

Community Infrastructure Levy

Application for funding

This form must be used for all applications for Community Infrastructure Levy (CIL) funds. This includes projects decided by Spelthorne Borough Council or the Spelthorne Joint Committee.

Completed applications must be sent with a location plan of the project and any other supporting explanatory material to: Planning Policy, Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB.

Evidence for all bids must be supported by clear and robust information. All the following questions must be answered. You are welcome to seek further guidance on the likely eligibility of a project and information required from the Borough Council by emailing planning.policy@spelthorne.gov.uk.

1. Personal Details*	2. Agent Details (if applicable)
<i>*If an agent is appointed, please complete only the Title and Name boxes below but complete the full contact details of the agent in 2.</i>	
Title	<input style="width: 90%;" type="text" value="Mr"/> <input style="width: 10%; border: none;" type="text"/>
First Name	<input style="width: 90%;" type="text" value="Robert"/> <input style="width: 10%; border: none;" type="text"/>
Last Name	<input style="width: 90%;" type="text" value="Curtis"/> <input style="width: 10%; border: none;" type="text"/>
Job Title (where relevant)	<input style="width: 90%;" type="text" value="Transport Strategy Project Manager"/> <input style="width: 10%; border: none;" type="text"/>
Organisation (where relevant)	<input style="width: 90%;" type="text" value="Surrey County Council"/> <input style="width: 10%; border: none;" type="text"/>
Address Line 1	<input style="width: 90%;" type="text" value="Transport Policy Team"/> <input style="width: 10%; border: none;" type="text"/>
Line 2	<input style="width: 90%;" type="text" value="Room 420 County Hall"/> <input style="width: 10%; border: none;" type="text"/>
Line 3	<input style="width: 90%;" type="text" value="Penrhyn Road"/> <input style="width: 10%; border: none;" type="text"/>
Line 4	<input style="width: 90%;" type="text" value="Kingston upon Thames"/> <input style="width: 10%; border: none;" type="text"/>
Post Code	<input style="width: 90%;" type="text" value="KT1 2DN"/> <input style="width: 10%; border: none;" type="text"/>
Telephone Number	<input style="width: 90%;" type="text" value="0208 213 2721"/> <input style="width: 10%; border: none;" type="text"/>
E-mail Address	<input style="width: 90%;" type="text" value="robert.curtis@surreycc.gov.uk"/> <input style="width: 10%; border: none;" type="text"/>

3. Detailed description of the proposal.

Wider Staines Area (Staines-upon-Thames/Stanwell/North Ashford)

The CIL funding is sought as a contribution towards a wider £4.95m package. Figure 1 below shows the locations of the 6 scheme sections which make up the “Wider Staines STP Phase 1 project”; a Sustainable Transport Package of schemes which aims to improve walking cycling and bus patronage in the Wider Staines area as part of measures to encourage modal shift from private car use. This would be the first of 3 planned phases for the area (see Figure 2).

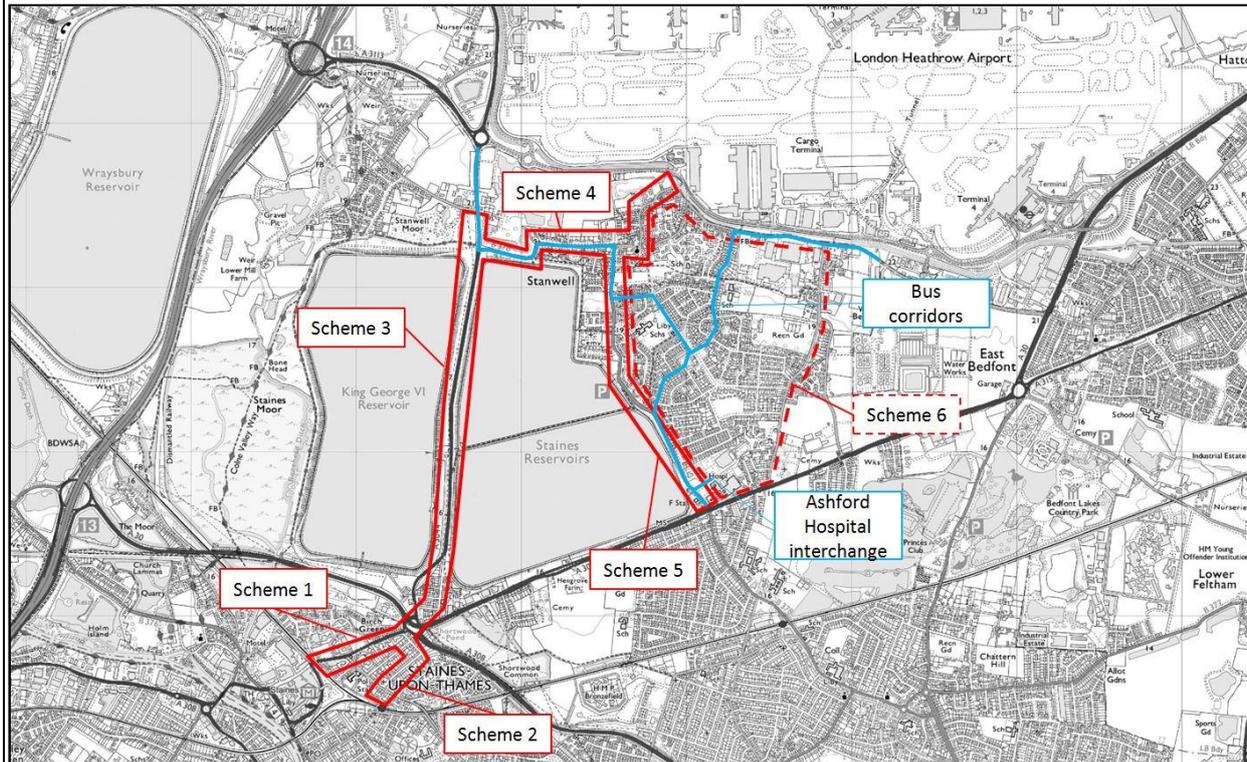


Figure 1: Map showing breakdown of schemes within Staines STP

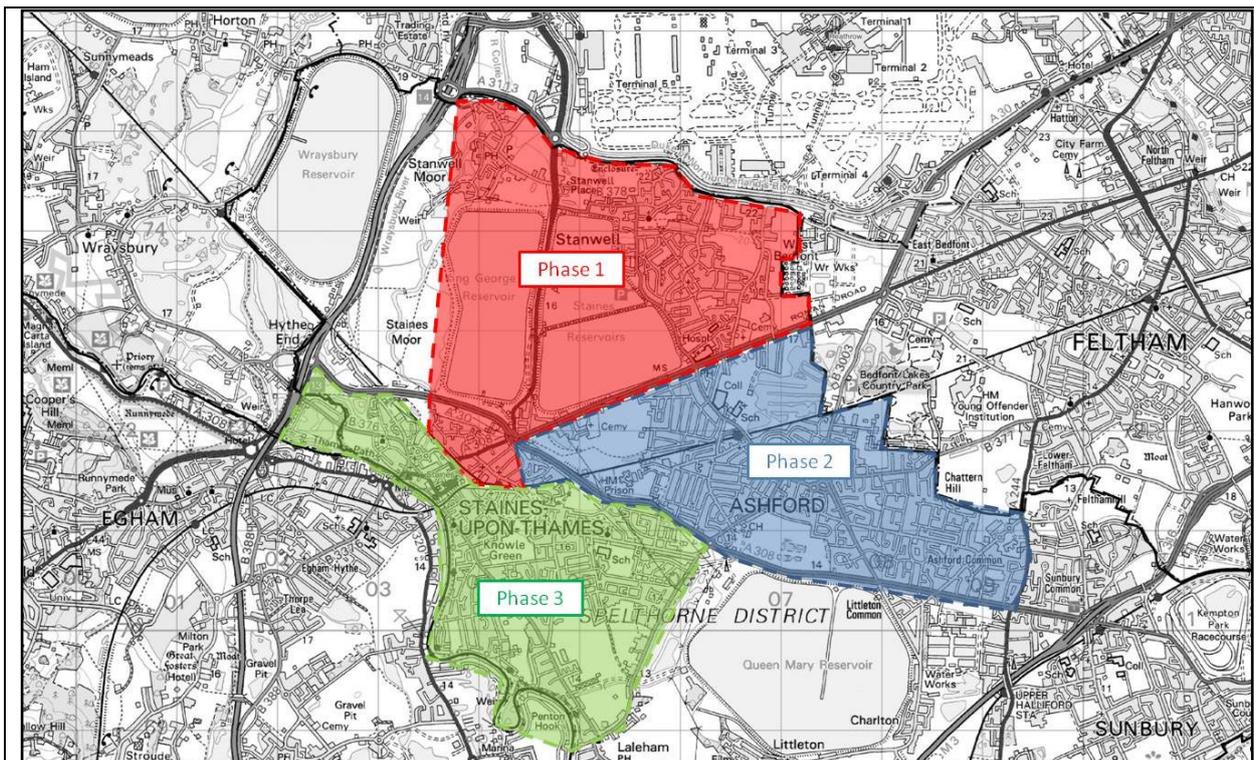


Figure 2: Study area of Staines STP Phase 1 and potential future phases/ connecting schemes

The requested CIL funding will contribute towards a package of measures to improve sustainable travel options between Heathrow Airport and Staines town centre to enable the area to reach its latent growth potential. It seeks to address the impacts of the following issues:

Issue	Impact
Traffic congestion	<ul style="list-style-type: none"> • Lost economic productivity • Poor air quality (particularly Staines town centre)
Lack of high quality walking/cycling facilities	<ul style="list-style-type: none"> • Car dependency • Road safety concerns • Physical inactivity • Reduced accessibility
Substandard bus facilities	<ul style="list-style-type: none"> • Reduction in bus patronage • Reduced accessibility
Relative deprivation	<ul style="list-style-type: none"> • Social disconnection • Health implications • Poor access to low cost transport options

The package will provide targeted interventions, broken down into six 'sections' that better link Staines Town Centre and North Ashford with Heathrow Airport. The Phase 1 area has been given particular priority within Spelthorne because of the high numbers employed at both Heathrow and in Staines-upon-Thames town centre.

Section 1: A308 London Road

This scheme will develop a new shared cyclist and pedestrian route along the A308 to address road safety along a well-used route. The route will pass two large development sites of mixed residential and commercial use, as well as numerous other businesses and homes located along this route.

A new surface crossing will also be provided opposite Greenlands Road on the approach arm to the Crooked Billet Roundabout (CBR). This scheme will tie in to Highways England proposals to re-design the CBR.

Section 2: Greenlands Road/Rosefield Road

Scheme 2 consists of the access road into Staines station from Kingston Road and Rosefield Road; a quiet residential street and would consist of improvements to develop a quietway. In combination, these roads provide a direct link between Staines station and Crooked Billet Roundabout for cyclists wishing to continue their journey north of Staines.

Section 3: Stanwell Moor Road

Although a shared-use pedestrian and cycle path currently exists, the quality and standard is currently very poor (e.g. over-grown, narrow, poor quality surface, obstructions) reducing the usage of the route. The quality of the path will be improved and a toucan crossing will be installed at a key location on Stanwell Moor Road at an existing informal crossing point where pedestrians and cyclists find it difficult to cross safely.

This scheme will also include bus corridor improvements (such as Real Time Passenger Information screens, dropped kerbs, raised kerbs to allow flat access on to the bus and the installation of new shelters) at its northern extent where the existing southbound bus stop has very poor access. There is also currently no pedestrian crossing at the junction of Park Road and Stanwell Moor Road enabling bus users to safely access the bus stop.

Section 4: Park Road

Scheme 4 includes the whole length of Park Road up to where it ties in with Town Lane. This scheme will also act as a pedestrian and cycle route connecting Stanwell Moor to Stanwell and beyond.

Although there is an existing shared facility along part of this scheme it is of a poor quality which could be vastly improved to provide a safe cycle route. In addition, bus facilities along this road will be improved.

Section 5: Town Lane

Scheme 5 comprises the length of Town Lane between Bulldog junction to the south and its junction with Park Road to the north. Section 5 connects residential catchment areas, in Ashford and Stanwell, with a number of major trip attractors including Ashford Hospital, Tesco Superstore and the Heathrow terminal complex.

Town Lane provides connectivity with Oaks Road, which directly links into an off-road shared-use facility along Southern Perimeter Road (adjoining the Surrey boundary) and provides a seamless off-road walking and cycling route into the Cargo terminal complex and other parts of the airport. Scheme 5 presents the shortest and the most direct pedestrian and cycle route into the Heathrow terminal complex from Ashford and Stanwell.

In addition to the shared path, bus corridor improvements will be made including at the Ashford Hospital/ Tesco bus stops. Currently these stops are very well used but have poor waiting facilities, limiting the patronage potential.

Section 6: Stanwell Residential Area including Clare Road

Stanwell includes a parade of local shops, a health centre and a library as well as two schools

and numerous businesses. Scheme 6 will create a network of cycling and walking routes, utilising quiet roads where possible.

In addition, there are a number of bus routes running through this area. This scheme will improve accessibility and infrastructure facilities at the stops which are substandard to encourage increased patronage. Improvements include Real Time Passenger Information screens, dropped kerbs, raised kerbs to allow level access on to the bus and the installation of new shelters.

4. Any project for CIL funding must be for capital expenditure. Please confirm that your application is for capital spending only.

This bid is for capital funding only.

5. Would your proposal help alleviate in some way the impact of further development within Spelthorne?

The scheme will enhance southern access to Heathrow Airport for pedestrians, cyclists and bus users and encourage a modal shift that will improve the reliability of the local highway network.

Staines STP will connect to five new commercial developments (with an estimated 19,014sqm of floor space) and 1,105 new homes¹ via new or existing routes. This will facilitate the use of sustainable transport modes and unlock sustainable transport corridors to and from the new sites (see Figure 3 below for locations). It is also anticipated that Staines STP will support 1,850 jobs².

Within a report compiled by Sustrans, Staines STP scored 82/100 using their cost-benefit 'route assessment and transport evaluation' tool. The report identified that the Staines STP would facilitate access to 31,713 jobs and encompasses a housing population of 23,168 within 500 meters of the scheme³.

By 2040, Heathrow expects to add an extra 17,900 direct employees to the local area with 2,500 of these in Spelthorne⁴. The construction of this project will provide viable sustainable transport corridors enabling new employees living in Spelthorne to access Heathrow jobs. This project may facilitate the unlocking of these jobs by reducing the transport impact of the additional employees as they will have alternative ways to travelling to work rather than in a single occupancy vehicle. This objective ties in with Heathrow Airport's Sustainable Transport Plan⁵.

¹ Please note developments are at various stages in the process and some new homes many refer to recently completed.

² Further information on these figures is available on request.

³ Sustrans, EM3, Sustainable Transport Delivery Excellence, 2016

⁴ Spelthorne Borough Council, 2013, 'Local Economic Assessment'

⁵ Sustainable Transport Plan 2014-2019, Heathrow Airport Ltd, 2014

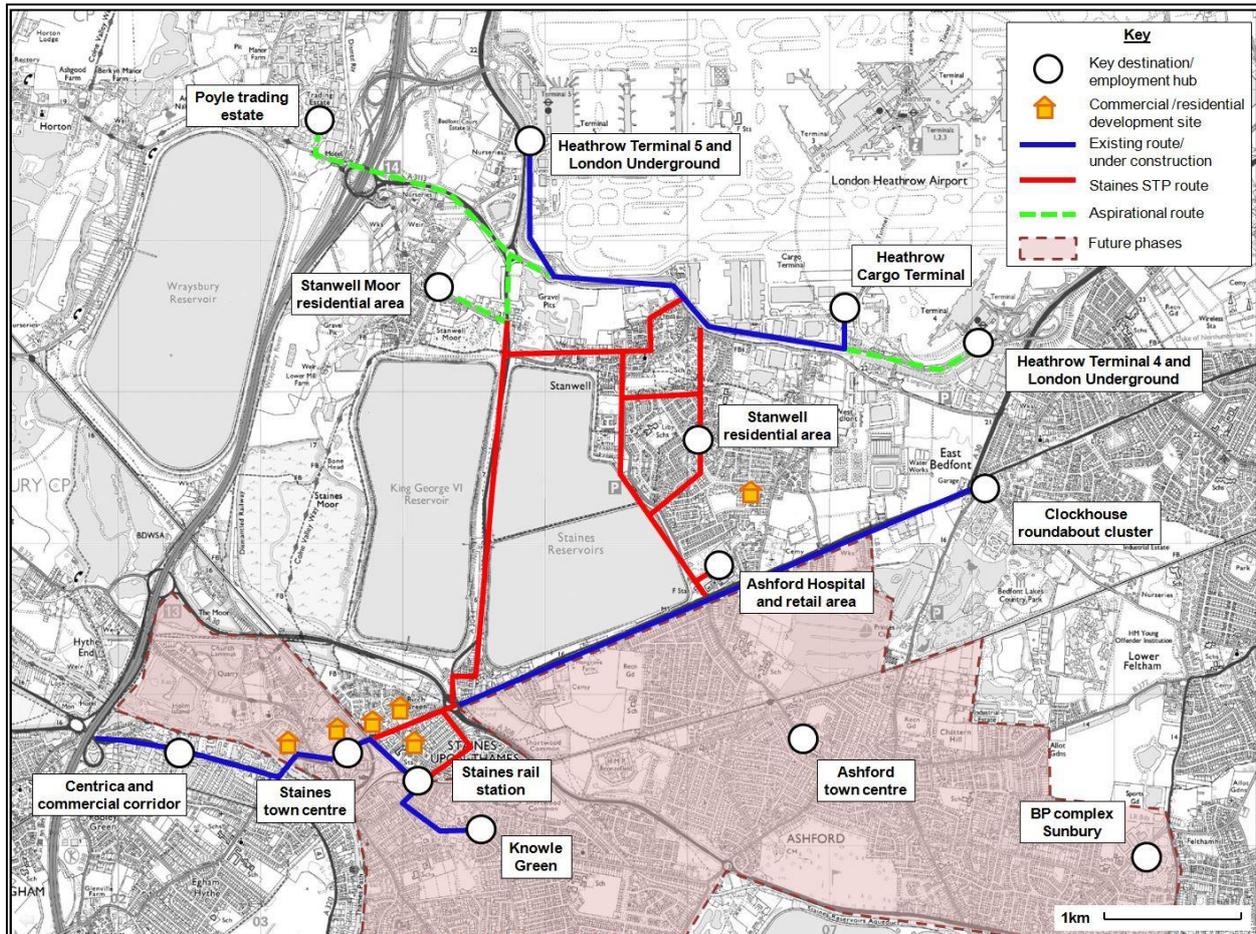


Figure 3: Key destinations, employment hubs and new developments connected by Staines STP

The economic benefits of walking and good quality walkable places are well evidenced^{6,7,8}. They include increased property prices and greater footfall leading to increased retail turnover. Evidence also suggests that local people who arrive on foot spend more overall than people who arrive by car through the frequency of their visits. By altering the streetscape to become more pedestrian-friendly, a “sense of place” can be created making pedestrians feel more comfortable to spend at ease. It directly affects traders and their shops as most measures (e.g. street lighting, plants, widened pavements etc.) immediately make a storefront appear more attractive to pedestrians and potential customers⁹.

Clare Road shopping parade is situated within Stanwell where there are higher levels of unemployment than the rest of Spelthorne and many people earn less than the average salary, so the level of spend in the average grocery shop is likely to be lower than other locations in Surrey, therefore trading levels are lower. Spelthorne Borough Council and Surrey County Council have committed to regenerate Clare Road shopping parade in Stanwell through the Town Centre Revitalisation Fund and work will start in the next financial year. Scheme 6 will dovetail with this work to enhance transport accessibility alongside the local regeneration works. Together this will generate significant economic benefits by revitalising the local businesses, improving access to the local shops by foot, bus and bicycle and improving sustainable transport links to Heathrow.

⁶ Living Streets, ‘The Pedestrian Pound’ 2013

⁷ Transport for London (2011), Town centre study, 2011

⁸ Cycling Embassy of Denmark (2013) Copenhagen City of Cyclists: Bicycle Account, 2012

⁹ Litman, Economic Value of Walkability Victoria Transport Policy Institute, 2002

The overall package will also enhance links to Staines-upon-Thames town centre which is a major shopping and employment centre serving not only Spelthorne but the wider area of North West Surrey.

6. Financial Information:

a. Total cost of the project?	£4,950,000
b. Amount of CIL funding required?	£365,000
c. Amount and source of any other funding?	<p>Source: Enterprise M3 Local Enterprise Partnership (EM3 LEP) (Local Growth Fund) Amount: £3,712,500 (conditional on Spelthorne Joint Committee granting outstanding CIL contribution)</p> <p>Source: Heathrow Airport Ltd (Sustainable Transport Levy) Amount: £549,000 (conditional on Spelthorne Joint Committee granting outstanding CIL contribution)</p> <p>Source: Surrey County Council (Section 106 Contributions)¹⁰ Amount: £323,000</p>
d. Other funding sources pursued but not secured?	
e. Reason why no alternative funding sources are possible?	<p>LEP funding constitutes the majority of project funding (75%). EM3 funding applications require 25% of total project cost to be match-funded via a local contribution and a number of alternative funding sources have already been secured towards the project. A total of £1.237m is required from local sources to realise the £3.7125m LEP funding.</p> <p>In 2016, whilst finalising the business case to the LEP, SCC believed it had secured 100% of the £1.237m local contribution required. One source of funding, amounting to £0.365m, was earmarked to come from the Charter Square (former Majestic House) development on London Road from which some £452,000 of transport contributions had been negotiated. This development was subject to s106 at the time and the allocation of this funding towards Staines STP was agreed with the SCC s106 officer. However, at the time of submitting the business case, the developer made a slight amendment to its application which meant that the developer contribution became subject to CIL rather than s106. The amount of CIL to be secured for this scheme is some £498,000.</p> <p>Spelthorne Borough Council, at the time, were defining their Joint Committee and CIL governance</p>

¹⁰ See Annex 1 for further details of the s106 contributions

	<p>process which meant it was not possible for SCC to formally submit a CIL application or receive any formal commitment/ confirmation to name the CIL as the final source of local contribution. SCC made it clear to the LEP that they intended to formally apply to Spelthorne Borough Council regarding obtaining the £0.365m in funds from the Charter Square development via CIL once the CIL Joint Committee and governance process had been finalised. The LEP agreed to this process on the condition that they will not release the Grant Funding until the CIL had been confirmed via Spelthorne Joint Committee the full 25% of local contribution had been confirmed.</p>
7. Timescale of the project:	
a. Proposed start date:	February/March 2017
b. Proposed completion date:	March 2020
c. Where CIL funding only represents part of the costs of your project would that money be required after a particular phase of the project? If so, when?	The CIL funded element of the project has been scheduled to towards the end of the programme and will be spent during the 2019/20 financial year.
8. Implementation:	
a. Which organisation will implement the proposal?	Surrey County Council
b. Will it have authority to do so, including any agreements to undertake work on public land?	<p>Yes, as the project will be delivered by the Highway Authority.</p> <p>This project was approved at business case submission by Surrey County Council's s151 Officer, Senior Procurement Officer and the head of Highways and Transport (September 2016).</p> <p>The project was also approved by Cabinet on 13th December 2016¹¹ and has been developed through a Member Task Group, Local Committee (Highways update) and a Borough and County officer Working Group.</p>
c. Experience of the implementing organisation to delivery of projects of the scale and nature proposed?	<ul style="list-style-type: none"> • <u>Greater Redhill STP</u>; (£4.9m) - walking, cycling and bus corridor improvement project focused mainly to the south of Redhill-Reigate and connecting to Horley. Works are ongoing and due for completion by March 2018. • <u>Redhill Balanced Network</u>; (£4.1m) town centre highway junction improvements, conversion of one-way system to two-way together with walking, cycling and bus improvements - completed on time. Slight budget over spend. • <u>Local Sustainable Transport Fund (LSTF) Round 1</u> and • <u>Local Sustainable Transport Fund (LSTF) Round 2</u>; covering the towns of Guildford, Redhill-Reigate and Woking. SCC received a total of £18.233m from the LSTF with £3.93m awarded in

¹¹ See item 13 of the 13th December 2016 Cabinet meeting minutes.

July 2011 from the key component bid, and a further £14.304 million awarded in June 2012 from the large bid. This funding covered the period April 2011 to March 2015. A minimum of £5.470m was secured in local contributions from the private sector, other organisations and the Council's New Homes Bonus Fund. This gave an overall budget of at least £23.703m to spend on the programme. Substantially completed on time and to budget.

- Cycle Woking; (£3.8m), Formed part of Cycling England's Cycling Towns programme July 2009 to March 2011. Following DfT Grant, SCC worked with local cycle community to significantly improve access to sustainable forms of transport. The project has so far delivered significant success by improving cycling usage and gained popular support with local cycle forums, and it was delivered to time and programme.
- Egham STP; (£1.77m) focused on the A308 The Causeway between Woodhaw roundabout and Staines bridge roundabout. Construction is due for completion in January 2017.
- Walton Bridge; In 2009, following an exhaustive planning and consultation process, SCC was awarded a £40m DfT grant to design and build a river crossing over the Thames. The now completed infrastructure was a hugely complex endeavour involving large supply chain; road re-design; moving main oil pipeline & BT cables feeding Heathrow airport, and re-work to embankment and landscaping.

9. Information to demonstrate by reference to costs and benefits that the proposal represents good value for money and there is a compelling case for approval.

The provision of £365,000 CIL funding will unlock a further £3,713,000 in Local Growth Funding towards a total project value of £4,950,000. The CIL element represents just under 7.5% of the total costs.

Quantified appraisal – cost benefit ratio

A quantified appraisal was conducted as part of the business case. The appraisal determined that delivering Staines STP will result in there being 472 additional cycling trips per day, partly as a result of drivers switching to commuting by cycle. Over a 15 year appraisal period this gives benefits to health, decongestion and carbon emission reductions, resulting in a Benefit Cost Ratio of 2.28.

Road safety benefits

Through the introduction of formal pedestrian / cycle road crossing facilities and traffic calming measures, the package is expected to deliver improved levels of road safety, particularly in areas such as Stanwell Moor Road, Clare Road and at the Bulldog junction where there have been incidences of road traffic accidents and fatalities. The appraisal of the collision statistics suggest that if the schemes were to prevent accidents, with a scheme life of 15 years the total potential saving could be £3,597,533¹².

Bus patronage benefits

The anticipated increase in bus patronage achieved through the bus corridor improvements within this package is expected to provide a financial benefit to bus operators and ultimately improve the commercial viability of routes around Staines to become more self-sustaining.

Productivity and carbon saving benefits

Through encouraging a modal shift away from private car use and ultimately reducing congestion in key locations, along the A308 London Road and its junction with Town Lane, the Staines package is expected to decrease the number of man hours lost to traffic and therefore benefit businesses. The appraisal of this project showed that with a 13% increase in cycle infrastructure in the Staines study area and the associated increase in cycle trips that this will generate, over the 15 year scheme life there will be a saving of 110,558 vehicle kilometres.

Economic and health benefits of active travel

The scheme will complement the Borough Council's initiatives to promote good health, particularly its 'Cycling for Health' and 'Walking for Health' programmes.

The scheme will also assist in reducing levels of air pollution caused in particular by congestion. Spelthorne as whole is within an Air Quality Management Area and Staines upon Thames town centre has locations where pollution levels exceed recommend levels.

- Physically active workers take 27% fewer sick days¹³.
- Users of the cycle network take approximately half the days off compared to the average worker resulting in a £13.7 billion annual boost to the British economy¹⁴.
- Actively promoting healthier travel options in the workplace has been shown to reduce absenteeism by up to 20%¹⁵.

¹² discounted present value in 2010 prices

¹³ Pricewaterhouse Cooper, Working towards wellness towards-wellness.jhtml, 2008

¹⁴ Sustrans, Increasing business through sustainable travel, 2013

¹⁵ Promoting physical activity in the workplace ,2008, available online at: <<http://www.nice.org.uk/PH013>

- Employees who cycle regularly to work are less frequently ill with, on average, more than one day per annum less absenteeism than colleagues who do not cycle to work¹⁶.

The walking and cycling schemes within the package are expected to deliver an increased level of users engaging in active travel delivering increases in physical health and reduced levels of work absenteeism amongst those who cycle and walk to work. For example, the appraisal forecasts an increase of 472 cyclists per day. The health benefit from implementing this scheme is expected to amount to £0.813 million over a 15 year appraisal period¹⁷.

Helping people access jobs and education

Stanwell North is geographically relatively isolated due to large reservoirs to the west and Heathrow Airport to the north of the community and the A30 to the south. This factor, combined with low levels of car ownership result in the community having more limited access to employment and further education opportunities than other parts of the Borough¹⁸.

By 2040, Heathrow expects to add an extra 17,900 direct employees to the local area with 2,500 of these in Spelthorne. It is estimated that these jobs are likely to have a similar profile to the current jobs, with a significant proportion being entry level jobs. Local residents employed at Heathrow are typically nearer the lower end of the skills spectrum¹⁹ and around 75% of all jobs at Heathrow are either unskilled or semi-skilled²⁰.

With Clare Road shopping paraded being located only 1.1km from the Heathrow Cargo Terminal and with other significant employment sites such as Staines town centre (3.9km), Ashford town centre (2.3km), Poyle Trading Estate (4.3km) and trading estates in East Bedfont also located nearby, Staines STP will facilitate access to job opportunities by unlocking cycle, walking and bus routes as a low cost, viable transport options. During the 2013 Heathrow staff travel survey 19% of employees from Spelthorne stated that they would consider cycling to work if there were safer cycle routes. This was the highest percentage compared to other authorities neighbouring Heathrow²¹.

Spelthorne Borough Council is working with Heathrow Academy to help local residents into airport related jobs, and then to up-skill them once in post. In 2014, the academy trained 54 unemployed Spelthorne residents enabling them to get jobs within Heathrow²². Improved airport access will be beneficial to this programme.

Town Farm and Stanwell Fields primary schools, with 439 and 372 pupils respectively, both located in Stanwell are also likely to benefit from the improvements. As with many other public health issues, road traffic casualty rates show a steep social gradient. Children in the most deprived wards are four times more likely to be hit by a car than those in the least deprived²³.

Impact of not receiving funding

Without the £365 CIL funding, £4.26 million worth of funding will be lost as the LEP Grant (£3.7m) and the Heathrow Airport Limited contribution (£549k) are contingent on SCC having

¹⁶ Hendriksen, I. J., Simons, M., Garre, F. G., & Hildebrandt, V. H, 2010, The association between commuter cycling and sickness absence. *Preventive medicine*, 51(2), 132-135

¹⁷ discounted present value in 2010 prices

¹⁸ Surrey-i, Stanwell north area profile

¹⁹ Airports Commission, Local economy assessment, 2014

²⁰ Spelthorne borough council, 'Local Economic Assessment, 2016

²¹ Heathrow, Heathrow employment survey, 2013

²² Heathrow, Community investment programme, 2014

²³ Grayling T, Institute for Public Policy Research, Streets ahead : safe and liveable streets for children, London : IPPR, 2002

secured the full 25% of local contribution required. All other sources of funding have been utilised to their maximum.
10. Information by reference to a project plan and project management arrangements that the proposal is deliverable.
See Annex 2 (governance structure chart) and Annex 3 (Delivery and spend management programme) attached. The project has strong governance and project management arrangements which reflects the County Council's approach to all comparable transport projects.
11. Explain how any on-going maintenance costs will be met.
Wider Staines STP is a capital infrastructure project. The cost for ongoing maintenance of the constructed assets will be absorbed by the Surrey County Council highway maintenance contract.
12. Do you consider there are specific policies, strategies, priorities or initiatives of either Spelthorne Borough Council or Surrey County Council that this scheme may assist in implementing? If so, please explain what they are.
<ul style="list-style-type: none"> • Spelthorne Borough Council – Core Strategy and Policies Development Plan Document – Feb 2009 <ul style="list-style-type: none"> ○ Policy SP7 (c) – encourages non car based travel ○ Policy CC2 – sustainable travel ○ Policy CC4 – non car access to Heathrow ○ Policy SP6 (b) – improving air quality in the Borough ○ Policy EN3 (a) – air quality – encourage non car based travel ○ Policy SP4 Town Centres – improved access ○ Policy TC (b) – Staines Town Centre – improve accessibility by public transport and non-car modes • Spelthorne Economic Strategy 2013-2016 (Spelthorne BC, Dec 2013) • Draft Spelthorne Economic Strategy 2017-2023 (Spelthorne BC, Feb 2017) including: <ul style="list-style-type: none"> ○ Action A2: Measures/approaches to maintain growth capacity in economic centres of Staines upon Thames and Stanwell (Clare Road). ○ Action A6a: Proactively with landowners to implement Former Majestic House development. ○ Action A28: Work with SCC, Heathrow Airport Limited & bus operators to secure completion of the Wider Staines STP ○ Action A30: Support measures to reduce local congestion improvements to support including modal shift to walking, cycling and bus usage. • Local Transport Plan 3 2011-2026 (Surrey County Council, 2014) including: <ul style="list-style-type: none"> ○ LTP3 Air Quality Strategy ○ LTP3 Congestion Strategy ○ LTP3 Surrey Cycling Strategy ○ LTP3 Local Bus Strategy ○ LTP3 Climate Change Strategy • Surrey Connects Action Plan 2012-2015 (Surrey Connects, 2011) <p>A six week public consultation to gauge public support and to gather feedback on the proposals was conducted in April-May 2016. The consultation demonstrated that overall the public were supportive of the proposals and felt that they would benefit from the project. Groups engaged with as part of the consultation included; Spelthorne Committee for Access</p>

Now and Disability Alliance North Surrey. The public consultation analysis report is attached as Annex 4.

Signature:

Date:

Annex 1: Breakdown of s106 funding contributions

Planning Application Number	Description of development	Amount of S106 available
08/0361	Stanwell New Start Phaes 2,3 and 4: Land Fronting And Located Between Explorer Avenue, Holywell Way, Long Lane, And Mulberry Avenue, Stanwell - outline planning residential development	£ 107,190.06
09/0194	Tesco Supermarket, Town Lane, Stanwell - Extension and refurbishment of existing store, revised landscaping, car parking arrangements and highway works.	£ 96,000.00
10/0362	Development Site At The Crooked Billet Public House, 163 London Road, Staines Redevelopment of the site to provide 29 no. flats (6 no. 1-bedroom, 21 no. 2-bedroom and 2 no. 3-bedroom), formation of new access to Billet Road, closure of existing access, provision of associated parking and landscaping	£ 9,993.79
SP/13/0451	Mcdonalds	£ 50,000.00
98/00628/FUL	Unit S1a Mustard Mill Road Staines Surrey TW18 4WB - Two Rivers Staines	£ 35,000.00
	Spelthorne RTPI - part of wider scheme. Date of deposit May 2007.	£ 25,000.00
	Total S106 contributions for Staines STP	£ 323,183.85

Annex 2: Governance structure – Staines STP

Appendix 2
Approve

Approval bodies

Department of
Transport/ LEP/ LTB

SCC Cabinet

SCC – Transport &
Environment Cabinet Member

SCC – Transport &
Environment Select Committee

Spelthorne Joint
Committee

SCC – Transport &
Environment Cabinet Member

Major Schemes Steering Board –
Directorate Management Team [DMT]

Major Schemes Programme
Delivery Board

Monitor

Scrutiny

Monitor

Direct

Control

Staines STP Project Board
SCC Transport Policy, Travel &
Transport, Transport Studies, Area
Highways, Road Safety,
Sustainability, Streetworks/Signals
SBC Planning & Housing officer

Member Task Group
Cllr. Harvey (Chair),
Cllr. Coleman, Cllr. Beardsmore,
Spelthorne and Surrey officers

Deliver

Staines STP Delivery
Group

Delivery Group for other
schemes in Spelthorne

Wider Staines STP Programme	Project Programme (August 2016)																																																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51			
	2015/16			2016/17									2017/18									2018/19									2019/20																							
	Quarter 4			Quarter 1			Quarter 2			Quarter 3			Quarter 4			Quarter 1			Quarter 2			Quarter 3			Quarter 4			Quarter 1			Quarter 2			Quarter 3			Quarter 4																	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
Scheme objective																																																						
Public Consultation				Consultation																																																		
Business case development																																																						
Business case submission																																																						
LEP Award																																																						
Section 1; A308 London Road																																																						
Section 2; Rosefield Rd																																																						
Section 3; Stanwell Moor Road																																																						
Section 4; Park Road																																																						
Section 5; Town Lane																																																						
Section 6; Stanwell walking & Bus Corridors																																																						
Scheme expenditure (capital)																																																						
	Quarter 4			Quarter 1			Quarter 2			Quarter 3			Quarter 4			Quarter 1			Quarter 2			Quarter 3			Quarter 4			Quarter 1			Quarter 2			Quarter 3			Quarter 4																	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total		
Section 1; A308 London Road	0	0	0	0	0	0	0	0	0	0	0	0	15	15	15	0	0	0	350	460	135	100																														1090		
Section 2; Rosefield Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	23	0	0	0																														25		
Section 3; Stanwell Moor Road	0	0	0	0	0	0	0	0	0	15	15	109	150	13	13	10	0	20	215	220																																780		
Section 4; Park Road	0	0	0	0	0	0	0	0	0	76	50	50	10	250	330	269	0	0	0	0	0	0																														520		
Section 5; Town Lane	0	0	0	0	0	0	0	0	0	76	50	50	10	250	330	269	0	0	0	0	0	0																														1035		
Section 6; Stanwell walking & Bus Corridors	0	0	0	0	0	0	0	0	0	0	10	50	150	150	200	200	95																																			855		
Project Management/supervision/CDM etc (ex design)	0	0	0	0	0	0	20	60	70	70	70	70	70	70	70	70	70	70	55	40	35	15																														645		
Quarter total	0	0	0	0	0	0	96	140	200	369	635	630	852	360	428	520	385	335	0																														4950					
Annual Total	0	96									1344									2270									1240											4950														

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Key
Business Case
Procurement
Mobilise
Consultation
Land Purchase
Design
Delivery
Feasibility

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