



## **OFFICER REPORT TO LOCAL COMMITTEE**

### **Runnymede Local Committee**

#### **Runnymede Major Schemes**

**25 February 2013**

#### **KEY ISSUE**

To update Members on the development of Major Schemes in Runnymede for funding between 2015-19.

#### **SUMMARY**

Congestion hotspots present a significant barrier to businesses across Surrey making journey times less reliable and making businesses less likely to either locate or grow their operations in Surrey. The Major Schemes Programme agreed by the County Council includes two schemes in Runnymede that are about alleviating congestion either directly by improving key junctions and/or indirectly by providing suitable alternatives to travelling by car. The two schemes in Runnymede are the Egham Sustainable Package and the Runnymede Roundabout. These are set out in the factbook sheets in Annex A.

**This report is for information only.**

## 1 INTRODUCTION AND BACKGROUND

- 1.1 The County Council agreed its Major Schemes Programme in December 2012. The programme revised the previous programme that was in place since 2008. The early programme consists mainly of schemes valued at over £2 million and less than £5 million for projects to be delivered between 2015 and 2019, this being the period of the Government's next spending review.
- 1.2 Much larger major schemes that were previously in the major schemes programme have been retained in the post 2019 programme.
- 1.3 The above programmes i.e. 2015-19 and post 2019 will be reviewed every two years as a minimum. However, at any time the programme remains a snapshot of the possible schemes being considered. This is subject to amendment within this two year period by the Cabinet if the need arises.
- 1.4 The main source of funding that these schemes can access is via the Enterprise M3 Local Transport Body (EM3 LTB) that is currently being set up and is expected to be fully operational by July 2013. The EM3 LTB is run by a Board made up of Surrey County Council, Hampshire County Council and the Enterprise M3 Local Enterprise Partnership. Other stakeholders will also be invited as non voting members.
- 1.5 In January 2013 the Government announced that the indicative funding for the EM3 LTB as a whole would be circa £36 million over 4 years, i.e. £9 million per annum. The EM3 LTB should also plan to accept either a third more or a third less funding over the spending period. If the above funding was divided up on a per capita share with Hampshire County Council, which would be based on population. Surrey could expect an indicative allocation of circa £5 million per annum. However, it should be stressed that this is only a guide and a methodology for allocating funds has yet to be decided by the EM3 LTB.

## 2 ANALYSIS

- In developing the major schemes programme the following criteria were used to develop schemes that could secure funding via the EM3 LTB. This included:-
  - Reducing congestion and boosting growth.
  - Promoting smaller schemes that could reasonably be funded with the money allocated to Local Transport Bodies.
  - Developing schemes that have high deliverability in the period 2015-19.

- 2.1 On this basis the two schemes have been included in the Runnymede Area. These schemes are Runnymede Roundabout and Egham Sustainable Package, described in Annex A.

### **3 OPTIONS**

- 3.1 Cabinet has agreed to support the development of the above mentioned schemes in the Runnymede area as part of the 2015-19 programme. Scheme options and the preferred option will be developed as part of the business case, that is expected to be submitted in early Spring 2014 provided that the initial go-ahead is given by the EM3 LTB in July 2013.

### **4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 4.1 A detailed business case for the schemes that are being promoted will need to be submitted and approved by the EM3 LTB to access funding. A key part of the economic case for each scheme sets out the value for money achieved through the calculation of a benefit cost ratio. A minimum benefit cost ratio of 2 is required for funding to be accessed.

### **5 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

### **6 CRIME AND DISORDER IMPLICATIONS**

- 6.1 A well ordered highway network can contribute to reducing crime and disorder.

### **7 WHAT HAPPENS NEXT**

- 7.1 Work has commenced on developing the Runnymede Roundabout scheme. This scheme forms part of a list of transport schemes agreed by the County Council that will be submitted to the EM3 Transport Body in July 2013 when the organisation is formally set up.
- 7.2 A detailed business case for the scheme is expected to be submitted in early spring 2014.
- 7.3 The indicative construction start date would be during 2015/16.
- 7.4 The indicative start date for the Egham Sustainable Package is during 2016/17.

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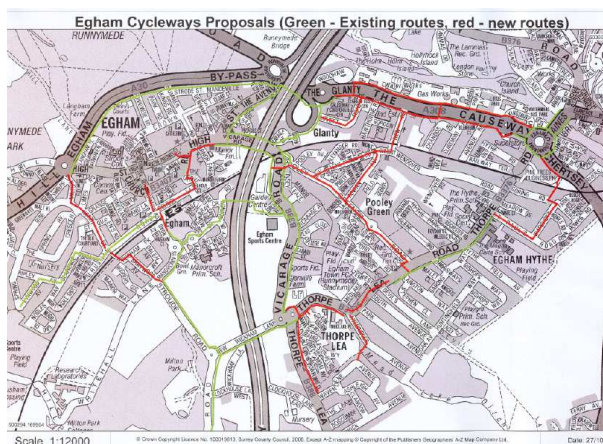
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# Annex A - Egham Sustainable Transport Package

Version: 1 [4.1.2013]

**Borough:** Runnymede, extending into Spelthorne, Elmbridge, Slough, Windsor and Maidenhead and Hillingdon.

**Divisional Member:** Mrs Yvonna Lay- Egham



**Project proposal:**

This is a package of sustainable transport measures comprising cycling & walking measures, concentrating on railway line crossing points that could be crossed easily by walking or cycling, and improved bus priority. The cycling and walking proposals include:

- New Toucan crossings
- A new link to a cycle track
- Conversion of four footways to shared use
- Conversion of a cycle track
- Conversion of road cushions to speed tables
- Cycle route signing throughout Egham, and
- Cycle storage improvements at Egham Station

The bus priority proposals include bus infrastructure improvements to bus routes 51, 71 and 441, including:

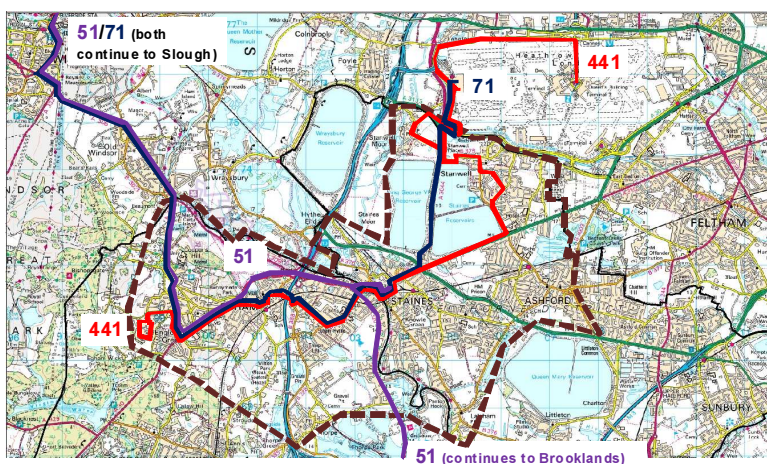
- Road alignment changes to reduce bus delays
- Intelligent bus priority
- Bus stop cage markings at all on-road bus stops
- Better enforcement of waiting restrictions
- Carriageway relining to allow buses easier movement through junctions

**Outline Strategic Case:**

Egham Sustainable Package would provide sustainable transport capacity helping to tackle congestion, bring forward planned development opportunities and unlock the economic potential of the area.

The bus priority proposals have been estimated to bring about a modal shift of 0.8%, reducing traffic volumes and supporting economic growth. They have been estimated to reduce carbon emissions by 120 tonnes CO2 per annum, at a carbon saving of £6,500 per annum.

Bus Priority Proposals: Geographic scope and bus routes included



**Indicative timescales:**

Start date: 2016

**Project links:** Runnymede Roundabout

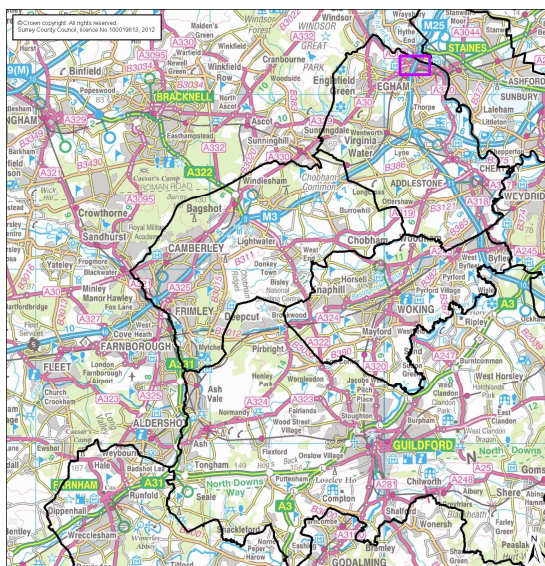
--- Scheme area boundary



# Annex A - Runnymede Roundabout

**Borough:** Runnymede  
Egham ▲

**Divisional Member:** Mrs Yvonna Lay



**Project proposal:**

The roundabout serves as the access and egress onto the M25 motorway (Junction 13) which many local residents and businesses use to access not only the wider strategic highway network, but more especially Heathrow Airport.

Runnymede Roundabout is a five-armed roundabout connected to Windsor to the northwest via the A308 Windsor Road, to nearby Staines-upon-Thames via the A308 The Causeway to the east, and to Bagshot and Camberley to the southwest via the A30, as well as to the M25. The Causeway is a commercial area terminating at Staines Bridge which is the key entry point into the vibrant Staines-upon-Thames.

**Cost:** £5m  
**Funding:** EM3 Local Transport Body

The proposals are to:

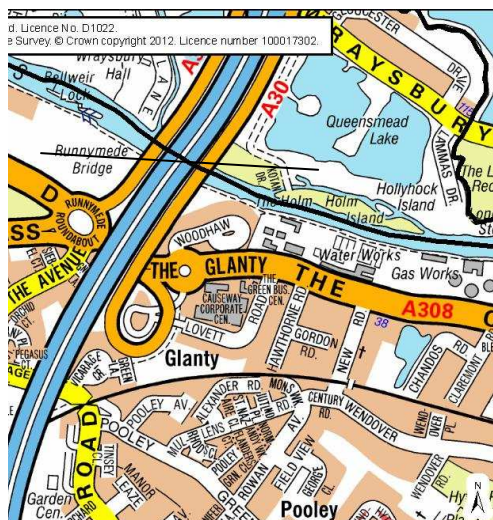
- Convert the roundabout to signal control
- Widen the circulatory carriageway and approach lanes
- Provide enhanced pedestrian & off-road cycle facilities
- Provide more direct routes, and
- Improve access to Egham High Street.

**Outline Strategic Case:**

The attractive environment, ease of communication and proximity to Heathrow Airport attracts businesses to the area. Runnymede has the highest average commercial rateable value in Surrey and it is essential that major key employers to be retained, in a commercial environment that facilitates global re-location when the environment is perceived to be more advantageous.

The proposed new layout and traffic signal control will provide significantly improved traffic management and allow traffic flows to be more efficiently controlled.

The proposed roundabout improvements will dramatically reduce waiting times at peak periods and encourage retention of existing businesses and attracting new development and commercial occupiers, supporting local economic growth and job creation.



**Timescales:**  
Start date: 2015

**Project links:** Egham Sustainable Transport Package