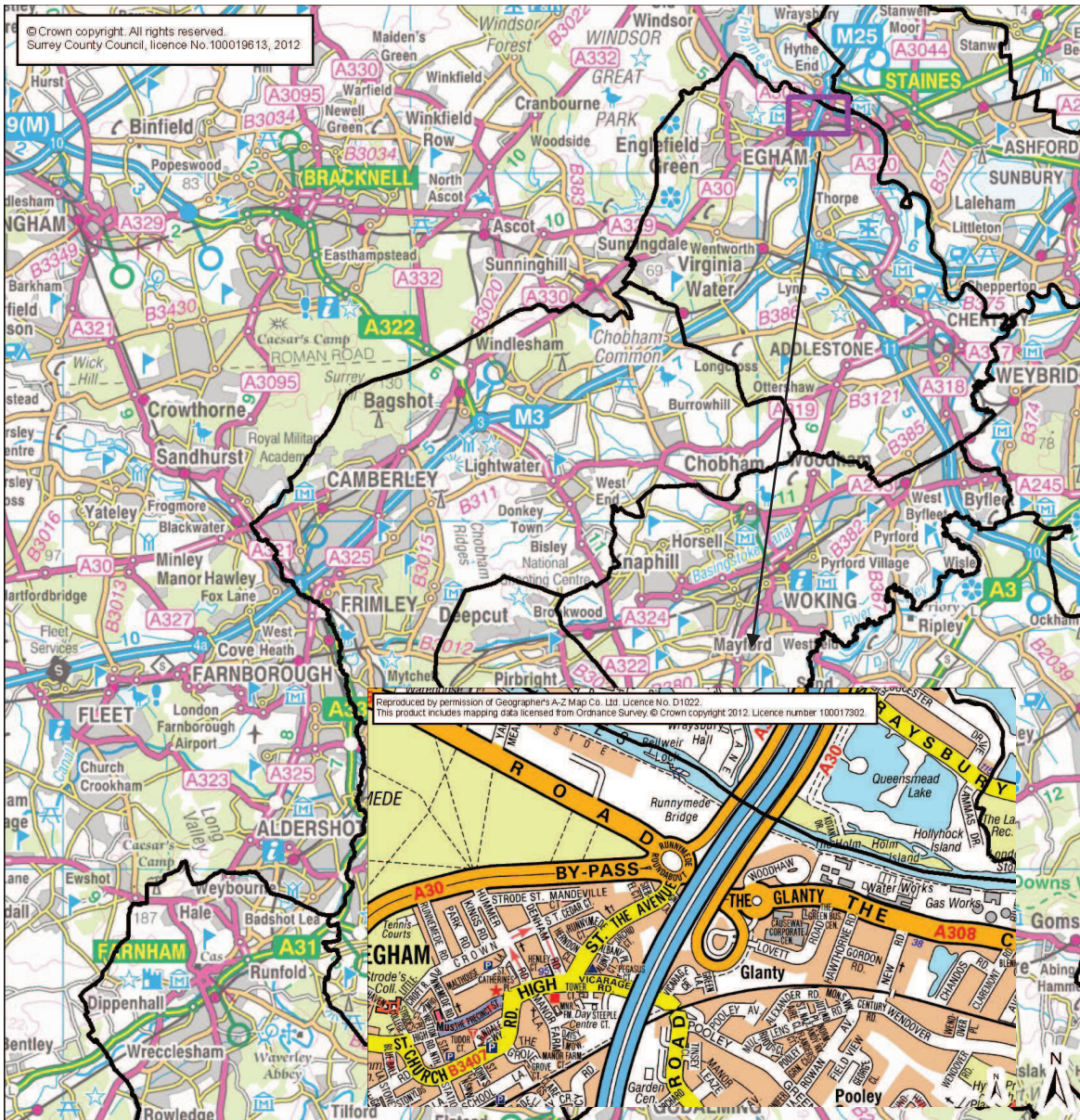




Enterprise M3 Local Transport Body Application Form

LTA/Proposer:	Surrey County Council	Scheme name & (District/Borough):	Runnymede Roundabout, Runnymede
Contact details:	Lyndon Mendes Lyndon.mendes@surreycc.gov.uk	Partners (in joint submissions):	Runnymede Borough Council
WHAT & WHERE – Outline description & maps			
<p>The scheme has a strategic location, with immediate connections to M25 (Junction 13), Heathrow Airport, Staines-upon-Thames, Egham and Windsor. Roads connected to the roundabout experience traffic bottlenecks at peak times.</p> <p>Enhancements to its layout and addition of signalling will significantly improve traffic management and dramatically reduce waiting times at peak periods. Additionally, it will significantly improve accessibility for pedestrians and cyclists to the neighbouring areas and River Thames. The proposed traffic measures are expected to contribute to retention of existing businesses, whilst attracting new development, thereby contributing to local economic growth and job creation.</p> <p>The scheme complements the proposals for the scheme – Egham Sustainable Transport Package.</p>			

Maps



HOW MUCH & WHEN – Estimated construction costs and construction timetable

Est. Costs:	£4.8m	Start construction by:	2015
Funding expectations:	Funding of scheme is expected from the following sources: <ul style="list-style-type: none"> • Grant from Enterprise M3 LTB; • £348,000 S106 funds secured subject to development going ahead; • Potential Community Infrastructure Levy (CIL) funding. 		

WHY IT SHOULD BE FUNDED	
Summary of the Key Scheme Benefits	
<ul style="list-style-type: none"> • The scheme score, based on key EAST criteria has been assessed by SCC as 21 (out of 25). The expected benefit to cost ratio (BCR) is judged high and estimated as >2. • The area contributed GVA of £3.7 billion in 2011. • The scheme is in a strategic location, adjacent to M25, close to Heathrow Airport and in the vicinity of several international businesses in Egham, Staines and Windsor, and Royal Holloway University. • The alleviation of congestion and delays via the proposed scheme is expected to reduce journey time and cost of travel, improve overall journey reliability, reduce anxiety about potential accidents, whilst facilitating the retention of existing businesses in the area. • The scheme is expected to contribute to attracting more employment to the surrounding areas, with an estimated 2,500 – 3,000 jobs, based on office space development approximating 65,885 sqm; up to 660 housing units over the next 15 years; resulting in GVA increase from £21,500 to £22,500. • The scheme will also improve access for pedestrian and cyclists to River Thames and to the surrounding areas. 	
Outline business case of key criteria (based on DfT's EAST approach) (maximum score = 5 per criteria)	
<p>Expected economic benefits (transport and scheme related):</p> <p>To consider:</p> <ul style="list-style-type: none"> • BCR (if known) • Expected impact on journey times and reliability • Expected impact on cost of travel • Expected impact on accidents • Valuing public realm 	<p>(Scheme Score = 4)</p> <ul style="list-style-type: none"> • BCR is expected to be >2. • Expected to reduce journey times by at least 90 seconds and improve overall journey time reliability. • Expected to reduce cost of travel by 1-5%. • Expected to reduce accidents through signalisation, in addition to considerably reducing pedestrians and cyclists anxiety about potential accidents.
<p>Expected economic benefits (economic growth):</p> <p>To consider:</p> <ul style="list-style-type: none"> • Support for retention of jobs • Contribution to GVA • Encouragement of new businesses • Expected jobs created • Expected housing delivered 	<p>(Scheme Score = 5)</p> <p>The area contributed GVA of £3.7 billion in 2011.</p> <ul style="list-style-type: none"> • The scheme will help to retain existing employers. Some high calibre companies located in the vicinity include Procter & Gamble, Belron International (parent company of Autoglass), Kerry Foods, Gartner Group, Research in Motion, Future Electronics, Fujitsu Services Ltd, BUPA and Centrica; in addition to large number of SMEs. The roundabout improvement would assist these companies to maintain and attract suitably qualified staff and up-skill their workforce. • Up to an estimated 2,500-3,000 jobs locally. The construction of the scheme could directly deliver up to around 30 jobs. Developments with planning permission would provide approximately 1,900 new jobs, if built.

	<ul style="list-style-type: none"> • Expected to increase GVA per head from £21,500 to £22,500 through increased productivity and focus on businesses in high value added sectors, in line with the LEP's strategy for growth. • The EM3 Commercial Property Market Study identified that 3 of the 8 key market ready sites are located in nearby Staines-upon-Thames: <ol style="list-style-type: none"> 1. Opus 1, Lovett Road 2. Staines Central, London Road 3. Majestic House, High Street • Novartis and nearby Royal Holloway School of Biological Sciences has an established international reputation for a range of health-related research. • Expected employment floorspace to be brought forward • Office developments of 5,853sqm, 10,990sqm and 6,400sqm on the Causeway, totalling 23,243sqm. Also potentially 5,582sqm, 7,457sqm and 29,603sqm in Staines, totalling 42,642sqm. • Up to 660 homes over the next 15 years. The scheme would help empty properties brought into use by providing housing for potential staff wishing to locate close to future employment opportunities.
<p>Social Distributional Impact: To consider:</p> <ul style="list-style-type: none"> • Expected regeneration & deprivation impact • Expected impact on severance, physical activity, accessibility 	<p>(Scheme Score = 4)</p> <ul style="list-style-type: none"> • Scheme improves access to Egham High Street, promoting town centre vitality. This is expected to have positive impact and outcomes for the borough, which is ranked 3rd highest on 'Index of multiple deprivation' and 4th highest for NEETS - in the Surrey EM3 LEP area. • Toucan crossings will enable pedestrians & cyclists to cross the road more easily. • It should encourage more cycling and walking, as the district is ranked 2nd highest in the Surrey EM3 LEP area for residents who walk and cycle. This measure will therefore reduce severance and enhance physical activity.
<p>Environmental impact: To consider:</p> <ul style="list-style-type: none"> • Expected impact on carbon emissions • Expected impact on air quality • Expected impact on noise/natural and urban environment 	<p>(Scheme Score = 3)</p> <ul style="list-style-type: none"> • Expected to reduce fuel consumption and emissions through improved capacity. • Construction will use lower CO₂ options under Surrey County Council's Sustainability Action Plan, which sets out a carbon neutral approach to our highway operations. • The reduction in congestion at Runnymede Roundabout would deliver a reduction in carbon emissions and improvements to air quality. The carbon saving has not been quantified but would represent a monetary benefit. The improvements to air quality would contribute towards

	<p>improved health among those living and working in the vicinity, which could be an economic benefit in terms of reduced demand on the health services and less working time lost.</p> <ul style="list-style-type: none"> • Improvements to cycle and pedestrian access will contribute toward modal shift which further reduces carbon emissions, improves air quality and contributes to improved health. • Air quality not assessed but expected to be slight to moderate beneficial. • Noise/natural & urban environment not assessed but expected to be neutral to slight beneficial. • Improvements to cycle and pedestrian access will contribute toward modal shift which further reduces carbon emissions, improves air quality and contributes to improved health. • Construction will use lower CO2 options under Surrey County Council's Sustainability Action Plan, which sets out a carbon neutral approach to our highway operations.
<p>Scheme feasibility and deliverability: To consider:</p> <ul style="list-style-type: none"> • State of scheme – feasibility detailed design • Scheme within the public highway • If land is required, is this secured • Public acceptability of scheme (if known) • Risks to deliverability (if known) 	<p>(Scheme Score = 5)</p> <ul style="list-style-type: none"> • Feasibility/outline design has been undertaken for scheme. • Consultation on preferred option is planned with stakeholders. • Public acceptability of scheme is high, following a residents survey undertaken by Runnymede Council – as it improves access for residents, whilst reducing potential accident anxieties through signalisation. • The scheme is contained within public highway (County or Highways Agency) and no additional land is required. • There are no significant risks to deliverability of scheme, as no issues or objections have been raised.
<p>Links to policy support To consider:</p> <ul style="list-style-type: none"> • Local Transport Plan • District/Borough Local Plans • LEP Strategy for Growth • Other relevant policies 	<p>(Scheme Score = 5)</p> <ul style="list-style-type: none"> • The Surrey Transport Plan is being updated to include Runnymede Roundabout Major Scheme. • The scheme is in the Surrey Future Congestion Programme. • The scheme supports the Surrey Transport Plan Objective for Safe transport: 'To improve road safety and the security of the travelling public in Surrey'. • The scheme is in the pre-submission draft Local Plan Core Strategy document. It is also included in the Surrey Future Congestion Programme.

ITEM 9

	<ul style="list-style-type: none"> • Runnymede’s Sustainable Community Strategy has a main theme ‘An Environment to be Proud of’. A sub-text to this is Keeping Runnymede Moving, which encourages modal shift and seeking key improvements to our roads. The Runnymede roundabout is cited as such a key improvement. • The Runnymede Business Partnership has a particular focus on these issues and is also a strong supporter of implementation of this scheme. • The objectives of the scheme closely mirror the Enterprise M3 Vision to be ‘One of the premier locations in the country for enterprise and economic growth, with an excellent environment and quality of life’. • It contributes to the LEP’s strategy for growth, through increasing GVA, enhancing employment and attracting more businesses to the area.
<p>Local Indicators¹: To consider:</p> <ul style="list-style-type: none"> • Any key aspects of these indicators 	<p>The following local indicators are of significance for the Borough. The ranking reflects the relative position across Surrey districts (with major schemes), within EM3 LEP area only:</p> <ul style="list-style-type: none"> • Number of jobs - workplace base (2nd highest) • NEETS (as at July 2012) (4th highest) • % Walking and Cycling (2nd highest) • Congestion (4th highest) • Index of Multiple Deprivation (3rd highest)
SCORE SUMMARY	
Primary: Key criteria score (max 25)	21
<p>The ‘key criteria score’ is the Primary score and is to be used in relative ranking of schemes for funding considerations.</p>	
Secondary: Policy linkage score (max 5)	5
<p>The ‘policy linkage score’ is Secondary and is to be used in deciding between schemes with equivalent ‘key criteria score’.</p>	

¹ A basket of 15 indicators, encompassing **Economic Growth** indicators, **Transport Effects** indicators and **Regeneration Impact** indicators, that collectively describes a Borough/District. The underlying data for these indicators has been sourced from the following – www.nomisweb.co.uk/default.asp; www.ons.gov.uk/ons/; www.gov.uk/government/publications/english-indices-of-deprivation-2010; Census 2011; Office of Rail Regulator 2009/2010 data; Borough/District Core Strategies documents; Surrey CC datasets.