 is agreed to Surrey County Council Education – Bishop Wand Expansion (Annexe 1).(ii) Strategic CIL funding of £71,760 is agreed to the CCG – Staines Health Group - Reconfiguration to create two new clinical rooms (Annexe 2). <p>Reasons for recommendations: The Community Infrastructure Levy (CIL) Regulations require the Council to use CIL towards funding the provision, improvement, replacement, operation or maintenance of infrastructure required to support the development of its area. The above applications have been considered in context of existing and upcoming development within Spelthorne. The above schemes meet the general criteria to be considered for CIL funding, and it is recommended funding is granted.</p>
9	HIGHWAYS UPDATE (EXECUTIVE FUNCTION FOR DECISION)	<p>The Joint Committee (Spelthorne):</p> <ul style="list-style-type: none">(i) Authorised an additional up to £10,000 funding from the Joint Committee’s capital Highways budget to develop options for a traffic signals-based solution to provide

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		<p>pedestrian accessibility over the Clockhouse Lane railway bridge (paragraphs 2.1 to 2.4 refer);</p> <p>(ii) Noted that maintenance of the proposed new Staines High Street rising bollard system will be covered by the County Council’s Traffic Operations Team budget;</p> <p>(iii) Authorised the Highways Engagement and Commissioning Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.</p> <p>Reasons for recommendations:</p> <p>Support from the London Borough of Hounslow is needed for any scheme to be implemented to provide pedestrian accessibility over the railway bridge in Clockhouse Lane – as any scheme would cross the boundary between the boroughs of Spelthorne and Hounslow. Of the options currently under consideration for this scheme, the London Borough of Hounslow would only be supportive of an option based on traffic signals. Further funding is necessary to explore what traffic signals options might be feasible and the costs of these options.</p> <p>When the CIL application for funding to renew the Staines High Street rising bollard was first submitted, it was anticipated that a maintenance contract could be included in the initial implementation phase and would therefore be covered by the CIL award made by the Joint Committee in March 2021. Officers have subsequently become aware that CIL funding cannot be used for the maintenance contract; instead, the County Council’s Traffic Operations Team will oversee the maintenance.</p>
<p>10</p>	<p>B375 RENFREE WAY, SHEPPERTON - EXTENSION OF EXISTING 30MPH SPEED LIMIT (EXECUTIVE FUNCTION FOR DECISION)</p>	<p>The Joint Committee (Spelthorne):</p> <p>(i) Agreed to relocate the 50mph / 30mph speed limit change from the roundabout give way line to approximately 140m further west (into Renfree Way).</p> <p>(ii) Authorised the Highway Engagement & Commissioning Manager in consultation with the Chairman, Vice Chairman and Divisional Member to advertise the necessary</p>

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		<p>legal Traffic Regulation Order (TRO) in accordance with the Road Traffic Regulation Act 1984 to relocate the existing 50mph / 30mph speed limit change approximately 140m west of the roundabout give way line in Renfree Way, Shepperton, as shown in Annex 1 and 2, to resolve any objections, and if there are no insurmountable objections to make the change on site.</p> <p>(iii) Noted that if the reductions in speed limit have not been successful, then further engineering measures may be necessary.</p> <p>Reasons for recommendations: Relocating the speed limit further away from the roundabout will give drivers greater warning and encouragement to reduce their speed on the eastbound approach to the roundabout, reducing the likelihood of failure to give way conflicts and / loss of control accidents involving eastbound vehicles at the roundabout. The aim is to improve road safety for everyone at / near the roundabout. Lower speeds can also reduce air and noise pollution and make it easier and more pleasant to walk, cross the road, and cycle.</p>
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