



SURREY COUNTY COUNCIL
LOCAL COMMITTEE (RUNNYMEDE)

WRITTEN PUBLIC QUESTIONS

24 February 2014

1. 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 vistors 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 Britainan ambition that a functional footbridge cannot fulfil.

2. 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.
-
- 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).
-
- "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

ITEM 5 - TABLED

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).