

Summary of Representations for the draft 2025 CIL Funding Programme Public Consultation and officer recommendations (September 2025)

Name + Organisation (if applicable)	Summary of Representation	Officer Response	Amend draft CFP?
Surrey Police	Agrees that the projects on the draft CFP should receive strategic CIL funds. The identified projects would all provide improved or new infrastructure which is required as a direct consequence of development needs. The projects also deliver various economic, environmental and social benefits to the wider community.	Support noted.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds as they appear to benefit the broader community.	Support noted.	No
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds. Would prefer that funding is directed towards addressing student parking issues in the Englefield Green area such as double yellow lines on the bends of Larchwood Drive.	There may be future opportunities to improve the transport infrastructure of this area, for example through Surrey County Council's Local Street Improvement Programme (for which there are zones in Englefield Green identified); or through Runnymede Borough Council's revisions to the Parking Supplementary Planning Document. These projects are not ready for delivery as part of this year's strategic CIL Funding Programme, however, the Planning Policy Team notes that parking issues are important to the Englefield Green community and will continue to work with stakeholders to identify solutions.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds. Emphasises that the wayfinding should be designed to be in keeping with Addlestone and Egham's character. Is of the view that in Chertsey, the new signs are of poor quality (too plastic) and have replaced historic wayfinding signs that were in keeping with the town's heritage.	This feedback is noted and will be shared with the lead officer for the wayfinding project.	No

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Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds.	Support noted.	No
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds. Believes the programme is a waste of £8.5m as it contains nothing of use to cope with the growing number of people in the area, referencing Chertsey in particular.	Whilst the projects identified in the draft CFP won't address all of the area's infrastructure needs, the projects recommended for CIL allocation this year are intended to deliver infrastructure which will contribute towards meeting these needs. The Council continues to work with infrastructure providers to identify other projects which may attract developer contributions in the future which can address infrastructure needs. It is recognised that Chertsey has experienced a large volume of growth relative to other areas of the Borough, and Chertsey now has a substantial Neighbourhood CIL Fund which will be allocated to projects which will specifically address needs in this area – funding decisions will be made later this year.	No
Private individual	ANPR cameras should not be funded through the CFP - they do nothing to stop knife crime, antisocial behaviour and dangerous use of illegal electric two-wheelers or the myriads of other crimes committed by individuals on foot. More should be done to improve the Borough's green spaces which need attention, all of which enhance wellbeing.	Surrey Police have invested heavily in Automatic Number Plate Recognition (ANPR) technology in the last ten years following a strategic assessment of crime pattern analysis. The analysis conducted concluded that over 50% of crime within the county is carried out by the travelling criminal targeting areas using the arterial routes through the county. As a result, funding was made available to start the process of installing ANPR cameras around the county based upon the statistics provided. Due to insufficient funds, there has been a lack of ANPR infrastructure	No

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		delivery in Runnymede, despite an identified need for ANPR coverage, and despite experiencing growth from development over the last 10 years. Strategic CIL has therefore been applied for to deliver this infrastructure as one tool of many to support policing within the Borough. Officers agree that improvements to green spaces are required to help meet needs generated by new development. It is anticipated that the Neighbourhood CIL Fund will be the primary source of funding to improve green spaces across the Borough to accommodate growth needs. Officers have been working with local councillors and community groups to identify deliverable projects, and funding decisions will be made later this year.	
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds. More residents mean more facilities are needed, not less. Believes everything is being cut to the bare bones now.	Support noted.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds.	Support noted.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds, particularly to improve cycling infrastructure as not much progress has been made on this. Necessary to make roads safer to enable people to cycle and be healthier.	Support noted.	No
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds. Would prefer to see funds spent on a	The LCWIP will be delivered in several tranches, with strategic CIL funding recommended for the first tranche of priority routes. This is likely to include	No

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	safer pedestrian crossing over the Egham A30 bypass; more allotments; more trees in Egham town; safer cycle routes.	improvements to the A30 Egham bypass and will improve pedestrian and cycling infrastructure at several priority locations across the Borough. Additional infrastructure improvements will be made at other locations in the longer-term. Support for improving allotment provision and tree planting is noted, and there may be opportunities to use Neighbourhood CIL Funds for this in the future (rather than Strategic CIL Funds, where projects need to be more strategic in nature), should there be local consensus that these types of projects are a priority in Egham.	
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds. ANPR should be delivered as part of the police estate. Road improvements just lead to long delays and then worse roads. Would prefer to see CIL spent on public transport i.e. reliable train and bus services.	ANPR infrastructure is necessary because new housing and commercial development has caused additional demand for this type of infrastructure – it will help the service police additional areas of the Borough to deal with the likely form, scale and intensity of incidents that new development generates. There are insufficient alternative sources of funding (national and local) to provide this infrastructure. Whilst improvements to the transport network may cause delays in the short-term, in the longer-term the LCWIP and other active travel projects aim to create additional capacity on the road network by encouraging an uptake in cycling and walking, and thus reduce congestion. Officers agree that public transport infrastructure also requires improvement to meet development needs – as identified in evidence base of the Local Plan. The Council will continue to engage with	No

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		Network Rail, South Western Railway, bus operators and Surrey County Council to identify potential projects which could benefit from strategic and neighbourhood CIL funding in future rounds.	
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds, but would have welcomed more projects which help improve the infrastructure of Chertsey, which has recently lost out on a funding opportunity.	It is recognised that Chertsey has experienced a large volume of growth relative to other areas of the Borough. There are several projects identified in the Local Plan evidence base (the 'Infrastructure Delivery Schedule') which are located in Chertsey to help accommodate this growth, for example, improved health facilities, play space and open spaces. Chertsey now has a substantial Neighbourhood CIL Fund which will be allocated to projects which will specifically address needs in this area – funding decisions will be made later this year. More strategic projects can also come forward as part of future strategic CIL bidding rounds, as the Council continues to engage with infrastructure providers on delivery.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds.	Support noted.	No
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds because they adversely target the motorist.	By encouraging more walking, cycling and improving access to public transport, the projects ultimately aim to help reduce congestion, which will benefit private vehicle users.	No
Private individual	Agrees that the EV patrol car project should not be allocated strategic CIL funding as considers this to have no real benefit to the local community. Strongly supports infrastructure improvements in Ottershaw, which is undergoing immense	It is recognised that Ottershaw has experienced growth in recent years - this has resulted in a substantial Neighbourhood CIL Fund available to be	No

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	change (including a changing landscape), particularly due to the A320 works. CIL funding should be used to improve wellbeing here; create better and safer access to Chertsey, Addlestone and Ottershaw (e.g. improving public footpaths serving land to the north of Murray Road). Improve crossing points on Murray Road, which are currently very poor and unsafe. Queries how the CIL contributions from the Ottershaw East development are to be spent mitigating impacts of development in Ottershaw.	spent in collaboration with the local community. This is a separate process to that of the Strategic CIL Fund, and officers and local councillors are currently working with the local community to identify infrastructure projects in Ottershaw which can benefit from neighbourhood CIL funding.	
Private individual	Agrees to some extent that the projects on the draft CFP receive strategic CIL funding. Would have welcomed further detail on each project to make an informed decision. Most strongly supports the LCWIP which believes will make the most impact – particularly if the A30 can be made safer for cyclists and pedestrians (as a cyclist along this route, stresses how hostile it is to active travel users). In particular, if more pedestrian crossings could be made across the Egham bypass, this would enable Egham residents to make more use of the historic Runnymede area; and if car speeds were reduced, either by reducing the speed limit or traffic calming measures (e.g. rumble strips) this would make crossing much less dangerous and walking / cycling near the road less dangerous. Would like to see infrastructure improved at the Tite Hill / A30 / High Street roundabout, where it is difficult as a pedestrian to cross any of the roads off this roundabout safely, and where drivers struggle to enter the roundabout safely. The raised nature of the roundabout reduces visibility for cars and pedestrians too. Has witnessed a number of incidents here. Has calculated that reducing the speed limit by 20mph would only add around 15 seconds onto the journey along the bypass, which is a minor inconvenience considering the injuries and deaths it would avoid. Suggests an additional project should be funded: create a short pedestrian path segregated from the A30 in the field between Maranello's garage and Cooper's Hill Lane, allowing	Support for the projects is noted, particularly the LCWIP. Surrey County Council is aware of the strength of support for a pedestrian crossing across the A30 Egham bypass, but these comments will be shared with the project team. The Borough's transport network has been analysed in detail as part of the LCWIP work, with priority routes identified against a set of criteria. Improvements at the A30 Egham bypass are included in the priority tranche of projects which will help make this area safer for active travel users. Additional project ideas are noted will be considered in future updates to the Infrastructure Delivery Schedule (IDS).	No

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	pleasant access to Runnymede instead of the current unpleasant narrow pavement with 2 lanes of traffic zooming by at speed.		
Sustainable Places Team, Environment Agency	The EA has no comments but expected the River Thames Scheme project team to submit comments separately.	Noted.	
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds – there is too much allocated to Addlestone – it is time that Chertsey benefitted from infrastructure improvements and funding.	It is recognised that Chertsey has experienced a large volume of growth relative to other areas of the Borough. There are several projects identified in the Local Plan evidence base (the 'Infrastructure Delivery Schedule') which are located in Chertsey to help accommodate this growth, for example, improved health facilities, play space and open spaces. Chertsey now has a substantial Neighbourhood CIL Fund which will be allocated to projects which will specifically address needs in this area – funding decisions will be made later this year. More strategic projects can also come forward as part of future strategic CIL bidding rounds, as the Council continues to engage with infrastructure providers on delivery.	No
Private individual	Could not see the draft CFP projects and therefore couldn't make comments.	Officers will ensure the information on the website is more accessible in future rounds of consultation.	No
Surrey County Council	Agrees that the projects on the draft CFP should receive strategic CIL funds. Particularly supportive of CIL funding for the development of the pedestrian wayfinding schemes for Addlestone and Egham. Pedestrian wayfinding schemes communicate the full breadth of offer within a town centre. They can visually represent the areas that are out of site and	Support noted.	No

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	encourage the development of mental maps. This encourages exploration, greater use of services and increased dwell times adding value and enriching the user experience.		
Private individual	Mostly agrees that the projects on the draft CFP should receive strategic CIL funds, particularly with ANPR infrastructure. Concerned that improvements to the Depot may be premature given the new unitary arrangements may make the use of this building redundant. Additional projects to consider include: upgrading the play areas for children of all ages in the Heathervale Recreation Ground and Woodham Open Space (Amis Avenue) areas in New Haw. Provision at Woodham Open Space is lacking replaced a range of equipment with some very basic equipment only suitable for very small children. At Heathervale, funds could be used to install the long-awaited Skate Park and replace the disused splash pool with a safe water fountain play area.	Support noted. For projects which do not have as much strategic impact, but rather address development impacts at a neighbourhood scale such as New Haw, use of the Neighbourhood CIL Funds should be considered. The expenditure of the neighbourhood CIL portion is a separate process, but officers and local councillors are currently engaging with local communities to identify potential projects. These suggestions are noted.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds. Residents need better cycle infrastructure – more cycle paths and cycle parking provision.	Support noted.	No
Private individual	Disagrees that the projects on the draft CFP should receive strategic CIL funds. No reasons given.	Noted.	No
Private individual	Agrees that the projects on the draft CFP should receive strategic CIL funds.	Support noted.	No
Private individual	Neither agrees nor disagrees that the projects on the draft CFP should receive strategic CIL funds, but the Staines-upon-Thames area (TW18 3LP postcode) seems to lack attention.	This area – to the north of Egham Hythe – would experience benefits from two of the recommended shortlisted projects which identify active travel improvements in the Egham area.	No
The Chertsey Society	Supportive of some of the proposals – particularly Ford Road Depot improvements – but less convinced by some of the LCWIP priority routes which have been identified. Particularly concerned that the River Thames Scheme is being postponed since it will provide much protection for Chertsey from flooding	Support noted. Surrey County Council plans to regularly develop and review LCWIPs across the county, and will deliver infrastructure improvements in tranches. The first tranche of priority routes has been	No

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	of the River Bourne, which occurs at around 10-yearly intervals. Funding should be used to refurbish the sports pavilion on Abbey Fields in Chertsey.	carefully selected based on a number of criteria, but there will be more opportunities to engage with LCWIP development to identify the next tranche of routes in the future. The importance of the River Thames Scheme to the local community is recognised – the Council has not ruled out making a strategic CIL contribution, but requires more information as the project continues to develop in order to allocate funds. A decision on funding this particular project has therefore been deferred to a future funding round.	
Egham Residents Association (ERA)	The ERA supports the wayfinding, LCWIP and other projects, but opposes S25.06-09, and does not support the inclusion of the Surrey & Sussex Police projects and Ford Road Depot project on the CFP. Given that residents pay a Police precept as a proportion of their Council Tax, these funds should be used to pay for infrastructure improvements rather than CIL funding. The upgrading of the RBC Ford Road depot does not seem to be a need that results from the recent new developments across the Borough. Rather, it should be funded from funds set aside for maintenance of Borough assets. The ERA strongly opposes the expenditure of CIL on drafting the DCO application for the River Thames Scheme. Several years ago, the Council committed several million pounds in contribution to the RTS, before CIL was available. RBC should adhere to this original plan, and not diminish the CIL funds available for strategic infrastructure to go towards accommodating growth from new development. To help pay for the EA to do work towards submitting an application for the RTS is a long way from being infrastructure which benefits	Support for the projects identified in the comment is noted. Surrey & Sussex Police stressed in their strategic CIL application that the ANPR infrastructure is required as a result of new development, which justifies the use of strategic CIL funds. No other sources of funding are available for the delivery of this infrastructure, so should strategic CIL funds not be allocated to this project, it would not be delivered at all. The Advisory Group members agreed that the refurbishment of the Ford Road Depot be funded primarily from Runnymede Borough Council funds. However, a portion of strategic CIL funding is proposed to fund the proportion of the works which can be attributed to pressures on the infrastructure generated from new development. It is a well-established principle that new development generates pressures on	No

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	Runnymede Borough. The ERA would prefer this application to be rejected, not simply deferred. The ERA supports something similar to improve wayfinding in Addlestone and Egham, as this infrastructure is needed. However, lessons should be learnt from the Chertsey experience, so the project parameters should adapt to this learning. Further consultation along these lines would be a good thing in advance of the project design. The LCWIP (Phase 1. S25.08) has very high priority on ERA's radar. There are several components of the LCWIP which will mitigate the increasing demands put on the area local to Egham, and benefit residents living here as a consequence of recent developments. ERA would particularly like to see construction of a pedestrian crossing point with lights across the A30 Egham Bypass, which has been on the Infrastructure Delivery Schedule for years. We recently supported a petition on this to SCC which had over 300 signatures. There is an ever-increasing demand for use of Runnymede Fields for recreation, especially as new developments are realised locally, yet pedestrians are confronted by a dual carriageway barrier with high-speed traffic which bars their access. For the LCWIP to address this would be just what CIL is for. ERA will suggest projects for strategic CIL expenditure when consulted in the future.	waste and recycling infrastructure, and it is right that developer contributions are used to help mitigate this impact and improve capacity of this infrastructure to meet needs generated by growth. Concerns about using CIL monies for the RTS scheme (and DCO development) are noted and will be considered in future funding rounds. Comments regarding further consultation on designs of the wayfinding infrastructure will also be passed to the project lead. Surrey County Council are aware of the strength of support for a pedestrian crossing across the A30, to access Runnymede Fields, but these comments will be shared with the project team.	
National Highways	Satisfied that the proposed strategic CIL projects will not impact on the national highway network, but would like to continue to be consulted as an infrastructure provider about schemes funded through CIL. Would also like to be consulted on the planning application for Ford Road Depot to assess potential impacts on the strategic road network.	Noted.	No