

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 9 June 2014

LEAD OFFICER: Paul Fishwick, Project Manager, Transport Policy

SUBJECT: RUNNYMEDE MAJOR SCHEMES UPDATE

DIVISIONS: Egham and Englefield Green

**SUMMARY OF ISSUES:**

This paper is to **update** members on the current status and feedback from the consultation for the Runnymede Major Schemes and **request** a percentage (or amount) of Local Committee transport funding towards the Local Contribution required for the projects as determined by the EM3 Local Enterprise Partnership.

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

Both projects require a minimum of 25 percentage local contribution funding which can be made up of funding from several sources, but must be available at the time of the Business Case submission (30 September 2014).

Both projects are currently programmed to commence works in the 2015/16 financial year and cover two financial years.

RECOMMENDATIONS:

The Local Committee (Runnymede) is asked to agree :

- (i) To note the progress made so far with the Major Schemes submission;
- (ii) To note the positive feedback from the public consultation;
- (iii) To delegate authority to the Area Team Manager, in consultation with the Chairman, Vice Chairman, the Member Task Group for Egham Major Schemes, and the Project Manager, to consider allocation of funding towards these projects from the Local Committee capital budget for the 2015/16 and 2016/17 financial years, and commit to a fixed sum if appropriate, reporting the outcome of these findings to the next available Local Committee.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee are kept informed, the Local Committee are asked to note the progress made so far with the two Major scheme projects, which are planned to be submitted to the EM3 on 30 September 2014.

The consultation undertaken during the 8-week period provided good support from the public and local businesses (Annex A), and presented to the Member Task Group on 20th January 2014.

To enable the business cases for both projects to show local commitment, the Local Committee is being asked to put forward a percentage (or amount) towards these projects to support the local contribution requirement.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee received a report at its meeting on 30 September 2013 that provided an update on the development of Major Schemes within the Egham area for the period 2015-19, and requested approval to carry out a consultation on both projects.
- 1.2 Both the Runnymede roundabout and the Egham Sustainable Transport Package have been developed in tandem and are currently scheduled to be submitted to the EM3 Local Enterprise Partnership (LEP) on 30 September 2014.
- 1.3 Although the two schemes are still in development the economic case for each must provide a Benefit Cost Ratio of at least a score of 2. If any scheme does not achieve this score it is unlikely to proceed towards funding. Officers are confident that both schemes will achieve at least this minimum rating.
- 1.4 EM3 will know in July 2014 what funding will be made available from Government for the period 2015/16 and 2016/17. If both schemes are scheduled and the business case submissions successful, it is anticipated to commence the Egham Sustainable Transport Package scheme in April 2015 and the Runnymede Roundabout scheme in September 2015 (delay is due to the Magna Carta 800 year celebrations in June 2015).

2. ANALYSIS:

Runnymede roundabout and Egham sustainable transport package

- 2.1 The two major schemes have been developed further and initial design has been completed. Detailed design has commenced on both projects to enable them to be ready for tender/contractor documentation and implementation. Advanced utility diversionary works may be able to start during the April and May period of 2015 for the Runnymede roundabout project.
- 2.2 Approvals for legal orders and notices for both projects will be the subject of a Local Committee report on 29 September 2014. Subject to agreement, these would be advertised during the 'autumn/winter' period.

3. OPTIONS:

- 3.1 A consultation was undertaken over an 8-week period Monday 14 October to Sunday 8 December 2013 on what was considered to be the most suitable scheme for both the Runnymede roundabout and the Egham sustainable transport package. However, the consultation has allowed for people and

businesses to express their ideas on minor amendments to the proposals that have already been developed.

- 3.2 This style of consultation, allows us to be forewarned about any potential issues, which could be designed out during the development process.
- 3.3 We also looked for support for the two projects, which can then be reflected within the detailed business case.

4. CONSULTATIONS:

- 4.1 A consultation took place from Monday 14 October to Sunday 8 December 2013 and the summary of the feedback is attached in Annex A. These details were presented to the Member Task Group on 20 January 2014.
- 4.2 Overall the support was considered very good for both projects and this will be included within the Business cases for both projects.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The detailed business case for the schemes that are to be submitted will require, as part of the business case, value for money statements, derived through the calculation of the benefit cost ratio.
- 5.2 The current estimated cost for each project is as follows:
 - Runnymede roundabout £4.8 million (grant fund £3.60 million and local contribution requirement £1.20 million).
 - Egham sustainable transport package £3.7 million (grant fund £2.78 million and local contribution £0.93 million)
- 5.3 With the above estimates in mind, the local contribution must be available at the time of submission of the Business cases for each project. Funding from other sources has been investigated such as developer section 106 / section 278 etc, but both projects are lacking funding in this area with only the Egham sustainable transport package having £0.1 million available.
- 5.4 Funding for the local contribution is also being sought from elsewhere, but some financial support from the Local Committee capital budget would be welcomed and would assist in negotiations with other potential sources.
- 5.5 With this in mind, it is recommended that the Area Team Manager is authorised to agree to a fixed sum of funding, if appropriate, from the Local Committee capital budget for the financial years 2015/16 and 2016/17 in conjunction with the Chairman, Vice Chairman, the Member Task Group for Egham Majors, and the Project Manager.
- 5.6 The sum agreed will be reported to the next available Local Committee.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:
--

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

7. LOCALISM:

- 7.1 The headline benefits for the Major schemes within Egham are as follows:
- Boosting economic growth by;
 - Tackling congestion
 - Improved journey time reliability
 - Reduced journey times
 - Reduced vehicle operating costs
 - Increased walking and cycling
 - Improved connectivity from business areas to railway stations

8. OTHER IMPLICATIONS:

.Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

Sustainability and Public Health implications

- 8.1 Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.
- 8.2 Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.
- 8.3 Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.
- 8.4 The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Work has been carried out on both the Runnymede roundabout and the Egham sustainable transport package schemes to an initial design stage and the detailed design for each project has recently begun.
- 9.2 The Local Committee are asked to note the progress made so far with the two major project schemes located in the Egham area.
- 9.3 The results of the consultation have been very helpful and provided us with support for the schemes locally and with businesses.
- 9.4 There is a requirement by the EM3 to provide at least 25% local contribution funding. Whilst this can be obtained through several sources, there is a significant shortfall for both projects in Runnymede, with zero currently allocated to Runnymede roundabout and only £0.1 million allocated to the Egham sustainable transport package.
- 9.5 With this in mind, the Local Committee are asked, through delegated authority, to consider what, if any financial contribution they could make towards the two schemes during 2015/16 and 2016/17 financial years from the Local Committee capital budget.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of this Local Committee, through delegated authority, for some funding towards these two schemes, this would be added towards the funding requirement for the Financial case section of the full Business case.
- 10.2 The Business case for both projects is due to be submitted to the EM3 LEP by 30 September 2014, and if successful works on both schemes should commence next financial year.

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

Consulted:

Surrey County Council officers: Lyndon Mendes, David Stempfer, Andrew Merritt, Caroline Tuttle, Andrew Milne, David Ligertwood
Runnymede Borough Council officer: Steve Fuggles
Runnymede Major Schemes Member Task Group (20th January 2014).

Annexes: Annex A

Sources/background papers:

EM3 LTB Major schemes submissions (July 2013), DfT letter dated 18th July 2013.
EM3 Expressions of Interest (February 2014), Consultation Monday 14th October to Sunday 8th December 2013

This page is intentionally left blank