

Notice of Meeting

Elmbridge Local Committee

Date: Monday, 25 February 2013

Time: 4.00 pm

Place: Council Chamber, Elmbridge Civic Centre, High Street,
Esher, KT10 9SD

Contact: **Cheryl Poole, Community Partnership & Committee
Officer**

Elmbridge Civic Centre, High Street, Esher, KT10 9SD

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Surrey County Council Appointed Members [9]

Mr Mike Bennison, Hinchley Wood, Claygate & Oxshott (Chairman)

Mrs M A Hicks, Hersham (Vice-Chairman)

John V C Butcher, Cobham

Nigel Cooper, East Molesey & Esher

Mr Peter Hickman, The Dittons

Mr Ian R Lake, Weybridge

Mr Ernest Mallett, West Molesey

Mr Tom Phelps-Penry, Walton

Mr Tony Samuels, Walton South and Oatlands

Borough Council Appointed Members [9]

Borough Councillor Barry Fairbank, Long Ditton

Borough Councillor Jan Fuller, Oxshott and Stoke D'Abernon

Borough Councillor Ramon Gray, Weybridge North

Borough Councillor Peter Harman, St George's Hill

Borough Councillor Stuart Hawkins, Walton South

Borough Councillor Neil J Luxton, Walton Central

Borough Councillor Dorothy Mitchell, Cobham and Downside

Borough Councillor John O'Reilly, Hersham South

Borough Councillor Karen Randolph, Thames Ditton

Chief Executive
David McNulty

District / Borough Council Substitutes:

Borough Councillor Elizabeth Cooper, Molesey East
Borough Councillor Ruth Lyon, Thames Ditton
Borough Councillor Ruth Mitchell, Hersham South
Borough Councillor Andrew Davis, Weybridge North
Borough Councillor Chris Sadler, Walton Central
Borough Councillor James Vickers, Oxshott and Stoke D'Abernon

NOTES:

1. Members are reminded that Standing Orders require any Member declaring an interest which is personal and prejudicial to withdraw from the meeting during the discussion of that item, except in the circumstances referred to in Standing Orders. If you have any queries concerning interests, please contact the Community Partnership & Committee Officer.
2. Members are requested to let the Community Partnership & Committee Officer have the wording of any motions and amendments not later than one hour before the start of the meeting.
3. Substitutions (Borough Members only) must be notified to the Community Partnership & Committee Officer by the absent member or group representative at least half an hour in advance of the meeting.

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Cheryl Poole, Community Partnership & Committee Officer on 01372 832606 or write to the Community Partnerships Team at Elmbridge Civic Centre, High Street, Esher, KT10 9SD or cheryl.poole@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 10)

To approve the Minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

5 PETITIONS & LETTERS OF REPRESENTATION

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

5a BURWOOD ROAD, HERSHAM (for decision)

(Pages 11 - 18)

To update the Committee on the investigations carried out, together with the conclusions and recommendations, following the presentation of a petition to the Local Committee on November 19th 2012.

5b LONG DITTON (for decision)

(Pages 19 - 26)

To update the Committee on the investigations carried out, together with the conclusions and recommendations, following the presentation of a petition to the Local Committee on

6 PUBLIC QUESTION TIME

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

7 MEMBER QUESTION TIME

To receive any written questions from Members under Standing Order 47.

8 EIKON CHARITY LOCAL PREVENTION FRAMEWORK PROVIDER (FOR INFORMATION)

To receive a verbal update from the Director of Youth Work, Ben Harman, at The Eikon Charity on the Youth Consortium's progress in delivering the Local Prevention Framework Contract in Elmbridge.

9 SERVICES FOR YOUNG PEOPLE LOCAL PREVENTION COMMISSIONING 2013-2015 (FOR DECISION) (Pages 27 - 38)

To outline the proposed improvements to the Local Prevention Framework and recommend how the local commissioning resource should be targeted.

10 EDUCATION: DATA OVERVIEW OF ACADEMIC PROGRESS IN ELMBRIDGE (FOR INFORMATION) (Pages 39 - 52)

To receive a report providing an overview of education performance across the borough of Elmbridge from Early Years to Key Stage 5, for information only.

11 SURREY FIRE & RESCUE PUBLIC SAFETY ACTION PLAN 2013-16 (FOR INFORMATION) (Pages 53 - 62)

To inform the committee on the items in the next Public Safety Plan Action Plan, covering the period 2013-16.

12 HIGHWAYS UPDATE (FOR DECISION) (Pages 63 - 70)

To update the Committee with progress of the 2012-13 Highways programmes funded by the Local Committee and consider the deadline for indicating priorities for the programme of works for 2013-14.

13 2013 PARKING REVIEW (FOR DECISION) (Pages 71 - 80)

To consider the implementation of new waiting and loading restrictions and amendments to existing restrictions, to address safety issues and parking difficulties, and to consider other

amendments to traffic regulation orders in Elmbridge.

14 BID TO THE DEPARTMENT FOR TRANSPORT FOR CYCLING SAFETY SCHEMES (FOR DECISION) (Pages 81 - 92)

To consider the proposals for an off-road segregated cycling path scheme extending from Walton Bridge through Walton Town Centre and along Terrace Road, subject to the decision of the DfT as to whether to award funding.

15 LOCAL COMMITTEE FUNDING (FOR DECISION) (Pages 93 - 106)

To consider applications for member allocation funding and to note the projects funded in 2012/13.

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DRAFT

Minutes of the meeting of the
Elmbridge Local Committee
 held at 4.00 pm on 19 November 2012
 at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

- * Mr Mike Bennison (Chairman)
- * Mrs M A Hicks (Vice-Chairman)
- * John V C Butcher
- * Nigel Cooper
- * Mr Peter Hickman
- * Mr Ian R Lake
- * Mr Ernest Mallett
- * Mr Tom Phelps-Penry
- * Mr Tony Samuels

Borough / District Members:

- * Borough Councillor Barry Fairbank
- * Borough Councillor Jan Fuller
- * Borough Councillor Ramon Gray
- * Borough Councillor Peter Harman
- * Borough Councillor Stuart Hawkins
- * Borough Councillor Neil J Luxton
- * Borough Councillor Dorothy Mitchell
- * Borough Councillor John O'Reilly
- * Borough Councillor Karen Randolph

40/12 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Dorothy Mitchell.

41/12 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the meeting held on 10 September 2012 were agreed as a correct record, subject to the following amendment:

- Minute item 27, paragraph 3, the first sentence be changed to read:
 "The Divisional Member for Cobham requested that, in future, officers keep him fully informed about any significant developments in his division, in accordance with the Council's Member / Officer protocol".

The minutes of the special meeting held on 27 September 2012 were agreed as a correct record.

42/12 DECLARATIONS OF INTEREST [Item 3]

None.

43/12 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

The Chairman informed the Committee that a new policy concerning the use of A-boards by shops was being drawn up. He stated that he would continue to monitor its development and ensure that it was shared with Members.

The Chairman also stated that he was pleased with some of the data captured as part of a recent resident survey. He encouraged Members to look at the results and suggested that they contact Damian Markland if they would like a copy.

44/12 PETITIONS & LETTERS OF REPRESENTATION [Item 5]

There was one letter of representation and two petitions submitted to the Elmbridge Local Committee.

45/12 LETTER OF REPRESENTATION: REQUEST FOR YELLOW LINES IN GARRICK GARDENS, WEST MOLESEY, TO ADDRESS ANTI-SOCIAL PARKING [Item 5a]

The Committee received a petition signed by 34 residents of Garrick Gardens and Hothan Close, West Molesey, requesting that the Council introduce yellow lines to address anti-social parking.

Mr John Lewis introduced the petition on behalf of residents and explained that during the morning and afternoon school run, many parents were parking and causing obstructions along Garrick Gardens. In particular, parents were routinely parking across driveways, on the zig zags in front of the School's side entrance or in such a way to cause obstruction to parents and children wishing to cross the road. Mr Lewis stated that he and other residents believed that the introduction of yellow lines would help resolve the situation.

The Parking Team Leader, Rikki Hill, explained that he had requested that Garrick Gardens be added to the annual parking review for consideration. The recommendations of the review would be brought back to the Committee in late February for agreement.

A Member stated that whilst he accepted that dealing with the matter via the parking review was the most efficient option, he urged the Committee to consider the matter carefully when the results were brought back to the next meeting.

RESOLVED: That

- i. The letter of representation be noted;
- ii. The content of the report be noted.

46/12 PETITION: REQUEST FOR THE IMPLEMENTATION OF SPEED REDUCTION MEASURES ALONG BURWOOD ROAD AND THROUGH HERSHAM VILLAGE [Item 5b]

The Committee received a petition signed by 190 residents requesting the implementation of speed reduction measures along Burwood Road and through Hershams Village.

Michelle Wentworth presented the petition on behalf of residents and explained that residents were extremely concerned about excessive vehicle

speeds through Hersham Village and, in particular, Burwood Road. This same issue has been raised during successive Police Panel Meetings over the past three years or more. However, whilst vehicle speeds along other local roads had been addressed by the implementation of traffic calming measures, including street-light notices, road humps and vehicle-speed indicator signs, no such action had been taken with regard to the problem of excessive vehicle speeds in Burwood Road.

The following was requested:

1. 20 mph speed limit (from 30mph) through Hersham Village, in particular:
 - The section of Molesey Road, from Thrupps Lane to its junction with Queens Road, Hersham
 - Burwood Road, from its junction with Queens Road, through to Green Lane
 - Pleasant Place
2. Clearer notices of 30mph zone along Burwood Road from its junction with Turners Lane to Green Lane.
3. 20mph and 30mph 'roundels' painted on the relevant road surfaces.
4. 20mph and 30mph 'reminder' signs on all streetlight columns along Burwood Road and Pleasant Place with supporting Surrey Police 'Speed Check' signage.
5. Zebra crossing along Burwood Road, giving children a safe place to cross on their route to school, nursery, church playgroups and the playground on Hersham Green; and the elderly a safe place to cross for the bus stop and St Peters Church.
6. Children crossing signage by Lilliputs nursery, the playground and Pleasant Place.
7. A barrier outside the playground to prevent children from running out of the Green and into Burwood Road.
8. Flashing 'vehicle-speed indicator' signs on selected streetlight columns in Burwood Road.
9. 'Please drive carefully through our village' signs along Burwood Road and Molesey Road.

The Highways Area Team Manager stated that he would be instructing his officers to look into the concerns raised by residents and would return to the next meeting of the Elmbridge Local Committee with a comprehensive report for Member consideration. A number of Members supported the petition and requested that officers conduct a thorough investigation into the issues raised.

RESOLVED: That

- i. The petition be noted;
- ii. A full report on the matter be prepared for consideration at the next meeting on 25 February 2012.

47/12 PETITION: REQUEST FOR THE IMPLEMENTATION OF SPEED REDUCTION MEASURES IN LONG DITTON [Item 5c]

The Committee received a petition signed by 219 residents requesting the implementation of speed reduction measures in Long Ditton. David Williams presented the petition on behalf of residents and explained that they were seeking the introduction of a 20mph zone encompassing Long Ditton Infants and St. Mary's Junior Schools, a pedestrian crossing at the infant school and traffic calming measures.

A short document was circulated to Members, setting out the requests in more detail and providing evidence of need.

The Highways Area Team Manager stated that due to the complexity of the request, he would be instructing his officers to undertake a full analysis of the situation with the intention that the matter be brought back to the next meeting for full consideration.

RESOLVED: That

- iii. The petition be noted;
- iv. A full report on the matter be prepared for consideration at the next meeting on 25 February 2012.

48/12 PUBLIC QUESTION TIME [Item 6]

None.

49/12 MEMBER QUESTION TIME [Item 7]

None.

50/12 MATTERS OF LOCAL CONCERN [Item 8]

The Chairman introduced the item and explained that the purpose of the report and upcoming presentations was to address matters of local concern that he and the Vice-Chairman had become aware of since the last meeting of the Elmbridge Local Committee. A number of senior officers were in attendance to answer questions and the Chairman stated that he hoped Members would make the most of the opportunity.

Gully Cleaning

The Highways Area Team Manager informed Members that he, the Chairman and Vice-Chairman had recently met with representatives of May Gurney to discuss the situation in relation to gully cleaning.

During the course of the discussion the following points were clarified:

- There were approximately 17,208 gullies in Elmbridge and contractors attempted to clean each at least once a year. Whilst the cleaning programme was behind schedule, steps were being taken to improve the situation, with two new cleaning machines recently acquired.

- 99% of gullies in Elmbridge were operating correctly, with only 1% known to be blocked.
- When a gully was discovered to have become blocked, a follow-up visit was scheduled for within 7 days. However, this had in practice not been happening and was something that needed to be addressed and monitored.
- Of those discovered to be blocked, most could be cleared relatively easily. However, there were a small number of gullies that had become completely blocked or broken and required extensive repair to rectify the problem.
- It was acknowledged that having highway officers with a good local knowledge was of great help when dealing with blocked gullies. Whilst natural staff turnover could not be prevented, officers were in the process of putting together a comprehensive asset inventory which would be held centrally and hopefully avoid the loss of local knowledge in the future.
- At present the highways team were not in a position to notify local Members of every blocked gully in their division. However this was something that could be worked towards.
- In cases where Members or residents discovered newly resurfaced roads that were not draining water towards gullies, they could report the issue to the highways team who would investigate.
- The typical definition of a gully was a road side grating into which surface water drained.
- There were no known microbiological health risks associated with any blocked drains in Elmbridge.
- Officers had no direct contact point at Thames Water and had to make contact via the company's call centre. It was acknowledged that this was not a satisfactory arrangement and officers were looking to try and establish more formal relations.

Vehicle Activated Signs

The Road Safety Team Leader provided an update on the repair and replacement of vehicle activated speed signs (VAS) in Elmbridge. During the course of the discussion the following points were clarified:

- There were a total of 58 VAS in Elmbridge and, at the beginning of the year, 14 were known not to be working. Of these 8 were in the process of being repaired.
- The signs were not designed to be moved, although the Police did have access to a small number of mobile units.
- The County Council may have to review its use of VAS as the maintenance budget was not sufficient to ensure all signs were kept in working order. At present the annual budget for maintenance was £10,000, with officers estimating that £30,000 was required.

Trees

At the request of the Chairman, the XX outlined the County Council's tree maintenance policy. During the course of the discussion, the following points were clarified:

- There were over 1 million trees in Surrey and the Council therefore had to adopt a minimal intervention strategy so to limit spend.
- Where a tree was not considered to be dangerous the Council would rarely take any action. Shading, reduced visibility and poor television reception were not considered serious enough to warrant intervention. However, the Council would cut back trees if they were closer than 3m from private property.
- Trees that were obstructing the public highway due to overhanging branches would be cut back.

Street Light Replacement Programme

The Highways Contract Performance Officer updated the Committee on the progress of the County Council's Street Light Replacement Programme. It was explained that:

- Almost 60% of street lighting in Surrey had been replaced. However, some areas such as conservation areas, high speed roads or locations where residents had requested alternative, privately funded lighting, had not yet been done.
- Individual lighting columns would be remotely controlled from a new control centre near Guildford giving the County the capability to dim the street lights by 50% in residential roads and 20% on main roads between the hours of 11pm and 5.30am reducing energy consumption and in turn reducing energy bills for the County.
- For the duration of the 25 year contract all the street lights would be the financial responsibility of the contractor. This should not be underestimated as the contractor would be required not only to cover the cost of all maintenance but to carry out their repairs within the prescribed time scales or they would not be paid the full monthly fee. In the past under a more traditional contract the lighting contractor would carry out works at the instruction and cost of the authority based on a defined and often limited budget. This would inevitably mean that the county would not be able to undertake all required works.
- Once the contract had ended in 2035, all equipment would be guaranteed for a further 5 years of life, again saving considerably on any future maintenance.
- The new light equipment was designed to ensure the light was directed downwards instead of upwards into the night sky. In contrast to the old orange/yellow lighting this dramatically reduced light pollution in the sky.
- Through the reduction in energy usage the PFI project is expected to lead to savings of around 60,000 tonnes of carbon.

Following questions from Members, the Officer clarified the following points:

- 40 roads had requested alternative, conservation style lighting, with residents funding the additional cost. Of these, work had been completed in 10 locations, with 40 still outstanding. Residents had been provided with indicative timescales.

- Column designs for conservation areas in Elmbridge had been jointly agreed between Surrey and the Borough Council. The designs had already been finalised.
- Due to an error, some roads were quoted a lesser price for conservational style lighting columns. As residents had already begun fund raising, the Council felt it would be unreasonable to alter the price and agreed to honour the original quote. All roads were now being quoted the correct price.

5 year Road Maintenance Programme

At the request of the Chairman, the County Council's Projects and Contracts Group Manager informed the Committee that Highways were in the process of developing a 5 year Road Maintenance Programme. The project would aim to change the way that the Council engaged with residents to ensure that local communities had a say in the development of local plans. Following queries from Members, the following points were clarified:

- By moving to a 5-year-programme, the County Council was able to achieve better economies of scale when purchasing materials.
- Councillors would be kept informed of progress made, and a list of proposed schemes would be brought back to the Committee in February 2013.
- A number of roadshows had been arranged for residents to come and explain what they would like to see done in their area.

RESOLVED: That

- i. The content of the report be noted.

51/12 STREET SMART UPDATE [Item 9]

Elmbridge's Chief Executive, Rob Moran, provided an update on the work being carried out by the Street Smart Team for Surrey County Council, as agreed by the Local Committee.

The Elmbridge's Chief Executive explained that the new arrangements had been in operation since August 2012. The Street Smart team was now working 2 days per week on Surrey County Council nominated jobs, with the remainder of time spent on routine work generated by the Street Smart Team Supervisor, staff nominations and public reports.

It was noted that despite the arrangement being in place, Surrey County Council was yet to transfer the agreed sum of £40,000 to Elmbridge. The Committee agreed that this should be done immediately.

RESOLVED: That

- ii. The content of the report be noted;
- iii. Officers ensure that the agreed payment of £40,000 be transferred to Elmbridge Borough Council as soon as possible, to support the work of Street Smart.

52/12 HIGHWAYS UPDATE [Item 10]

The Committee received a report from the Highways Area Team Manager which updated Members on the progress of 2012/13 highway programmes funded by the Local Committee. The Committee was also asked to agree the priorities for the next financial year's Capital and Revenue programmes.

The Area Team Manager stated that he had to flag up the issue that if Members were minded to split the Capital Maintenance budget evenly between the 9 divisions in Elmbridge, as had been done in 2012/13, there was a risk that funding larger projects could be problematic.

That Chairman stated that he personally believed that splitting the money worked well and would like to see the same process adopted for at least one more year. He stated that the vast majority of the work that needed doing could be accommodated by individual member's budgets and that Members could work together to fund larger schemes.

A Member queried whether the relationship between County and Borough Members in determining where to spend money needed to be better formalised. The Chairman stated that the current arrangements were working well and that he did not believe that a formal engagement process was required.

RESOLVED: That

- i. The priorities for next Financial Year's Capital and Revenue programmes, including a pooled sum of at least £175,000 to be delegated to the Area Team Manager to attend to various revenue concerns across the Borough, as detailed in paragraphs 2.11-2.15 of the report, be approved.

53/12 PARKING UPDATE [Item 11]

The Committee received a report from the Parking Team Leader which provided an update on local parking matters.

RESOLVED: That

- i. The report be noted.

54/12 APPROVAL OF SMALL GRANTS BIDS [Item 12]

The Local Committee received a report from the Assistant Director for Young People that set out recommendations for approval of Small Youth Grants.

RESOLVED: That

- i. The funding recommendations as set out in Annexe B of the report be agreed;
- ii. The remaining balance of £764.23 be transferred to the Studio ADHD Centre to support its fishing project, as detailed in Annex A of the report.

55/12 DELIVERING THE LOCAL PREVENTION FRAMEWORK COMMISSION IN ELMBRIDGE [Item 13]

The Director of Youth Work at The Eikon Charity had intended to provide a verbal update on the Youth Consortium's progress in delivering the Local Prevention Framework Commission in Elmbridge. However, due to time restraints, it was agreed that the matter be considered in more detail at a future meeting of the Committee.

RESOLVED: That

- i. The verbal update be noted.
- ii. An update be provided at a future Committee.

56/12 LOCAL COMMITTEE FUNDING [Item 14]

The Local Committee received a report from the Community Partnerships Team Leader which set out the funding requests received.

RESOLVED: That

- i. The items presented for funding from the Local Committee's 2012/13 revenue funding, as set out in the report, be agreed;
- ii. The reallocation of £1,250 revenue granted to St Barnabus Youth Group for a new roof project be approved;
- iii. The expenditure previously approved by the Community Partnerships Manager and/or the Community Partnerships Team Leader under delegated authority, as set out in section 3 of the report, be noted;
- iv. Any returned funding and/or adjustments, as set out within the report or at Appendix 1, be noted.

Meeting ended at: 7.00 pm

Chairman

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**OFFICER REPORT TO LOCAL COMMITTEE
(Elmbridge)**

**PETITION, ROAD SAFETY
BURWOOD ROAD, HERSHAM**

25 February 2013

KEY ISSUE

To update members on the investigations carried out, together with the conclusions and recommendations, following the presentation of a Petition to the November meeting of this committee.

SUMMARY

This report updates members following the Petition at the November Committee highlighting safety concerns, the lack of 30mph reminder signs, and traffic calming on Burwood Road. A report to the Committee was agreed following further investigation, and this report presents the results.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to:

- (i) Approve that a feasibility study is carried out to determine, the most appropriate solution, to the petitioner's requests, subject to the funding for the feasibility being provided by the Divisional Member's next year's allocation.

1 INTRODUCTION AND BACKGROUND

- 1.1. Members are reminded that a Petition was submitted to the November 2012 meeting of the Local Committee, signed by 190 residents, highlighting safety concerns generally including, speed of vehicles, the lack of 30mph reminder signs, traffic calming, and crossing points on the C152 Burwood Road, Hersham.
- 1.2. The petition requests a 20mph zone encompassing Molesey Road from Thrupps Lane to Queens Road, and extended into Burwood Road, to its junction with Green Lane, and to include Pleasant Place.
- 1.3. Additionally requested are signs in the remaining existing 30mph section, painted speed roundels on the carriageway, and a zebra crossing in the vicinity of the School and Church.
- 1.4. The road is subject to a 30mph speed limit from the A244 Hersham Bypass to Turners Lane, and is well lit by a continuous system of street lighting. The remaining section of Burwood Road is subject to a 40mph posted limit up to its junction with Seven Hills Road.
- 1.5. The speed limit at western end of Burwood Road was reduced from 50mph to 40mph in 2005 to coincide with the reduction in limit on Seven Hills Road.
- 1.6. Two Vehicle Activated Signs, which will only display to drivers travelling in excess of the posted limit, are also positioned within the 40mph limit to remind drivers to Slow Down.
- 1.7. All 4 entry points into the 30mph zone are well signed with yellow backed retro reflective signs. These occur at the following locations:
 - Turners Lane coincident with a red carriageway patch and 30mph carriageway roundel.
 - A244 Hersham Bypass junction with Queens Road.
 - A244 Hersham Bypass junction with Westcar Lane.
 - A244 Hersham Bypass junction with Molesey Road.
- 1.8. Pedestrian footways are provided on both sides of the road in the section of 30mph up to Westcar Lane, where it only exists on one side of the road until it reaches Turners Lane. The footway then continues for a short section on both sides of the road through the 40mph section up to Squires Nursery where it then continues along one side only until it meets Seven Hills Road.
- 1.9. School keep clear markings are provided in front of Lilliputs school, on Burwood Road, and additionally in Faulkners Road.

1.10. A comprehensive improvement scheme was installed in 2004/5 at the Queens Road junction with Burwood Road, which was well known for its poor accident history. The opportunity was also taken to make improvements to the Pleasant Place junction and layout. This included:

- Change in priority and introduction of a mini roundabout.
- Improved street lighting.
- Widened and resurfaced footways, including tactile paving, kerb build outs, and bollards.
- New kerbing and highway drainage.
- New pedestrian and traffic islands.
- Bus Stop improvements.
- Improved parking layout and revisions to parking bays.
- New carriageway road markings and signing.

1.11. This followed much consultation with Divisional, and Local Borough Members, shopkeepers and local residents.

2. ANALYSIS

2.1. In August 2006 the Department for Transport (DfT) published Circular 1/06 'Setting Local Speed Limits' which gives guidance on the framework that traffic authorities should follow when setting and reviewing local speed limits, including 20mph limits and 20mph zones. It recommends that 20mph speed limits and zones should not be implemented on roads with a strategic function or main traffic route, they should be generally self-enforcing and take into account the level of Police enforcement available.

2.2. **20mph speed limits** are introduced by the use of terminal speed limit signs and 20mph repeater signs at regular intervals along the road(s) covered by the limit, with no supporting engineering measures. Research has shown that the introduction of a 20mph speed limit by signing alone only reduces vehicle speeds by approximately 2mph. 20mph speed limits are only suitable where vehicle speeds are already low, with Setting Local Speed Limits suggesting that the introduction of a 20mph speed limit where mean speeds are at or below 24mph is likely to lead to general compliance with the new speed limit.

2.3. **20mph zones** are generally introduced over several roads and require the provision terminal speed limit signs at all entry points to the zone and traffic calming features to reduce speeds. Research has shown that 20mph are effective in reducing collisions and injuries, particularly those involving children. 20mph zones are used where excessive speeds occur, requiring traffic calming measures to be introduced to ensure speeds are at or below 20mph.

- 2.4. Both 20mph speed limits and zones are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.
- 2.5. Surrey's Speed Limit policy rejects the Department for Transport guidance for 20mph speed limits as it was felt that it would jeopardise the existing credibility of the 20mph limit sign and could be detrimental to road safety. Therefore Surrey County Council's policy will only authorise a 20mph zone or limit if the average free flow speed at a representative site does not exceed 20mph.
- 2.6. Unlike other limits, '20mph' is associated with effective self-enforcement and drivers do not expect to have the choice of whether to obey the speed limit (or not). In order to sustain this understanding it is important that drivers continue to appreciate that '20 means 20' and our current policy reflects this.
- 2.7. In terms of 30mph, The Highway Code is clear on speed limits and Rule 124 states:
You **MUST NOT** exceed the maximum speed limits for the road and for your vehicle. The presence of street lights generally means that there is a 30 mph speed limit unless otherwise specified.
- 2.8. Rule 125 states:
The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when
- the road layout or condition presents hazards, such as bends
 - sharing the road with pedestrians, cyclists and horse riders, particularly children, and motorcyclists
 - weather conditions make it safer to do so
 - driving at night as it is more difficult to see other road users
- 2.9. This is backed up by legislation in the form of the Road Traffic Regulation Act, sections 81, 86, 89 & Schedule 6.
- 2.10. This legislation precludes Highway Authorities from erecting repeaters signs in areas covered by 30mph limits where a system of street lighting exists.
- 2.11. Although Surrey County Council as the highway authority introduces highway schemes and speed limits, it does so in accordance with Government aims to reduce personal injury accidents. It is only fair and equitable that this is done where high numbers of personal injury accidents are occurring ahead of locations where there are few or even perceived, in order to best utilise its limited funding.
- 2.12. Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

2.13. The County Council database, supplied by Surrey Police, of recorded personal injury collisions shows that in the last three years plus year to date, between 1 January 2010 and 30 September 2012, there have been 5 personal injury collisions along the entire length of Burwood Road. All of the collisions are random, unrelated and have not been recorded as being speed related.

Location/near to	Collisions	Date	Nature
Eriswell Road	2	27/02/2010 09/10/2010	Slight Fatal
Vaux Crescent	1	17/5/2010	Slight
O/S Church Hall	1	24/06/2011	Slight
Faulkners Road	1	04/12/2009	Slight

3. OPTIONS

- 3.1. The road is subject to a 30mph speed limit, which is the appropriate limit for this type of road, and is the lowest limit than can be applied in Surrey, without traffic calming measures.
- 3.2. By itself, the personal injury accident record along the road would not justify wide scale traffic calming proposals in order to reduce average speeds to 20mph or less. The implications of introducing a plethora of devices to ensure that vehicular speeds are reduced to 20mph would be far-reaching and expensive. Experience has shown that where similar schemes have been constructed previously, there is now a public demand to have the measures removed.
- 3.3. Alternatively a package of measures to ameliorate the situation could be introduced to ensure that a solution is achieved sooner, be more acceptable to local residents, be less detrimental to the environment, and have a greater benefit cost.
- 3.4. The school signing on Burwood Road could be quickly improved outside the school with the addition of yellow backed school children crossing warning signs and flashing amber lights, to both approaches.
- 3.5. Faulkners Road does have very restricted sight lines onto Burwood Road, and an accident did occur here in April last year. Faulkners Road does have an alternative and better junction onto Queens Road. A One-Way system could be introduced to ameliorate the layout and reduce personal injury accidents.

- 3.6. It may be possible to introduce a Zebra crossing in the vicinity of the school. This will also inevitably affect parking in the vicinity as there is a requirement for statutory zig zag markings either side of the crossing point. This would also serve to help cross the road for the Church and other local amenities.
- 3.7. The entrance/egress from the school car park is currently accessed directly from Burwood Road. This could, if the school were minded, be relocated to Faulkners Road. This would facilitate the existing entrance to be used as the zebra crossing location, and minimize the loss of parking locally.
- 3.8. Some further and more strategic waiting restrictions may also be required to permit parking in locations where it can be accommodated safely, and control it where it is hazardous.
- 3.9. Further Vehicle Activated Signs could be introduced in the 30mph limit to warn drivers of the various highway layouts.
- 3.10. The existing 30mph could be relocated from its current location near Turners Lane, and create a more meaningful gateway closer to the narrower and more built up environment. This however would necessitate increasing the limit over the remaining road to 40mph, and may not be universally welcome locally.
- 3.11. To ensure that a holistic assessment of all the above can be determined, and ensure that the most appropriate solution introduced, a feasibility study to ascertain the relative benefits, and disbenefits of any proposal. would be required to be carried out.

4. CONSULTATION

- 4.1. Site meeting held on the 9th January 2013, attended by County Councillor Mrs Hicks, Borough Ward Councillors, residents and officers.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1. The estimated cost of carrying out the feasibility assessment would be in the region of £5,000 and could be included within next year's budget, if the Divisional Member is mindful to fund this project.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1. None

7. CRIME AND DISORDER IMPLICATIONS

- 7.1. None

8. CONCLUSION AND RECOMMENDATIONS

- 8.1. The report recommends carrying out a feasibility study to determine, the most appropriate solution. This would ascertain the relative benefits, and disbenefits of any proposal, and ensure that the most effective and cost effective solution would be introduced.

9. REASONS FOR RECOMMENDATIONS

- 9.1. The feasibility would enable the most appropriate and cost effective proposal to benefit pedestrian safety and encourage walking/cycling by creating a greater confidence and safer environment for more vulnerable users.

10. WHAT HAPPENS NEXT

- 10.1. If the Committee agree with the recommendations, approve the feasibility, and funding allocated by the Divisional Member, then the assessment will be placed on next year's programme for completion during that financial year. The results will then be reported to this Committee for determination.

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**OFFICER REPORT TO LOCAL COMMITTEE
(Elmbridge)**

**PETITION – ROAD SAFETY,
LONG DITTON**

25 February 2013

KEY ISSUE

To update members on the investigations carried out, together with the conclusions and recommendations, following the presentation of a Petition to the November 2012 meeting of this committee.

SUMMARY

This report updates members following the Petition by Mr. Williams at the November Committee highlighting safety concerns generally in the vicinity of the Long Ditton Schools. A report to the Committee was agreed following further investigation, and this report presents the results.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to either:

- (i) Approve that a feasibility study is carried out to determine, the most appropriate solution, to the petitioner's requests, subject to the funding for the feasibility being provided by the Divisional Member's next year's allocation.

OR

- (ii) Approve the introduction of a pedestrian refuge island immediately outside Long Ditton Infants School, at the location of the existing crossing point where the School Crossing Patrol operated, subject to the funding being provided by the Divisional Member's next year's allocation.
- (iii) Approve the inclusion of a raised road table at this location dependent upon the level of funding allocated from the Divisional Member.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a Petition was submitted to the November 2012 meeting of the Local Committee, signed by 197 residents, concerning safety, speed and volume of vehicular traffic in the vicinity of Long Ditton Infants School and St Mary's Junior School.
- 1.2 The Petition requested a 20 mph zone encompassing both Long Ditton & St Mary's schools, traffic calming, and a pedestrian crossing at the Infants School in the form of a raised table.
- 1.3 The road is subject to a 30mph speed limit and is well lit by a continuous system of street lighting. Pedestrian footways are provided on both sides of the road.
- 1.4 A comprehensive traffic calming and safe routes to school scheme was introduced in 1998 between Ditton Hill Road, Fleece Road, Ewell Road, Sugden Road, and Rectory Lane.
- 1.5 This followed much consultation with Divisional, and Local Borough Members, Head teacher of St Mary's Junior School, shopkeepers and local residents.
- 1.6 The scheme comprised:

Sugden Road (Outside St Mary's Junior School)

- Dragons teeth white carriageway marking;
- Traffic Island;
- Kerb build out incorporating wider footway, bus stop, and tactile paving for raised road table crossing point;
- Widened verge and knee rail posts;
- Improved footways and road signing;
- Raised table and island to facilitate school crossing patrol.

Ewell Road

- Priority Give Way under railway bridge;
- Formalised parking bays either side of carriageway;
- Improved footways and crossing points and tactile paving;
- Dragons teeth white carriageway marking;
- School Keep Clear carriageway markings;
- Pedestrian safety railings;
- Road table & tactile crossing point;
- Mini Roundabout j/w Sugden Road & Fleece Road, with all associated signing and lining requirements;
- Grassed verge, footway link, and knee rail fencing.

Fleece Road

- Formalised parking bays outside local shops;
- Mini roundabout j/w Ditton Hill Road, with all associated signing and lining requirements.

Rectory Lane

- Pedestrian refuge island and tactile paving.

- 1.7 A road table was also proposed to be located centrally along Fleece Road to act as an additional traffic-calming device and crossing point, however Borough ward members removed this element from the proposal at the time of the agency agreement.
- 1.8 A subsequent project was introduced immediately outside the Long Ditton Infants School in 2008, following an all-inclusive consultation with Divisional Members, Local Councillors, School, and Parents.
- 1.9 Prior to this second project there was a drop kerb crossing located in the layby, outside the school entrance, protected with pedestrian guardrails. This facility was utilised by the School Crossing Patrol to assist parents and children crossing the road. However it was necessary for the crossing patrol to step into the (carriageway) lay-by in order to gain visibility around the slight bend in the road.
- 1.10 The School keep clear lay-by markings were ineffective at school arrival and departure times, as there was no enforcement activity, and additionally vehicles parking in the lay-by overnight regularly blocked the existing drop kerb crossing point. Parked vehicles in this lay-by also restricted visibility for pedestrians wishing to cross from the northern side of the road.
- 1.11 The scheme foreshortened the lay-by immediately outside the School by increasing the footway area and included for the construction of a new uncontrolled pedestrian crossing point, complete with dropped crossings, tactile paving slabs, and pedestrian safety barriers.
- 1.12 The pedestrian guardrails and the dropped kerbs on southern side of the road were removed in order to encourage the use of the new improved crossing facility. The dropped kerbs on the northern side of the road were retained to provide a facility for the mobility impaired being picked up or dropped off outside of the school during times when the School Keep Clear was not in operation.

- 1.13 The new kerb build-out and uncontrolled pedestrian crossing was located approximately 15m west of the existing location to enable improved visibility for both pedestrians and vehicular traffic on the slight bend. An additional lamp column was provided on the southern side of the road to further improve the crossing point during the hours of darkness.
- 1.14 The signing was also improved on both approaches to the school and new school flashing amber lights installed.
- 1.15 The scheme also had the benefit of incorporating the flexibility that a pedestrian refuge island could be built in the future, should the need arise, if the School Crossing Patrol left. This would also have the benefit of providing some speed reduction immediately outside the School.
- 1.16 Although Surrey County Council as the highway authority introduces traffic calming, it does so in accordance with Government aims to reduce personal injury accidents. It is only fair and equitable that this is done where high numbers of personal injury accidents are occurring ahead of locations where there are few, or even perceived accidents, in order to best utilise its very limited funding.
- 1.17 Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders to unashamedly flout the law, quickly and effectively.

2 ANALYSIS

- 2.1 In August 2006 the Department for Transport (DfT) published Circular 1/06 'Setting Local Speed Limits' which gives guidance on the framework that traffic authorities should follow when setting and reviewing local speed limits, including 20mph limits and 20mph zones. It recommends that 20mph speed limits and zones should not be implemented on roads with a strategic function or main traffic route, they should be generally self-enforcing and take into account the level of Police enforcement available.
- 2.2 **20mph speed limits** are introduced by the use of terminal speed limit signs and 20mph repeater signs at regular intervals along the road(s) covered by the limit, with no supporting engineering measures. Research has shown that the introduction of a 20mph speed limit by signing alone only reduces vehicle speeds by approximately 2mph. 20mph speed limits are only suitable where vehicle speeds are already low, with Setting Local Speed Limits suggesting that the introduction of a 20mph speed limit where mean speeds are at or below 24mph is likely to lead to general compliance with the new speed limit.

- 2.3 **20mph zones** are generally introduced over several roads and require the provision terminal speed limit signs at all entry points to the zone and traffic calming features to reduce speeds. Research has shown that 20mph are effective in reducing collisions and injuries, particularly those involving children. 20mph zones are used where excessive speeds occur, requiring traffic calming measures to be introduced to ensure speeds are at or below 20mph.
- 2.4 Both 20mph speed limits and zones are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.
- 2.5 Surrey's Speed Limit policy rejects the Department for Transport guidance for 20mph speed limits as it was felt that it would jeopardise the existing credibility of the 20mph limit sign and could be detrimental to road safety. Therefore Surrey County Council's policy will only authorise a 20mph zone or limit if the average free flow speed at a representative site does not exceed 20mph.
- 2.6 Unlike other limits, '20mph' is associated with effective self-enforcement and drivers do not expect to have the choice of whether to obey the speed limit (or not). In order to sustain this understanding it is important that drivers continue to appreciate that '20 means 20' and our current policy reflects this.
- 2.7 One of the main issues is the environment along the route to school and in particular immediately outside the school gates. This is where, for a short time particularly in the morning, there is vehicle congestion, short-term parking mixing with other rush hour traffic and pupils crossing. This situation exists at many schools but in most cases, excessive vehicle speed is not the main problem. The apparent chaos reduces the possibility of speeding and solutions to improve safety are more likely to involve improved visibility and crossing facilities.
- 2.8 The County Council database, supplied by Surrey Police, of personal injury collisions shows that between 1 January 2010 and 30 September 2012, there have been 2 personal injury collisions in the area in question. Neither of these two incidents, which occurred at the same location, was classified by the Police as having been speed related.

Location/near to	Collisions	Date	Nature
Ewell Road, Sugden Road, roundabout	2	17/05/2011 16/07/2012	Slight Slight

3 OPTIONS

- 3.1 The road is subject to a 30mph speed limit, which is the appropriate limit for this type of road, and is the lowest limit than can be applied in Surrey, without traffic calming measures.
- 3.2 A feasibility study to look at the options in a more detailed nature could be carried out from next year's allocation.
- 3.3 The scheme constructed in 2008 included the option of incorporating the flexibility that a pedestrian refuge island could be built in the future, if the School Crossing Patrol left. This would also have the benefit of providing some speed reduction immediately outside the School.
- 3.4 The personal injury accident record along the road does not justify additional wide scale traffic calming proposals.
- 3.5 A raised road table could be located at the current crossing location in lieu of or in addition to the pedestrian refuge island.

4 CONSULTATION

- 4.1 None.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost of carrying out the feasibility assessment would be in the region of £5,000 and could be included within next year's budget, if the Divisional Member is mindful to fund this project.
- 5.2 The estimated cost of a pedestrian refuge island is £10,000 and a further £10,000 for the road table, associated signage and lines. The scheme could be funded from the next financial year's budget, if the Divisional Member is mindful to fund this project.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 None.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 None.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The report recommends three options. The first to carry out a feasibility study to look at the various issues raised in greater detail.
- 8.2 The second option of introducing a pedestrian refuge island immediately outside the school, at the location of the existing crossing point where

the School Crossing Patrol used to operate. This is in line with the options set out in paragraph 3.2 of the report approved on the 21st January 2008.

- 8.3 The third option of a raised road table which could be constructed in isolation or together with the pedestrian refuge island to further reduce speeds and increase road safety in the area. This would be wholly dependent upon funding being made available by the Divisional Member.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The proposal would reduce vehicular speeds immediately outside the school and should also benefit pedestrian safety and encourage walking/cycling by creating a greater confidence and safer environment for more vulnerable users.

10 WHAT HAPPENS NEXT

- 10.1 If the Committee are mindful to approve the feasibility study element of the recommendations, and the Divisional Member agrees to fund this element, then the feasibility design will be placed on the programme for completion early next financial year, with a further report to this Committee for determination.
- 10.2 If the Committee are mindful to approve the island and/or road table element of the recommendations, and the Divisional Member agrees to fund part or all of the proposals, then this will be placed on the programme for construction early next financial year.

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**OFFICER REPORT TO LOCAL COMMITTEE
(Elmbridge)**

**Services for Young People Local Prevention Commissioning 2013-15
25 February 2013**

KEY ISSUE

This is a report from the Youth Task Group for Elmbridge. Services for Young People is presently in the process of supporting the Youth Task Group to re-commission the Local Prevention Framework and its associated elements for the period 1st September 2013 – 31st August 2015.

The Local Committee is asked to agree the local specification for Elmbridge.

SUMMARY

The Local Prevention Framework has some proposed improvements following the first year of the commission countywide. These changes are outlined in this report.

1. The Youth Task Group was set up by the Local Committee for the purpose of advising the Local Committee in relation to youth issues, with particular reference to prioritising needs in respect of SCC Services for Young People resources devolved to the Local Committee. The Task Group has identified key priorities for Elmbridge to prevent young people becoming Not in Education, Employment or Training (NEET). This report brings forward recommendations from the Task Group on how the local commissioning resource should be targeted.
2. The recommendations focus on key geographical neighbourhoods and community priorities. However the Task Group agreed that there should be borough-wide access to any commissioned services. Following a workshop the Task Group discussed and agreed key risk factors for Elmbridge and these were used to produce a local specification for the Local Prevention Framework for 2013-15. See Annex A

3. Following agreement of the Local Committee, proposals for work to address the identified priority areas and risk factors will be sought from local providers. The Commissioning and Development team will create a short-list of bids for consideration of the Task Group. The Task Group will then consider the shortlist before final proposals for award of grant(s) are brought to the Local Committee. The commissioned services would then commence on 1 September 2013.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- a) Approve the allocation of £23,000 to Personalised Prevention (see 1.3a for details).
- b) Approve the local needs specification (Annex A) to be considered by providers focusing on the identified needs of Elmbridge and the geographical neighbourhoods prioritised by the Youth Task Group.

1.0 INTRODUCTION AND BACKGROUND

The Local Prevention Framework is a commission aimed to reduce risk factors and increase protective factors for young people who are identified as being most at risk of becoming Not in Education, Employment or Training (NEET). The Local Prevention Framework is intended to commission opportunities for young people in school years 8-11. Delivered outside of core school hours and external to SCC youth centres, all year round.

- 1.1 The Local Prevention Framework has been in place across Elmbridge since 1st April 2012. This service is currently delivered by The Youth Consortium.
- 1.2 Following the first year of the Local Prevention Framework, the Commissioning and Development team conducted a review of the procurement and commissioning process involved in the Local Prevention Framework. The results of this were reported to the Education Select Committee on 29 November 2012.
- 1.3 Several improvements to the Local Prevention Framework were proposed. These include:
 - a) The inclusion of a Personal Prevention section which will be administered through Individual Prevention Grants. This fund is to provide funding through the Youth Support Service to young people who are NEET or at risk of becoming NEET to support them to participate in Education, Employment or Training. This is through the local purchase of items or services to support the

individual. No funds will be provided directly to the young person, but spent by the Youth Support Service Team Manager on the individual's behalf.

This will be allocated by the Local Committee from the Local Prevention Framework funding to the Youth Support Service.

- b) The inclusion of a Universal Prevention section which will incorporate Small Grants. This is to more closely align Small Grants within Services for Young People's preventative strategy whilst recognising the more general nature of the Small Grants.
- c) To allow groups of young people (two or more) to apply through a recognised voluntary sector organisation for funding through the Universal Prevention – Small Grants process to support projects or activities, in addition to small voluntary, community and faith sector organisations who can apply.
- d) The retention of the Risk of NEET Indicators (RONI), but to move away from a specified list produced annually. This is to allow providers and all services engaged with Services for Young People and beyond to identify young people who exhibit these risk factors locally, rather than centrally. It is hoped that this will enable a more localised service and remove any perceived restrictions a central list could create. RONI lists will still be generated for the purposes of the year 11-12 transition programme.

RONI risk factors are (not exhaustive list):

- a. School attendance less than 60%
 - b. Excluded from school
 - c. Statement of Special Educational Needs, school action or school action plus
 - d. Living in an area with increased crime or anti-social behaviour
 - e. Engaged in anti-social behaviour
 - f. Poverty in the neighbourhood or household affected by multiple-deprivation
 - g. Family disruption, ineffective parenting
 - h. Young Carer
 - i. Young parent
- e) The purpose of Neighbourhood Prevention is to solely focus on those at risk of becoming NEET young people from 1 September 2013 in school years 8 to 11.
 - f) That the Local Prevention Framework should be awarded in the form of a Procurement Grant, rather than a contract as at present. This provides more freedom to local potential providers through less bureaucracy.
 - g) Change the name of the Local Prevention Framework award to Neighbourhood Prevention Grants.

- h) The Neighbourhood Prevention Grant be awarded for two years from 1 September 2013. This is to allow providers more time to develop relations with local networks and young people locally.
 - i) Previously, interested providers were required to bid for 100%, 50% or 33% of the available funds. From 1 September 2013 providers will be free to bid for any amount above 25% of the total fund available (under £5,000 to be met from Universal Prevention Grants (Youth Small Grants)). This should allow smaller organisations to bid for work from the Local Committee.
- 1.4 The amount allocated to each of the eleven Borough and Districts is reviewed each commissioning cycle and is based on the needs of each area based on current NEET and RONI cohorts. There is an adjustment for the number of youth centres to compensate boroughs or districts with fewer youth centres. For 2013-15 Elmbridge has been allocated £151,000.
- 1.5 The borough's allocation for Universal Prevention Grants remains the same at £25,000.

2.0 ANALYSIS

- 2.1 Services for Young People's strategic objective is 100 % participation in Employment, Training and Education. The Local Prevention Framework contributes to this by reducing risk factors that may lead to a young person becoming NEET.
- 2.2 A key characteristic of the NEET cohort in Elmbridge is that a higher proportion were in Year 14 (36%) than Surrey as a whole (31%).
- 2.3 Walton North ward had the highest number of young people who were NEET during 2011-12 and identified as at risk of becoming NEET in 2013 (23 and 57 respectively), whilst 21 young people were also NEET in Molesey South. An area of Walton Ambleside is the most deprived, ranking 9th in Surrey.
- 2.4 86% of young people who have been identified as at risk of becoming NEET in Elmbridge have some form of learning difficulty or disability.
- 2.5 Other notable characteristics of this group in the borough are income deprivation, low school attendance and low attainment in English and Maths during Key Stage 2 exams.
- 2.6 Elmbridge's 10-19 year old population is: 15,470 (11.44% of Surrey's 10-19 year old population).

3.0 CONSULTATION

- 3.1 The Local Committee Youth Task Group met on the 25th January 2013 to consider the needs of the borough and to set the needs assessment and specification for Elmbridge.
- 3.2 Local Committee Chairmen were consulted on the 22 January 2013. Consultation will be ongoing throughout the procurement process.
- 3.3 The proposed improvements to the Local Prevention Framework were considered and supported by the Education Select Committee on the 29 November 2012 following consultation with Local Committee Chairmen on the 20 November 2012.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 It is anticipated local commissioning will offer better value for money in that the outcomes commissioned and work delivered will be more closely aligned to local need.
- 4.2 The Local Prevention budget for 2013/14 has already been partially allocated by the Local Committee to extend the present providers contract to 31 August 2013. £52,500 has been allocated to The Youth Consortium as agreed by the Local Committee on the 10 September 2012.
- 4.3 The remainder £73,500 will be allocated for the period 1 September 2013 – 31 March 2014, a further £126,000 for the period 1 April 2014 – 31 March 2015 and a final £52,500 for the period 1 April 2015 – 31 August 2015. Subject to Cabinet and Full Council budget decisions in 2013-14, 2014-15 and 2015-16. Any reductions in the 2014-15 and 2015-16 will be passed on to the providers. This will be made clear to all providers at the bidding stage and award stage.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 The devolved commissioning budget is likely to be targeted to groups who are vulnerable or at risk.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 The purpose of Local Prevention is to prevent young people from becoming not in education, employment or training (NEET), evidence shows that young people who are fully participating are less likely to commit crime.

7.0 CONCLUSIONS

- 7.1 In response to feedback and the Education Select Committee report, officers recommend amendments to the Local Prevention Framework. The aim of the 3 strands of the Local Prevention Framework (Universal Prevention Grants,

Neighbourhood Prevention Grants, and Personal Prevention Budgets) is to promote 100% Participation. The local specification has been developed in consultation with the Youth Task Group to ensure that bids are tailored to meet local needs.

The Local Committee is asked to:

- a) Approve the allocation of £23,000 to Personalised Prevention Budgets.
- b) Approve the local Elmbridge needs specification (Annex A) to be considered by providers focusing on the identified needs of Elmbridge and the geographical neighbourhoods prioritised by the Youth Task Group.

8.0 REASONS FOR RECOMMENDATIONS

8.1 These recommendations will:

- a) Support the council's priority to achieve 100 % participation for young people aged 16 to 19 to be in education, training or employment.
- b) Increase the delivery of youth work locally.
- c) Increase the access of the Local Prevention Framework to small voluntary organisations.
- d) Speed up the process for awarding Universal Prevention Grants (Small Grants).
- e) Increase the access of the Local Prevention Framework through the use of a grants based commissioning process.

9.0 WHAT HAPPENS NEXT

- 9.1 The next step will be for officers to develop a prospectus which will provide those organisations who wish to bid the necessary local information.
- 9.2 Officers will invite organisations to bid and those bids will be short-listed by the Commissioning and Development Team.
- 9.3 A mini competition will take place where the short-listed providers will present their proposals to the Youth Task Group.

9.4 A recommendation on the awarding of grant(s) will be brought to the next meeting of the Local Committee for approval.

9.5 It is anticipated that the new provider(s) will be in place for 1 September 2013.

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Elmbridge - Local Service Specification
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The priority for the Neighbourhood Prevention Grant in Elmbridge is to prevent young people from becoming NEET by supporting young people in academic years 8-11 to reduce their risk factors and increase protective factors for those who are identified as being most at risk of becoming NEET.

Prevention activities should be co-produced with young people and delivered in the local community. Preventative services must demonstrate high-quality delivery and a focus on meeting the individual needs of young people identified as being at Risk of NEET (RONI). There were 186 young people NEET in Elmbridge and 329 identified as at risk of NEET (RONI's) in 2011/12.

Definitions:

- **NEET** young people are those who are '**Not in Education, Employment or Training**'. They are in year groups 12-14 (aged 16-19) and have had at least one period when they were out of education or work during the 2011-2012 Academic Year (Sept 2011 - Aug 2012);
- **RONI** young people are those who have been identified as '**At Risk**' of becoming NEET when they leave school (aka **RONI**) are in year groups 8-11. These young people have been identified by Services for Young People in collaboration with schools. They will exhibit a number of NEET indicators, such as being Looked After or a Child in Need, involvement with crime or anti-social behaviour, low school attendance or fixed term exclusions, or having a learning difficulty or disability.

Key local services/commissions.

There are three key strands to Services for Young People. Providers will be expected to link between these commissions:

- **Centre Based Youth Work** – Delivers universal and targeted provision to all young people. Also works with the RONI cohort.
- **Youth Support Service** – A one-to-one case management service supporting young people who are NEET, in the Youth Justice System, Child in Need and homelessness.
- **Neighbourhood Prevention Grant** – Providing preventative services to RONI young people.

Key characteristics for the Neighbourhood Prevention Grant.

Neighbourhood Prevention activity must take place outside the school day and be delivered from premises other than the Youth Centres above. Initial contact can be made in schools.

Based on the knowledge of local need the Elmbridge Task Group have identified the following neighbourhoods as some that should be targeted areas for the delivery of prevention projects. Providers must deliver from one or more of these priority areas of Elmbridge:

- Cobham
- Molesey South
- St Johns (Walton Ambleside)
- Field Common Estate
- Lower Green
- Hersham North
- Weybridge

The Task Group has identified the following specific needs or barriers to Participation in Education, Training or Employment (PETE) in Elmbridge for which bids are invited:

- Support for young people with mental health needs, including life skills and self confidence.
- Young people need highly developed role models and mentoring opportunities to support them to make a successful transition post 16.
- Support for young people where substance misuse is impacting on their future employability and resilience to remain in mainstream education.
- Support for young people to develop employability skills and experiences to prepare young people for future work or education.
- Support for young people who are unable to access provision due to a lack of transport
- Support for young people who are experiencing isolation, particularly in Cobham and Field Common areas.

The Elmbridge Task Group has identified a need for projects, which fulfil the following key criteria:

- Projects must demonstrate a strategy for engaging young people.
- Projects must work alongside the Supported Families Programme, Youth Support Service, Surrey Police, and create links with Youth Centres.
- Projects must deliver during the school holidays, weekends and evenings to young people in addition to term-time out of school hours.

- Projects should include provisions with specific workers who will engage and create positive relations with the young people.
- Projects should demonstrate how young people's leadership skills will be developed, and how the projects will lead to sustainable outcomes for young people and their communities
- Projects should not duplicate existing provision within the Elmbridge area and should enhance or add value to existing services.
- Provision should be developed in one or more of the key priority areas. Projects should have capacity for borough wide referrals, to ensure any young person in Elmbridge can access the provider's service(s).
- Bids should demonstrate how providers are going to promote their services and engage with young people. Use of alternative media to communicate with young people is desirable.
- Projects should be a mixture of long-term and short-term provision.

Bids will be scored by their ability to meet the above needs and deliver in the target areas.

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OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

DATA OVERVIEW OF ACADEMIC PROGRESS WITHIN THE BOROUGH OF ELMBRIDGE 25 FEBRUARY 2013

KEY ISSUE

The purpose of this report is to provide elected members with an overview of education performance across the borough of Elmbridge from Early Years to Key Stage 5, for information only.

SUMMARY

The report provides an analysis of performance to include the outcomes of statutory assessments and Ofsted judgements. The report indicates strengths, weaknesses and possible next steps.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to: note the content within the report for information only purposes.

1 INTRODUCTION AND BACKGROUND

- 1.1 In the Early Years Foundation Stage the percentage attaining a good level of development by the end of the Reception year in schools in Elmbridge is above the Surrey average (70%) and well above the national average (64%).
- 1.2 At Key Stage 1 the percentages of children attaining Level 2B+ in reading, writing and mathematics are above both Surrey and national averages.
- 1.3 At Key Stage 2 the percentage of children attaining Level 4+ in both English and mathematics is above both the Surrey and national averages.
- 1.4 Progress in English at Key Stage 2 was broadly in line with both Surrey and national averages (progress pupils make between KS1 and KS2).
- 1.5 Progress in maths at Key Stage 2 was higher than the Surrey and national averages. Elmbridge scored the highest in this measure amongst the 11 district and borough councils.
- 1.6 While the above are averages for all the schools in the borough, outcomes vary from school to school. Each school receives support according to an evaluation of its needs.
- 1.7 At Key Stage 4, Elmbridge schools performed below the Surrey average in all three measures but it was above the national averages and floor standards of two measures.
- 1.8 At Key Stage 5, the attainment in Elmbridge schools was above Surrey and national averages.
- 1.9 78.1% of schools in Elmbridge are deemed good or outstanding. This is above the Surrey and national averages.
- 1.10 75.9% of pupils attend good or outstanding schools in Elmbridge which was slightly above the Surrey average.

1.11 Context in 2011/12 academic year

Elmbridge	Number of schools	Number of pupils
Nursery	0	0
Infant	8	1,988
Junior	4	1,202
Primary	15	5,364
Primary phase academies	1	598
Total Primary phase	28	9,152
Secondary	3	3,455
Secondary academies	1	1,103
Total Secondary phase	4	4,558
Special	1	66
Special academies	0	0
Pupils Referral Units	1	35
Total Special	2	101
Total All Schools	34	13,811

Data Source: January 2012 Annual School census

2 ANALYSIS

2.1 Early Years

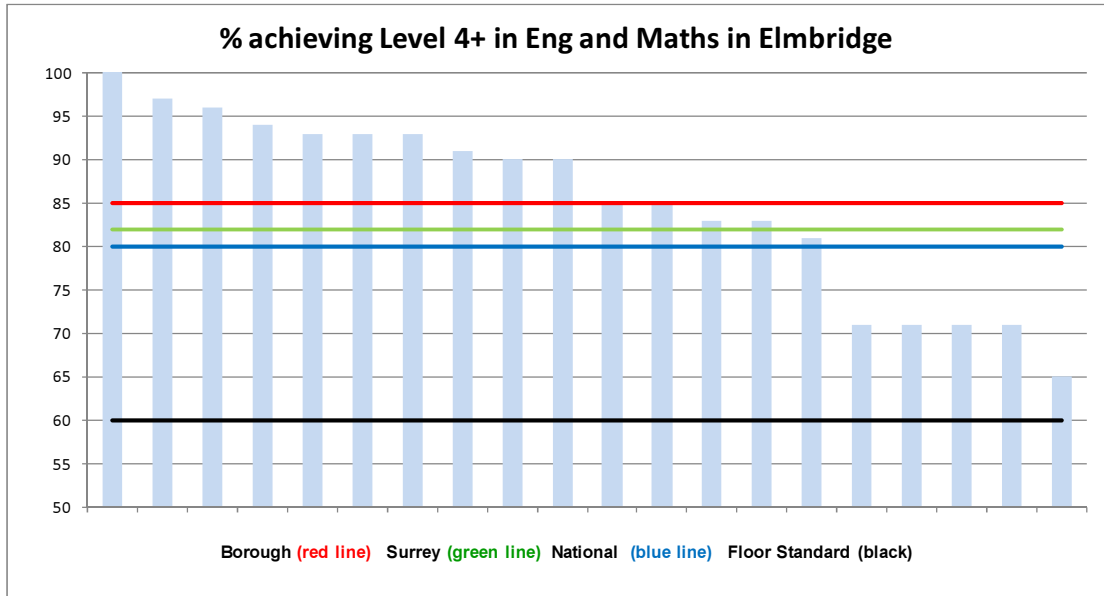
75.2% of pupils in Elmbridge achieved more than 78 points (out of a total of 117) including at least 6 points in each of the seven assessment scales of Personal, Social and Emotional Development (PSED) and Communication, Language and Literacy (CLL). Elmbridge was ranked third amongst the 11 district and borough councils.

2.2 Key Stage 1

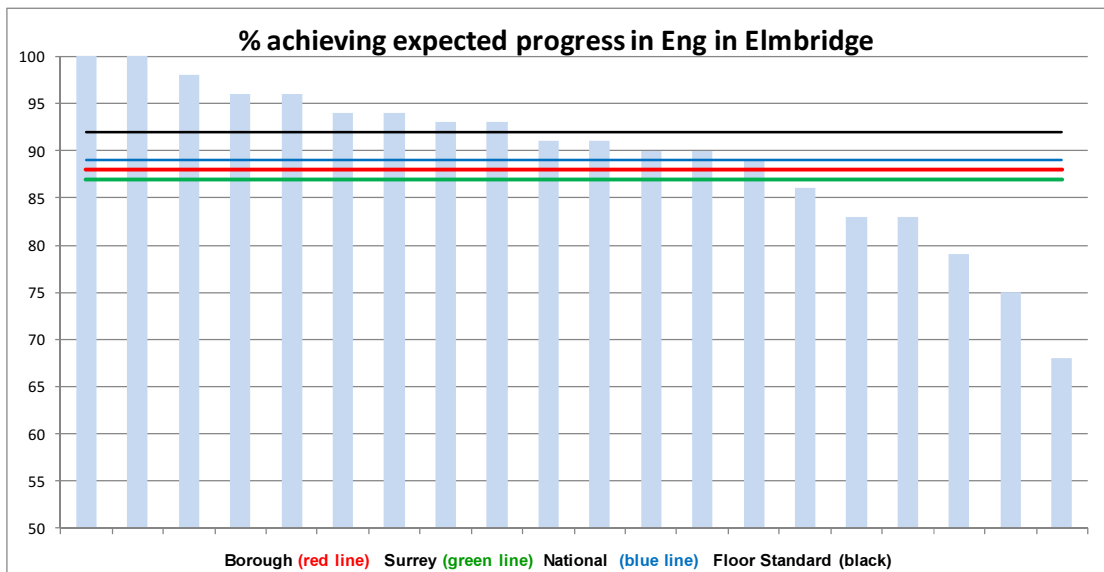
83.2% of pupils in Elmbridge achieved Level 2B+ in reading, 72.3% in writing and 84.9% in mathematics. Amongst the 11 district and borough councils, Elmbridge scored the fourth highest in writing and mathematics, and the fifth highest in reading. All three results were higher than the Surrey average (81.8% reading, 69.5% writing, 82.5% mathematics) and the national average (76% reading, 64% writing, 76% mathematics). Elmbridge achieved an average point score of 16.7 compared with 16.4 for Surrey and 15.5 nationally.

2.3 Key Stage 2

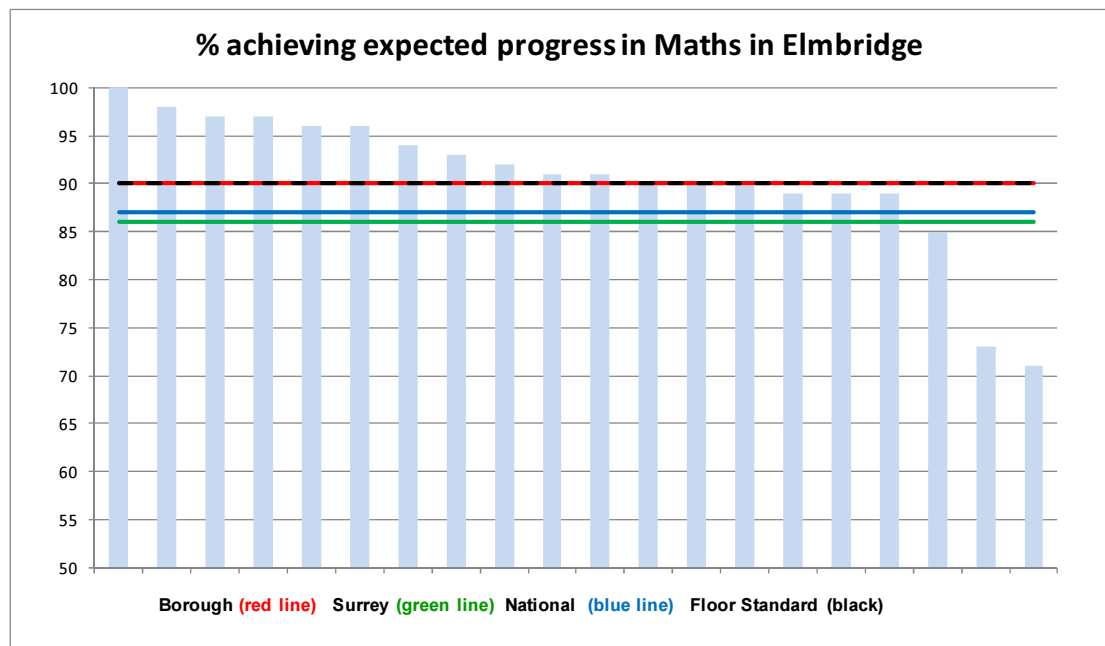
85% of pupils in Elmbridge achieved Level 4 or above in combined English and mathematics compared to the Surrey average of 82%, the national average of 80% and the floor standard of 60%.



88% of pupils in Elmbridge achieved expected progress in English which was just above the Surrey average of 87%, but it was below the national average of 89% and the floor standard of 92%.



90% of pupils in Elmbridge achieved the expected progress in mathematics which was higher than the Surrey average (86%) and the national average (87%). It was in line with the floor standard (90%). Elmbridge scored the highest in this measure amongst the 11 district and borough councils.



A school failing to reach all three thresholds were designated as below the expected floor standards for 2012. No school in Elmbridge fell into this category.

2.4 Key Stage 2 - prior attainment

The percentage of pupils in Surrey in the low Key Stage 1 attainment band making at least 2 levels of progress in English was 76% compared with 83% of the national average. Amongst the 20 junior and primary schools in Elmbridge, three were below and seven were equal to or above the national average. The data of the remaining 10 schools was suppressed and hence unavailable for analysis.

The percentage of pupils in Surrey in the low Key Stage 1 attainment band making at least 2 levels of progress in mathematics was 63% compared with 71% of the national average. Amongst the 20 junior and primary schools in Elmbridge, six were below and four were equal to or above the national average. The data of the remaining 10 schools was suppressed and hence unavailable for analysis.

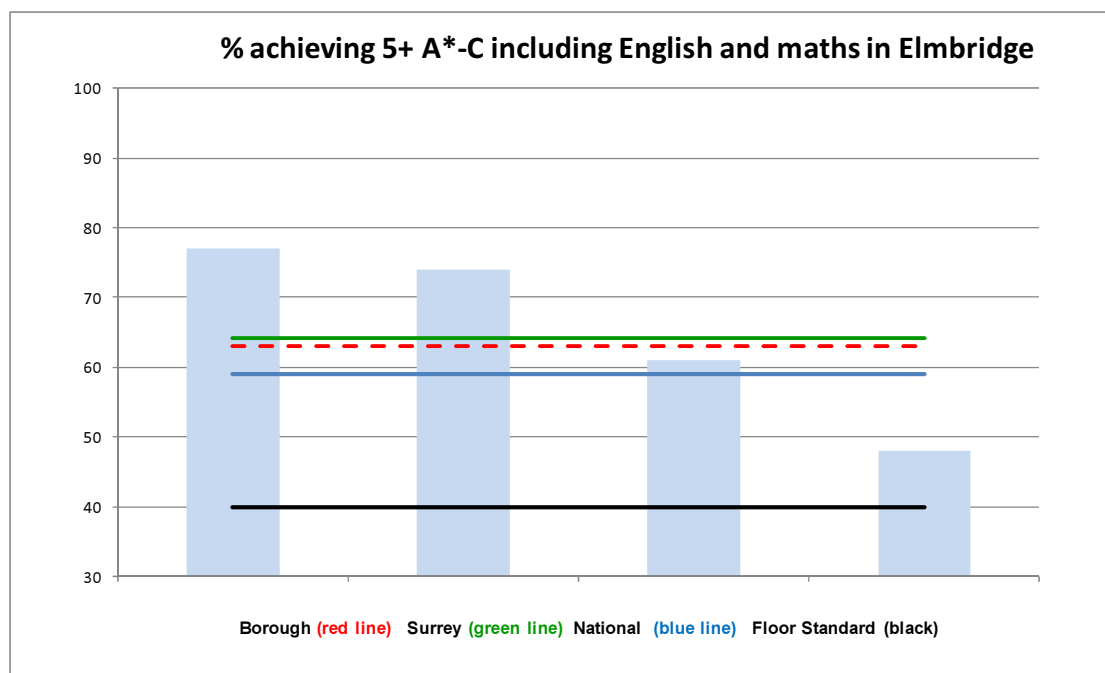
2.5 Key Stage 2 – pupil premium

The percentage of disadvantaged pupils in Surrey making at least 2 levels of progress in English was 81% compared with 87% of the national average. It included those pupils who had been eligible for free school meals during the last six years (FSM6) or those continuously looked after for six months. Amongst the 20 junior and primary schools in Elmbridge, five were below and seven were equal to or above the national average. The data of the remaining eight schools was suppressed and hence unavailable for analysis.

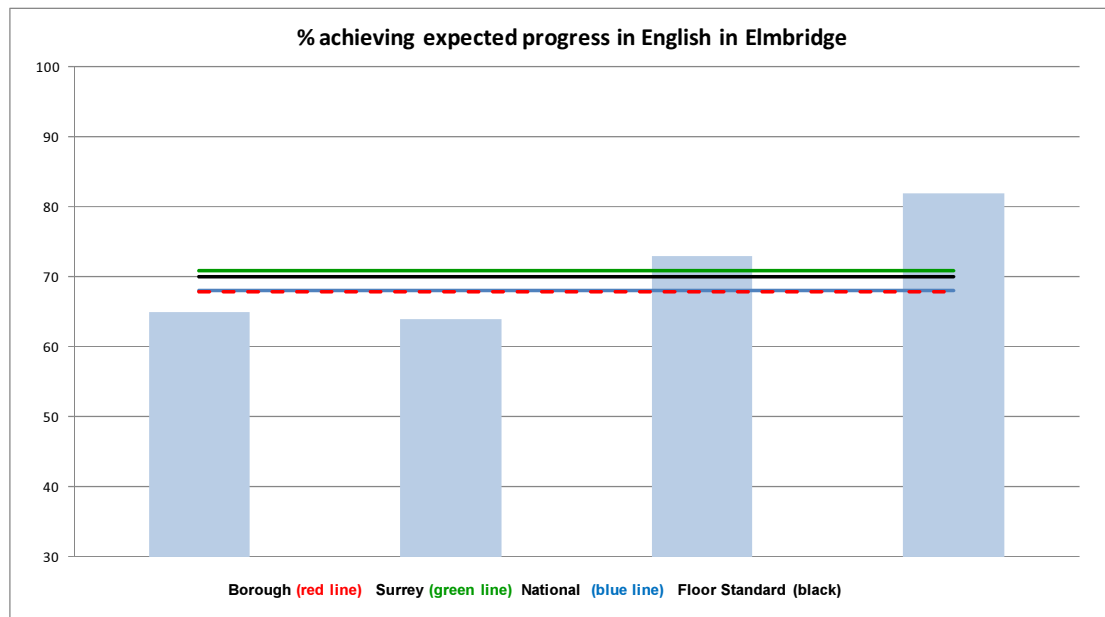
The percentage of disadvantaged pupils in Surrey making at least 2 levels of progress in mathematics was 75% compared with 82% of the national average. It included those pupils who had been eligible for free school meals during the last six years (FSM6) or those continuously looked after for six months. Amongst the 20 junior and primary schools in Elmbridge, six were below and six were equal to or above the national average. The data of the remaining eight schools was suppressed and hence unavailable for analysis.

2.6 Key Stage 4

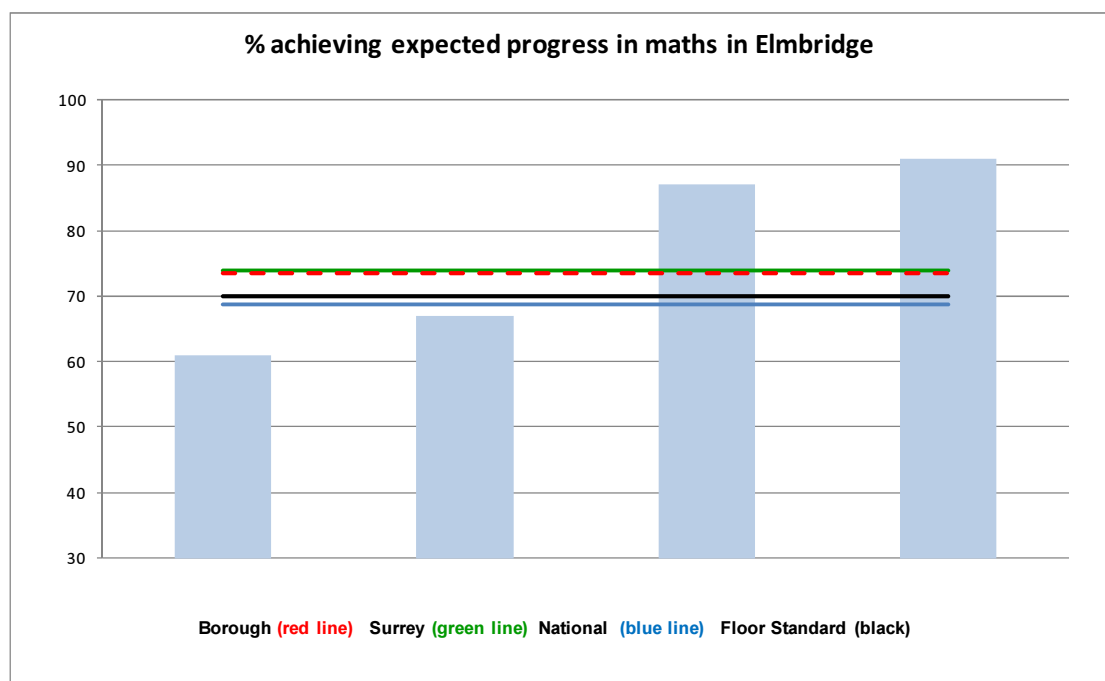
63.1% of pupils in Elmbridge achieved 5 or more GCSEs or equivalent at grades A* to C including English and Mathematics. Elmbridge was below the Surrey average of 64.2% but it was above the national average of 59% and the floor standard of 40%.



67.8% of pupils in Elmbridge achieved the expected progress in English which was below the Surrey average of 70.9%, the national average of 68.1% and the floor standard of 70%.



73.5% of pupils in Elmbridge achieved the expected progress in mathematics which was below the Surrey average of 74% but it was above the national average of 68.7% and the floor standard of 70%.



Any school failing to reach all three thresholds is designated as below the expected floor standards for 2012. No school in Elmbridge fell into this category.

2.7 Key Stage 4 – prior attainment

The percentage of pupils in Surrey in the low prior attainment band (below level 4 at Key Stage 2) making at least 3 levels of progress in **English** was 46.1% compared with 44.9% of the national average.

Amongst the four schools in Elmbridge, one was below and three were equal to or above the national average.

The percentage of pupils in Surrey in the low prior attainment band (below level 4 at Key Stage 2) making at least 3 levels of progress in **mathematics** was 31.5% compared with 29.9% of the national average. Amongst the four schools in Elmbridge, one was below and three were equal to or above the national average.

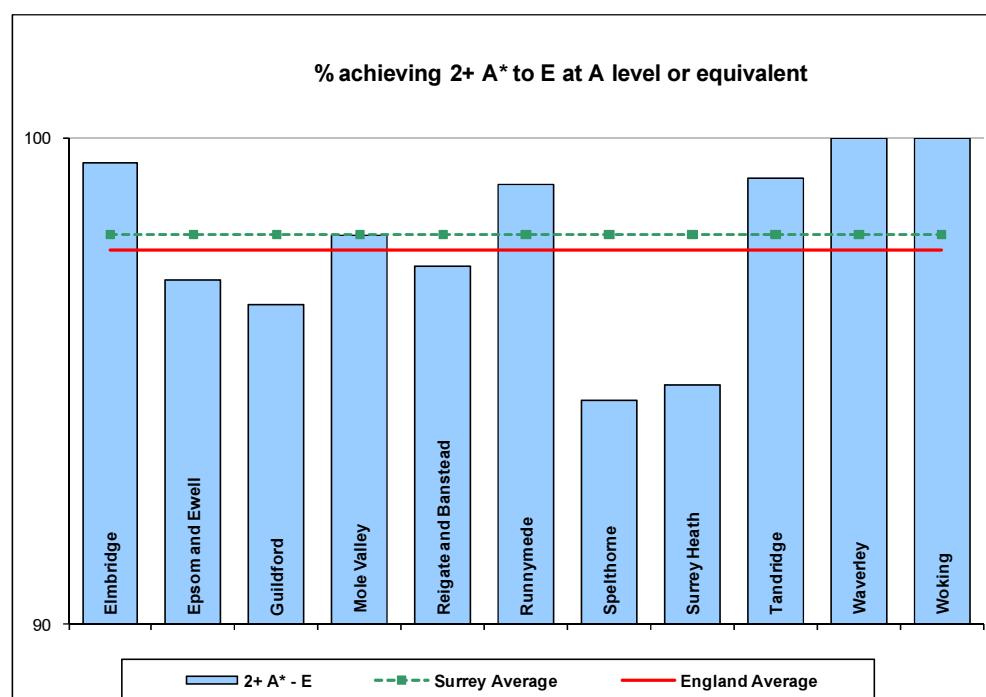
2.8 Key Stage 4 – pupil premium

The percentage of disadvantaged pupils in Surrey making at least 3 levels of progress in **English** was 47.9% compared with 53.8% of the national average. It included those pupils who had been eligible for free school meals during the last six years (FSM6) or those continuously looked after for six months. Amongst the four schools in Elmbridge, two were below and two were equal to or above the national average.

The percentage of disadvantaged pupils in Surrey making at least 3 levels of progress in **mathematics** was 50.7% compared with 51.5% of the national average. It included those pupils who had been eligible for free school meals during the last six years (FSM6) or those continuously looked after for six months. Amongst the four schools in Elmbridge, three were below and one was equal to or above the national average.

2.9 Key Stage 5

99.5% of the pupils in Elmbridge achieved 2 or more A level or equivalent at grades A* to E. It performed above the Surrey average of 98% and the national average of 97.7%.



2.10 Ofsted

(NYI =Not yet inspected)

Overall effectiveness by the 4 judgements

Elmbridge	1	2	3	4	NYI	Total
Nursery	0	0	0	0	0	0
Primary	9	12	4	2	0	27
Secondary	3	0	1	0	0	4
Special	0	0	0	0	0	0
PRU	0	1	0	0	0	1
Grand Total	12	13	5	2	0	32

Surrey	1	2	3	4	NYI	Total
Nursery	1	3	0	0	0	4
Primary	75	148	61	14	1	299
Secondary	14	24	14	1	0	53
Special	11	9	3	0	0	23
PRU	3	6	1	1	0	11
Grand Total	104	190	79	16	1	390

England	1	2	3	4	Grand Total
Nursery	229	171	19	1	420
Primary	2964	8478	4795	406	16643
Secondary	798	1237	933	107	3075
Special	385	456	171	19	1031
PRU	66	192	106	15	379
Grand Total	4442	10534	6024	548	21548

% schools deemed good or outstanding

% schools deemed good or outstanding

	Elmbridge	Surrey	England
Nursery	--	100.0%	95.2%
Primary	77.8%	74.6%	68.7%
Secondary	75.0%	71.7%	66.2%
Special	--	87.0%	81.6%
PRU	100.0%	81.8%	68.1%
Grand Total	78.1%	75.4%	69.5%

% pupils attending good or outstanding schools

% pupils attending good or outstanding schools

	Elmbridge	Surrey
Nursery	--	100.0%
Primary	75.3%	71.9%
Secondary	77.0%	76.7%
Special	--	87.9%
Total	75.9%	74.2%

3 OPTIONS

- 3.1 The Committee is asked to note the information provided within the report.

4 CONSULTATIONS

- 4.1 There have not been any consultations carried out on the report.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 None for the purposes of this report.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 None for the purposes of this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 None for the purposes of this report.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The key stage 2 attainments in Elmbridge schools compare favourably the Surrey averages. Progress rates, although favourable in maths, need to improve further in English. Six primary schools are currently graded as overall effectiveness 3 or 4. These schools continue to be supported and challenged by the Local Authority to ensure that they secure a good judgement at their next Ofsted inspection.
- 8.2 The secondary school currently graded 3 by Ofsted continues to receive support to help it achieve a higher grade at its next inspection.
- 8.3 Focus on continuing to close the attainment gap between the highest performing pupils and the lowest performing pupils.
- 8.4 Focus on Early Years provision and practice and the transition to Year 1.
- 8.5 Work with all agencies to provide support around a school e.g. health, housing, children's services, so that schools in more deprived areas are supported effectively.

- 8.6 Introduce a new School Improvement Service which utilises the best available experts to support schools to ensure all schools are good or better by 2017 and all pupils achieve their best potential.
- 8.7 In secondary schools, work to close the gap in achievement between students eligible for the pupil premium and all other students.
- 8.8 Focus on leadership expertise with schools to ensure that schools are well led and managed.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The recommendations are to inform Local Committee members of the planned support being provided to schools in the borough of Elmbridge.

10 WHAT HAPPENS NEXT

- 10.1 The Elmbridge Local Committee is invited to receive further updates as desired.

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BACKGROUND PAPERS:

Version No. 2 Date: 20.02.2013 Time: Initials: No of annexes: 2

Annex 1 – Technical notes

Early Years

- Children are normally aged five when they are assessed, although a minority may be slightly younger or older.
- The Foundation Stage Profile is based on teacher assessments completed in the Summer term 2012.

Key Stage 1

- Children are normally aged seven when they are assessed, although a minority may be slightly younger or older.
- Whilst the expected level is Level 2+, the Department for Education recommend that children reach Level 2B or higher at key stage 1 to have the best chance of gaining Level 4+ at key stage 2.

Key Stage 2

- Children are normally aged eleven when they are assessed, although a minority may be slightly younger or older.
- Please note that the expected progress methodology changed in 2011 and 2012. The information here is based on 2012 methodology but care is required if making direct comparisons to progress measures published in previous years.
- The English Level is calculated differently this year so caution is required when making comparisons to previous years. The English figures are based on Writing TA figures and Reading Test levels.

Key Stage 4

- The key stage 4 information is a summary of the GCSE and equivalent results for pupils at the end of key stage 4 in state-funded schools (mainstream schools, special schools and academies) in the 2011/12 academic year. The results in the graphs have been based on the final data from Educational Performance Analysis System (EPAS) online.
- Expected levels of progress in English and mathematics are based on pupils making at least three levels between key stage 2 and key stage 4.

Key Stage 5

- The key stage 5 information is a summary of the A level and equivalent results for pupils at the end of key stage 5 in state-funded schools (sixth form only) in the 2011/12 academic year. The results in the graph have been taken from the provisional data from Educational Performance Analysis System (EPAS) online.

Ofsted

- Data covers all inspections in Surrey (and in each Borough/District) to 13 December 2012 which is all inspections to the end of the Autumn term 2012. The national data is to 31 August 2012.

List of data sources

Early Years

- The information is based on Teacher Assessment reported on Keypas. National figures were provided in the Department for Education Statistical First Release.

Key Stage 1

- The information is based on Teacher Assessments reported on Keypas in January 2013. National figures were provided in the Department for Education Statistical First Release 21_2012

Key Stage 2

- The information has been calculated from the revised pupil level results issued by the Department for Education and the Statistical First Release, which was published on 13th December 2012.

Key Stage 4

- The information is based on the final results in Educational Performance Analysis System (EPAS).

Key Stage 5

- The information is based on provisional results in Educational Performance Analysis System (EPAS).

Ofsted website: <http://www.ofsted.gov.uk/>

Annex 2 Technical Notes relating to Pupil Premium and Prior Attainment Band performance data

Our aim is to use data that is readily available in the public domain from official sources where ever possible. School level data for the performance of Pupil Premium groups and Prior Attainment bandings was part of the official data set published by the DfE alongside the Performance Tables and this was used to produce figures for the Local Committee reports.

However, the Department of Education has a strict policy on the publication of small numbers, which states:

[They will] suppress publication of figures relating to a cohort of 5 pupils or fewer. This is intended to reduce the risk of individual pupils being identified from published data. In the 2012 Performance Tables:

- We will suppress publication of all figures relating to a cohort of 5 pupils or fewer; and;
- We will suppress publication of figures relating to the characteristics of pupils (SEN, Free School Meals etc) where there are fewer than 6 of the pupils in the group. For example, if there are four pupils not eligible for FSM in the schools, all indicators for eligibility for free school meals will be suppressed.

As a result the performance figures for a number of schools in the Local Committee reports were suppressed.

More detailed calculations based on individual pupil level data provided to the Local Authority were not possible due to the limited time between publication and the Local Committee report deadlines.

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OFFICER REPORT TO LOCAL COMMITTEE (Elmbridge)

Surrey Fire and Rescue Service Update 25 February 2013

KEY ISSUE

To inform the committee on the items in the next Public Safety Plan Action Plan, covering the period 2013-16.

SUMMARY

The second action plan in support of the Public Safety Plan is currently under development. This process includes a review of the 2 year action plan for 2011-13 and also the proposals for a 3 year action plan from 2013-16.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) Note the progress to date on items in the Action Plan for 2011-13
- (ii) Provide feedback on proposed Action Plan for 2013-16.
- (iii) To consider those items that will be the subject of further public consultation at the appropriate time.

Introduction:

1. The Public Safety Plan 2011-20 is supported by a series of action plans, detailing the specific targets and actions for the current period.
2. The first action plan covers the period between June 2011 and March 2013.
3. The second action plan, covering the period between April 2013 and March 2016 is currently under consultation.
4. This report provides an overview of progress against the first action plan and also details the intended actions and targets for the second action plan.

Public Safety Plan Action Plan 2011-13 Review
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5. The first action plan supporting the PSP will conclude in March 2013. A number of the actions have been completed, including several that indicated the commencement of projects. There are a number of items that will be carried forward into the next action plan.
6. Several of these items were 'enabling items' to allow more significant changes to be made in the following action plan, notably the development of new Wholetime duty systems.
7. **Surrey Response Standard:** The Response Standard is embedded and the reporting mechanism is continuing to be improved. This is now business as usual. **Item complete**
8. **Mutual Assistance:** The arrangements with neighbouring Fire and Rescue Services under sections 13 and 16 of the Fire and Rescue Services Act have been reviewed and revised where appropriate. The agreement with West Sussex following the intended cessation of the ceded area arrangement is being reviewed again. **Item complete.**
9. **Reform of the On-Call duty system:** Revised contracts and a new availability planning system will be in place by April 2013. A phased transition for staff will be implemented during 2013. Item will be completed.

There are a number of actions that are linked to the on-call duty system project:

- 24 hour provision at Cranleigh: This is a deliverable from the main duty system project.
 - Revised service delivery at Gomshall. The Service are continuing to develop the options for Gomshall and the staff based there. This may include crewing a special appliance.
 - Removal of 2nd appliances from Cranleigh, Godalming, Haslemere, and Oxted: The removal of the second appliances is also linked to the implementation phasing of the revised contracts. These appliances will not be available for emergency response but may stay in their locations to provide resilience.
10. **Wholetime duty system changes:** Work has been refocused in order to provide a new model for firefighters to provide additional shifts in order to maintain cover against a reducing establishment. This element is expected to be delivered before the end of March 2013. This item will also be **carried forward** in the next action plan.
 11. **Location of Fire Stations:** This is an ongoing item; specific details are covered in the Action Plan 2013-16 section of this paper'.
 12. **Fire station facilities:** Review ongoing, with incremental implementation subject to budget availability. A number of fire stations are now being

shared by Surrey Police and/or South East Coast Ambulance Service creating revenue income and operational benefits.

13. **7 day a week working:** The Middle Management Review reduced the establishment of Middle Managers from fifty to forty and introduced a new working pattern to increase managerial availability at the weekends. **Item complete.**
14. **Operational Assurance:** Good progress is being made, with the second phase of operational audits currently underway. The revised post event review process is being implemented and the organisational learning and Service improvement packages are being delivered. This item will be **carried forward** into the next action plan.
15. **Increased Use of Volunteers:** The Service has increased the number of volunteers to 80 from a figure of fewer than 10 in 2011, and has established a framework for the increase in number of and use of volunteers across a wide range of activity. **Objective being achieved.**
16. **Review of Response/Call Challenge/Charging:** Not complete, this item is dependent upon a pan regional project as detailed in the 2013-16 plan.
17. **Development of sponsorship:** Initial research indicated that this item would require specialist assistance. New post created and appointed to in order to manage this element. Commences in January 2013.
18. **Governance review** - The review will be broken down into 4 workstreams - analysis of the impact of current arrangements; review of possible models; assessment of future influencing factors; and an assessment of options for the future. It is envisaged that the work will develop options by end 2013. The next action plan will include the delivery of the review findings. **Item complete.**
19. **Analysis of data:** The revised Community Risk Profile will be published in April 2013. The annual review/revision of this item becomes business as usual. **Item complete.**
20. **Partnership review:** Partnership review completed with revised register/risk assessment. **Item complete.**
21. **London 2012:** Planning and exercising for the Olympics was completed in time. Significant Service commitment during the Olympics supported the successful delivery of the games, notably the road cycling events and the Olympic Rowing Village at Royal Holloway College. **Item complete.**

Public Safety Plan Action Plan 2013-16

22. The Service has developed a 3 year action plan, to commence in 2013. This will then encompass a longer period of the Medium Term Financial Plan and enable the Service to provide direction on a number of significant projects, mostly relating to property/location changes.

23. Fire station locations:

24. A number of external factors have contributed to the requirement for Surrey Fire and Rescue Service (SFRS) to engage with station relocations additional to those described within the Public Safety Plan. As a consequence, and in line with the budget planning for the Service, the phasing for implementation has now changed.

Epsom & Ewell and Reigate & Banstead

25. West Sussex Fire and Rescue Authority (FRA) have decided to remove the fire engine from their Horley station in April 2013. This affects the fire emergency response arrangements in Surrey as this fire engine was often the quickest response to incidents in the Horley area.
26. Surrey's response to this action has been the subject of a public consultation, the proposal being to provide new fire station locations in the Salfords and Burgh Heath areas, with one fire engine being moved to Horley as an interim solution for Reigate and Banstead until a suitable location is found in the Salfords area.

Woking

27. In September 2012, Surrey County Council's Cabinet agreed to form part of the Woking Town Centre development company and consequently agreed to the relocation of the fire station from its current site in Cawsey Way.
28. Woking fire station is a relatively modern station that occupies a small footprint. This limits the area available for practical training and also for car parking. The impact on training is obvious, whilst the limited car parking capacity negates the opportunity to create an 'on-call' unit at the station, which is an option that SFRS would wish to explore.
29. A proposed site has been given provisional approval by Fire and Rescue based upon operational requirements. At the time of writing the location of the site was subject to the requirement for confidentiality due to commercial/contractual reasons.
30. Target date for completion: **March 2014**

Guildford

31. Guildford Fire Station is being replaced due to the condition of the existing building. The timescale from the consultants is for early works to begin January 2013 with start of construction on site by May 2013.
32. Preparatory works are being carried out on the properties due to be demolished in January 2013, as part of the enabling works.

33. Property Services target date for completion: **July 2014.**

PSP Phase 2

34. Phase 2 of the PSP is described as follows;

9.2 *It will be this second phase of changes that allow us to make the majority of the savings that have been identified in the current medium term financial plan. It will also provide the opportunity to improve our first fire engine response time to particular areas of the county. Due to the complexity of the factors outlined above, we cannot be explicit about where we think our fire stations will be and we are mindful that other opportunities to change may arise. However our current aspirations include the following:*

- a) *A fire engine located more centrally in Spelthorne. This would impact on the fire engines at Staines and Sunbury.*
- b) *A rationalisation of the number of fire stations in Elmbridge.*

Spelthorne

35. The current provision within Spelthorne is one pump at Sunbury and one pump at Staines. These stations are located at either end of the borough. For Staines this means that the fire station is very close to the border with London, with Feltham Fire Station situated approximately 3 miles away.
36. An optimal location in the Ashford Common area has been identified by Property Services and initial scoping work has commenced.
37. Property Services target date for completion: **March 2015**

Elmbridge

38. The current provision within Elmbridge is one pump at Painshill, one pump at Esher and two pumps at Walton (1 variable crew, 1 on-call). Painshill is situated in an optimal location but there is the potential to rationalise the resources at Walton and Esher into a suitable site in the Hershams area.
39. Property Services target date for completion: **March 2016**
- 40. Income generation**
Details the plan to increase the generation of income through a range of options.
- 41. Review of Response/Call Challenge/Charging**
This is an item carried forward from the 2011-13 plan and is dependant upon the delivery of the products from the Fire and Rescue collaborative

partnership. This partnership is developing standardised operational procedures and the supporting elements, such as risk assessments, task analysis and training packages. Central government funding has enabled the establishment of a hub, to be based at Reigate, to accelerate the completion of this work and to form the basis of a steady state mechanism for review and revision of the documents.

The Service has already introduced the Incident Types that the partnership has produced, as has the Isle of Wight and has now commenced implementation of the Standard Operating Procedures.

During the 3 year plan the Service will seek from the Fire Authority confirmation of the requirement to continue to respond to incidents that do not form part of the statutory duty detailed by the Fire and Rescue Service Act 2004. This includes incident types such as animal rescue.

Confirmation of the response requirement will also enable the Fire Authority to consider the charging regime applied to incident response where appropriate.

42. Reform of Wholetime duty systems

In order to support the further improvement in staffing flexibility and resilience, the Service will progress the development of Wholetime duty systems by the end of this action plan.

43. Review of Governance

The review of governance will deliver its findings during this action plan period. This will initiate a project to implement the recommendations following receipt of the appropriate approvals.

44. Emergency response cover disposition

The PSP contained a model of the potential disposition of fire engines as a result of the implementation of Phase 1 of the plan. Whilst the rationale behind this disposition plan has not changed, there is a change to the phasing of implementation, prompted in part by the external factors of Horley and Woking. This means that some of the potential disposition changes may not happen due, for example, to a change in fire station locations. This is the case for Epsom, where the implementation of a day crew is likely to be superseded by the establishment of a fire station in the Burgh Heath area.

The PSP also proposed the implementation of day crewed fire engines at Oxted, Godalming and Chobham. Whilst this remains an aspiration for the Service it is clear that due to the other planned changes described previously this is not a priority action. The implementation of the revised on-call duty system and associated availability requirements will be reviewed and revised where appropriate.

45. The PSP described the creation of additional capacity to support training and community safety activity. The requirement for this capacity remains but the Service will continue to examine the most appropriate method for delivery.

46. The PSP also described the intention to match resources to demand. This involved redressing the imbalance between night time, when currently there is more cover but less demand, and day time when the reverse is true. This remains the intention and the changes in the availability of the on-call duty system will see the first steps in achieving this.
47. The Service understands how valued both the Youth Engagement Scheme and Safe Drive Stay Alive are, and continues to deliver both of these schemes successfully. There are significant resource implications from these that must also be considered in future planning.
- 48. Provision of Specialist Capability/Contingency Crewing**
During this action plan the Service will be implementing a one year pilot scheme during 2013 for the provision of a contingency crewing capability to provide fire and rescue response during periods of staff shortages. This is with a Dorking based company, Specialist Group International Ltd. This meets the statutory requirement as confirmed in the Fire and Rescue Service National Framework.
- In addition to the contingency crewing element, the contract also incorporates the provision of specialist services, incorporating a wide range of special rescue activity, including rescues from surface and sub-surface water, confined spaces and heights. One of the recommendations from the Cabinet Paper which initiated this contract is for a thorough review to be undertaken during the period of the pilot. This review will report its findings to the Communities Select Committee.
- 49. Reviews of Action Plan 2011-13 items.**
Items completed during the previous action plan will be reviewed where necessary. This will include the reforms of the On-Call duty system.

Conclusions:**Financial and value for money implications**

76. The cost and timing assumptions set out above are being taken into account in preparing the proposed 2013-18 Medium Term Financial Plan. It is worth emphasising that any additional costs which may be associated with the change in arrangements for Horley have not yet been allowed for, pending consultation; and that the timing of other changes in station location is the single most critical factor to delivering the savings required.

Equalities Implications

50. The proposed location changes will be subject to staff and public consultation. Equalities Impact assessments will be completed where necessary.

Risk Management Implications

51. The Medium Term Financial Plan savings are based upon the delivery of the station rationalisations as described. The delivery of these savings remain as a risk.
52. The property strategy for SFRS mitigates community risk as it provides improved facilities in more appropriate locations.

Implications for the Council's Priorities or Community Strategy

53. The continued provision of an effective Fire and Rescue Service supports all of the key priorities

CRIME AND DISORDER IMPLICATIONS

- 6.1 None identified

CONCLUSION AND RECOMMENDATIONS**WHAT HAPPENS NEXT**

The Action Plan will be reviewed in light of the comments received.

The Action Plan will be published during 2013 with actions commencing as required during the period of the plan. Items regarding proposed changes to station locations and/or fire engine deployments will be subject to the appropriate public consultation.

Local Committees will be updated on specific actions and progress.

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BACKGROUND PAPERS: Public Safety Plan 2011-20
PSP Action Plan 2011-13

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OFFICER REPORT TO LOCAL COMMITTEE (Elmbridge)

Highways Update 25th February 2013

KEY ISSUES

To update Committee with progress of the 2012-13 Highways programmes funded by the Local Committee.

SUMMARY

This report summarises progress with the Capital and Revenue programmes funded by the Local Committee's respective capital and revenue budgets.

Members are encouraged to indicate their priorities for next Financial Year's programme of works.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not indicated their priorities by 15th March 2013 (paragraph 2.10 refers).

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee has been delegated Highway budgets in the current Financial Year 2012-13 as follows:
- Local Revenue: £266,620
 - Community Pride: £45,000 (£5,000 per Division)
 - Capital Integrated Transport Schemes: £202,084
 - Capital Maintenance: £202,084 (approx £22,500 per Division)
- 1.3 Following an under spend in the previous Financial Year 2011-12 there are also significant carry forward monies:
- Local Revenue carry forward: £41,100
 - Capital Integrated Transport Schemes carry forward: £135,400
- 1.4 The funds delegated to the Local Committee are in addition to funds allocated at a County level which cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

2.0 ANALYSIS

Annual Local Revenue Programme

- 2.1 In September 2012 Committee approved the allocations shown in Table 1 below:

Table 1 Proposed revenue allocations

Budget Heading	Allocation
Drainage	£60,000 Approx £57,000 committed
Trees & Vegetation	£40,000 Approx £40,500 committed
Signs & Road Markings	£15,000 Used to support LSR programme
Parking	£15,000 Used to support LSR programme
Local Issues	£166,620 Used for Street Smart, ditching and to support LSR programme
Carriageway / footway patching	£11,100 Used to support LSR programme
Total	£307,720 (= £266,620 + £41,100) (= this FY's budget + carry fwd)

- 2.2 The Local Revenue Budget is now fully committed for 2012-13. This includes a contribution of £42,000 to Street Smart, approximately £96,000 to support this Financial Year's Capital Maintenance (LSR) programme, and £50,000 to deliver a programme of ditch clearance in partnership with Elmbridge Borough Council.

Annual Capital Integrated Transport Schemes Programme

- 2.3 Table 2 below summarises progress with Integrated Transport Schemes that were approved by Committee in June. The likely cost of each scheme has been detailed alongside each budget – for various reasons it is likely that the ITS programme will be significantly cheaper than anticipated, which has released funds for additional Capital Maintenance works.

Table 2 Progress with 2012-13 Capital Integrated Transport Schemes Programme

Scheme	Description	Progress	Budget
Weybridge Station – pedestrian improvements	Improved pedestrian crossing facilities across the B374 Design only this FY	Design team now briefed; feasibility / design work underway.	£10,000 <i>(Likely cost £5,000)</i>
Church Street Cobham	New weight restriction	Implementation imminent.	£10,000
Oxshott Speed Management Package	Phase 1: Extension of speed limit Phase 2: VAS & hard standing for mobile enforcement	Phase 1 complete.	£20,000 <i>(Likely cost £16,000 for phase 1)</i>
Stoke Rd Cobham	Extension of 30mph speed limit	Cabinet Member did not approve departure from policy – therefore scheme abandoned.	£8,000 <i>(No cost)</i>
Cleves School	New pedestrian crossing	Design complete. School supportive. Statutory notice advertised and no objections received. Consultation with residents underway. Due to construct in school Easter holidays.	£60,000 <i>(Costs to be covered by developer contributions)</i>
Borough wide mobility ramps	New mobility ramps at various locations.	No progress with this FY's mobility ramps.	£15,000 <i>(Unlikely to spend any of this allocation)</i>
Woodlands Rd Speed Limit amendment	Cross boundary speed limit reduction	Cabinet Member approved departure from policy. Scheme complete.	£12,000 <i>(Likely cost £16,000)</i>
Fairmile Lane safety improvements	Casualty reduction scheme at junction with Miles Lane	Initial feasibility study suggested minor improvement of visibility, signs and road markings. Feasibility study to be extended to consider a junction road table.	£25,000 <i>(Likely cost £5,000)</i>

Scheme	Description	Progress	Budget
CIL/2013/14 Scheme Development	Feasibility work to identify and develop schemes for future years	No progress.	£15,000 <i>(Unlikely to spend any of this allocation)</i>
Queens Rd/Old Avenue Weybridge Pedestrian safety measures	Casualty reduction scheme	Construction imminent.	£15,000
Speed Management (Boroughwide)	Localised measures to assist in the implementation of the Elmbridge Speed Management Plan	No progress.	£15,000 <i>(Unlikely to spend any of this allocation)</i>
Total, noting that the budget allocations are approximate			£205,000 <i>(Likely total cost £67,000)</i>

2.4 Table 3 below summarises progress with last Financial Year's Integrated Transport Schemes that have been carried forward in the current Financial Year.

Table 3 Progress with 2011-12 Capital Integrated Transport Schemes Programme

Scheme	Description	Progress	Cost
Ashley School pedestrian improvements	Construction of new pedestrian crossing and footway on desire line.	Complete.	£43,000
Boroughwide mobility ramps	New mobility ramps at various locations: <ul style="list-style-type: none"> • Portsmouth Road, Cobham • Queens Road j/w Trenchard Close • Queens Road j/w Ingrams Close • Queens Road j/w Surrey Lodge • Queens Road j/w Green Lane • Queens Road j/w Oak Lodge Close • Manor Road North / Manor Drive • Winston Drive 	Some complete; others imminent.	£11,000
Total, noting that the budget allocations are approximate			£54,000

Capital Maintenance Programme

2.5 The Capital Maintenance programme has been boosted by contributions from the Local Revenue budget (mentioned above) and also the Community Pride budget (mentioned below). Altogether nearly £0.5M has been invested in Local Structural Repair (LSR) schemes – an average of over £55,000 per Division – not including schemes that have now been funded from central budgets.

2.6 Table 4 details progress with this Financial Year's Capital Maintenance programme.

Table 4 Progress with 2011-12 Capital Maintenance Programme

Location	Proposed works	Cost	Status
Claremont Road	LSR	£54,487.00	Complete
Hare Lane	Refurbish Service Road and Island	£25,554.61	Complete
Mole Road	LSR	£22,274.56	Complete
Old Esher Close	LSR	£1,865.00	Complete
Linfield Close	LSR	£8,250.00	Deferred
Rydens Grove	LSR	£11,500.00	Deferred
Hurstfield Road	LSR	£22,134.91	Complete but quality concerns
Heathside, Weybridge	LSR	£21,452.00	Imminent
Churchfield Place	LSR	£10,890.00	Deferred
Monument Green	LSR	£10,014.17	Imminent
Thames Street slip road	LSR	£13,608.58	Complete
Miles Lane	LSR	Centrally funded (£19,800)	Complete
Spencer Road	LSR	£17,641.76	Complete
Footpath to rear of Ross Road	Footpath reconstruction	£3,049.00	Imminent
Matham Road	LSR	£13,373.98	Imminent
Pemberton Road	LSR	£39,527.24	Complete
Queens Road	LSR	£26,248.54	Imminent
Newlands Avenue	LSR	£37,268.18	Imminent
Second Avenue	LSR	£38,308.19	Complete but quality concerns
Thamesmead	LSR	£10,460.55	Complete but quality concerns
Franklyn Road jw Dunsmore Road	LSR	£12,722.63	Complete but quality concerns
Cedar Grove	LSR	£14,117.96	Complete
Parkway	LSR	Centrally funded (£6,600)	Complete
Hurst Grove	LSR	£16,988.47	Complete but quality concerns
Garrick Gardens	LSR	£48,875.38	Complete

Location	Proposed works	Cost	Status
Brittain Road	LSR	£7,273.00	Complete but quality concerns
Green Lane, Walton-on-Thames	LSR	£10,771.56	Complete but quality concerns
Ashton Close, Walton-on-Thames	LSR	£14,017.02	Complete
Manor Court, Weybridge	LSR	£16,401.40	Complete but quality concerns
	Total	£498,435.69	

Community Pride Fund

2.7 As mentioned above, the Community Pride budget has been used to boost this Financial Year's Capital Maintenance programme.

Programme Monitoring and Reporting

2.8 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen are provided with detailed monthly finance updates, which detail all the orders raised against the various budgets, as well as the works planned for each of the budgets.

Priorities for 2013-14

2.9 Table 5 shows next Financial Year's budget allocations that were approved by Committee in November 2012.

Table 5 Approved allocation of budgets for 2013-14

Approved allocation	Amount
Pooled Revenue	£175,000
Street Smart	£40,000
Divisional Allocations	£500,788 (£55,643 per Division)
Total	£715,788

2.10 In January 2013 all Divisional Members were provided with a list of priced options, and asked to indicate their priorities for next Financial Year. Members are encouraged to indicate their priorities by the end of February 2013, to enable officers to deliver next Financial Year's programme of works when the weather is favourable, and to avoid a rush of work towards the end of next Financial Year. In the event that Divisional Members do not indicate their priorities in good time to finalise next Financial Year's programme it is recommended to authorise the Area Team Manager to decide Divisional Programmes on their behalf, in consultation with the Chairman and Vice Chairman. It is recommended to set a deadline of 15th March 2013 for Divisional Members to indicate their priorities.

3.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

3.1 The financial implications of this paper are detailed in section 2 above.

4.0 EQUALITIES AND DIVERSITY IMPLICATIONS

4.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

5.0 CRIME AND DISORDER IMPLICATIONS

5.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve people's perception of crime.

6.0 CONCLUSION AND RECOMMENDATIONS

6.1 This Financial Year's programmes are drawing to completion.

6.2 It is necessary to decide next Financial Year's programmes in good time to facilitate timely delivery of those programmes.

7.0 REASONS FOR RECOMMENDATIONS

7.1 The single recommendation has been made to ensure that next Financial Year's Divisional Programmes can be finalised in good time to facilitate timely delivery of those programmes.

9.0 WHAT HAPPENS NEXT

9.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to develop next Financial Year's Divisional Programmes.

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BACKGROUND PAPERS: None

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OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

2013 PARKING REVIEW

25 FEBRUARY 2013

KEY ISSUE

To consider the implementation of new waiting and loading restrictions and amendments to existing restrictions at various locations across the borough, to address safety issues and parking difficulties, and to consider other amendments to traffic regulation orders in Elmbridge.

SUMMARY

This report outlines the locations that the county's Parking Strategy and Implementation Group (PSIG), recommend should be progressed for formal advertisement with a view to introducing new or amending existing parking controls.

This report also contains recommendations for other amendments relating to parking controls and traffic regulations orders in Elmbridge.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to agree that:

- (i) The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.

- (ii) if objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- (iii) if any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications;
- (iv) consideration is given to allocating funding to proceed with the introduction of the parking amendments as part of its budget setting process for 2013/14.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Parking Strategy and Implementation Group maintains a database of the requests for additions or amendments to the parking controls in Elmbridge.
- 1.2 Since carrying out the 2011/12 parking review the parking team received over 300 new requests for changes.
- 1.3 Members of the parking team carried out assessments of the locations on the database taking into account a number of factors, including road safety, localised congestion, effect on emergency services and bus operators and levels of support.

2 ANALYSIS

- 2.1 Following an initial desktop review of the assessments, a number of the requests were rejected as either just requests for refreshment of existing restrictions, or duplicates of other requests on the list, or requests that were impractical or unfeasible. The parking team then undertook site visits at the remaining locations.
- 2.2 Following these visits, further requests were rejected, as there was no feasible or practical solution or it was not considered a priority to implement at this time.
- 2.3 Annex 1 outlines the officer recommendations on which requests should be taken forward to implementation, subject to the completion of the due legal process.

3 OPTIONS

- 3.1 Agree the recommendations in this report and the proposals as outlined in Annex 1 and proceed with the statutory process for introducing parking controls.
- 3.2 Amend the recommendations and/or the proposals in Annex 1 and proceed with the statutory process for introducing parking controls.
- 3.3 Do not proceed with any of the recommendations or proposals. The parking controls would remain unaltered - however this will not resolve any of the identified parking problems.

4 CONSULTATIONS

- 4.1 Meetings have taken place with county and borough councillors, with resident association representatives and other stakeholders to discuss various elements of the proposals. The Parking Task group has also been consulted and has helped develop the proposals contained in the Annex to this report.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 At this time the budgets for the next financial year have not been finalised, and the committee is asked to consider allocating some of its budget for 2013-14. The cost of implementation should not exceed £15,000.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no specific equality and diversity implications within this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no specific crime and disorder implications.

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1 It is recommended that the locations requiring new or amended parking controls and identified in Annex 1, be progressed so that the current parking difficulties highlighted within the borough can be resolved. The main reasons are as follows:-

- to improve road safety

- to assist with access for emergency vehicles
- to aid access for refuse vehicles
- to ease congestion and improve the environment for residents
- to improve access for visitors to local businesses

9 WHAT HAPPENS NEXT

- 9.1 Subject to funding being available, we will advertise the agreed amendments to the existing parking controls, in accordance with the statutory process, in the spring.
- 9.2 Once comments and objections have been considered, we will make the new traffic regulation order and amendments to the existing traffic regulation orders, and introduce the agreed new parking controls, in the autumn.

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BACKGROUND PAPERS:

Version No.	Date:	Time:	Initials:	No of annexes:1
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2013 Parking Review – Annex 1

ID no.	Street	Area	County Division	Borough Ward	Description	Reason
1	Brunswick Grove/Portsmouth Road	Cobham	Cobham	Cobham & Downside	Extend double yellow lines 10 metres further into Brunswick Grove, from Portsmouth Road junction.	To allow safer passage from main road to minor road
2	High Street	Cobham	Cobham	Cobham & Downside	Include residents of premises on the High Street in eligibility for permits in CPZ	Facilitate parking for residents
3	Hollyhedge Road	Cobham	Cobham	Cobham & Downside	Move disabled bay along to start in line with western wall of Post Office and introduce 2 hour limit parking bays in remaining space outside shops on northern side.	Increase vehicle turnover for visitors to local businesses
4	Lushington Drive	Cobham	Cobham	Cobham & Downside	Extend double yellow lines by 16 metres opposite the exit from Churchfield House drive.	Facilitate egress for ambulances and other large vehicles.
5	Oakdene Parade	Cobham	Cobham	Cobham & Downside	Replace parking bay with double yellow lines in front of 1-4 Oakdene Parade.	To allow safer passage from main road to parade of shops.
Page 757	River Hill	Cobham	Cobham	Cobham & Downside	Introduce 2 hour maximum stay parking bays on River Hill in front of 48 to 60 River Hill, and opposite the Old Bear public house, up to the new pavement.	Increase vehicle turnover for visitors to local businesses and local amenities
	Station Road	Cobham	Cobham	Oxshott & Stoke D'Abernon	Introduce double yellow lines in front of 1-4 Stoneleigh Court, Station Road, Stoke D'Abernon	To prevent obstructive parking
	8	Station Road	Cobham	Cobham	Oxshott & Stoke D'Abernon	Revoke single yellow line in front of 25-29 Station Road
9	Area G	East Molesey	East Molesey & Esher	Molesey East	In area G change permit holder only bays to permit holder or 2 hour maximum stay bays on inside of Feltham Avenue and on Riverbank.	Improve access for deliveries and vehicle turnover for local businesses.
10	Wolsey Road, Palace Road	East Molesey	East Molesey & Esher	Molesey East	Introduce single yellow line operating from 10-11am, Monday-Friday along the whole of the southern side of both roads.	Reduce all day parking by rail commuters and allow more vehicle turnover for local businesses
11	Lower Green Road	Esher	East Molesey & Esher	Esher	Change double yellow line outside 70-76 Lower Green Road to a single yellow line operating from 8am-6pm, Monday-Friday.	Maintain passing place during working day but allow residents to park outside their houses in the evenings and at weekends.
12	Lynne Walk	Esher	East Molesey & Esher	Esher	Introduce double yellow lines at the junction of Lynne Walk with Milbourne Lane	Improve sightlines and vehicle access/egress.

ID no.	Street	Area	County Division	Borough Ward	Description	Reason
13	Burwood Park Road	Hersham	Hersham	Hersham North	Remove the parking bay from in front of the driveway of 36A Burwood Park Road.	Remove bay from in front of new vehicle crossover
14	Back Green	Hersham	Hersham	Hersham South	Introduce double yellow lines at the northern junction of Back Green with Burhill Road and on the inside of the corner opposite the eastern junction of Back Green with Church Green	Improve sightlines and vehicle access/egress.
15	Burhill Road / Dallington Close	Hersham	Hersham	Hersham South	Introduce double yellow lines at the junction of Dallington Close with Burhill Road	Improve sightlines and vehicle access/egress.
16	Aston Road	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Introduce double yellow lines outside the exit of the pedestrian tunnel in Aston Road, opposite the junction with Norfolk Road	Improve sightlines for pedestrians and access/egress for larger vehicles
17	Dalmore Avenue	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Introduce double yellow lines on the western side from the junction with Hare Lane to the junction with Fawcus Close and round the end of the road in front of numbers 27 and 32.	Improve access/egress for larger vehicles and allow turning at the end of the road.
18	Foley Road	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Near the junction with Hare Lane, introduce double yellow lines on the north western side of the road from the existing lines at the junction to the entrance to the Foley Arms car park and replace the single yellow lines on the south eastern side of the road with double yellow lines.	Improve sightlines for pedestrians.
19	Gordon Road	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Replace the single yellow line on the apex of the junction of Gordon Road with Albany Crescent with double yellow lines	Improve sightlines and vehicle access/egress.
20	Hare Lane	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Amend traffic regulation order to show single yellow line in front of vehicle crossover to 95 Hare Lane	Rationalise traffic order and road markings
21	Hare Lane	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Replace parallel parking bays with three end on parking bays at the northern end of the slip road in front of 97 and 99 Hare Lane and replace one of the disabled bays in front of 109A Hare Lane with 1 hour maximum stay parking bay.	Increase availability of short term parking to improve vehicle turnover for visitors to local businesses
22	The Avenue	Claygate	Hinchley Wood, Claygate and Oxshott	Claygate	Introduce double yellow lines at the junction of The Avenue with Hare Lane.	Improve sightlines and vehicle access/egress.

ID no.	Street	Area	County Division	Borough Ward	Description	Reason
23	Claygate Lane	Hinchley Wood	Hinchley Wood, Claygate and Oxshott	Hinchley Wood	Introduce double yellow lines opposite the exit from Hinchley Wood school.	Improve egress for large vehicles
24	Manor Drive	Hinchley Wood	Hinchley Wood, Claygate and Oxshott	Hinchley Wood	Extend double yellow lines on both sides of the road to cover junction with service road behind shops	Improve access/egress for large vehicles to service road.
25	Ditton Hill Road	Long Ditton	The Dittons	Long Ditton	Introduce double yellow lines opposite build out in front of Long Ditton Infant School	Improve sightlines for pedestrians.
26	Fleece Road	Long Ditton	The Dittons	Long Ditton	Introduce double yellow lines at the junctions of Fleece Road with Rectory Lane and Ditton Hill Road and around the end of the island of the slip road in front of 96 Fleece Road and introduce 2 hour maximum stay parking bays in front of 57-61 Fleece Road	Improve sightlines and vehicle access/egress and vehicle turnover for local businesses.
28	Giggs Hill Road	Thames Ditton	The Dittons	Thames Ditton	Introduce double yellow lines from the junction with Portsmouth Road to the junction with Hayward Road on the western side and from the junction with Portsmouth Road to just past the junction with Hayward Road on the eastern side.	Improve sightlines and vehicle access/egress.
27	Thistledene	Thames Ditton	The Dittons	Thames Ditton	Introduce double yellow lines at the junction of Thistledene with Embercourt Road.	Improve vehicle access/egress.
29	Woodend	Esher	The Dittons	Weston Green	Extend double yellow lines on the eastern side of Woodend at its junction with Lower Green Road by 10 metres	Improve sightlines and vehicle access/egress.
30	Ashley Close	Walton	Walton	Walton Central	Extend double yellow lines on the western side of the road from the junction with Oatlands Drive to the internal junction outside number 18.	Ease parking congestion
31	Churchfield Road	Walton	Walton	Walton Central	Remove the single yellow line on the south east side of the road between the entrance to the industrial estate and the junction with Highfield Road	Increase parking provision
32	Manor Road	Walton	Walton	Walton Central	Extend double yellow lines in front of 37 Manor Road northward to in line with southern wall of 45 Manor Road	Introduce a passing place in a narrow road and reduce occurrences of driving on pavement.
33	Manor Road	Walton	Walton	Walton Central	Remove double yellow lines from in front of driveway of 20 Manor Road	Increase parking provision
34	Franklyn Road/River Walk	Walton	Walton	Walton North	Introduce double yellow lines at the junctions of Franklyn Road with River Walk and with Cambridge Road	Improve sightlines and vehicle access/egress.

ID no.	Street	Area	County Division	Borough Ward	Description	Reason
35	Walton Park	Hersham	Walton South & Oatlands	Walton South	Replace the shared use permit holder/maximum stay parking bays on the south eastern side of the island at the north western end of Walton Park with just 2 hour maximum stay parking bays.	Increase vehicle turnover for visitors to local businesses
36	Cleveland Close	Walton	Walton South & Oatlands	Walton South	Replace permit holders only parking bay in front of 2 Cleveland Close and petrol station forecourt with 2 hour maximum stay parking bay.	Increase vehicle turnover for visitors to local businesses
37	Kenilworth Drive	Walton	Walton South & Oatlands	Walton South	Amend traffic regulation order to include 2 Kenilworth Drive in addresses whose residents are eligible to apply for a resident permit in the Hersham controlled parking zone.	Improve parking amenity for residents
38	Red House Lane	Walton	Walton South & Oatlands	Walton South	Replace 2 hour maximum stay parking bays at eastern end with parking bays without a time limit.	Increase long term parking provision
39	Station Avenue	Walton	Walton South & Oatlands	Walton South	Replace section of parking bay outside 25 Station Avenue with single yellow line.	Remove bay from in front of new vehicle crossover
40	Station Avenue	Walton	Walton South & Oatlands	Walton South	Replace the single yellow line either side of the entrance/exit for the Station Avenue car park with double yellow lines and a motorcycle parking bay.	Improve sightlines and parking provision.
41	Stompond Lane	Walton	Walton South & Oatlands	Walton South	Replace 2 hour maximum stay parking bays with parking bays without a time limit.	Increase long term parking provision
42	Ashley Road	Walton	Walton South & Oatlands	Walton Central	Replace 1 hour maximum stay with 2 hour maximum stay in shared use bays behind 64 High Street and in front of 9 Ashley Road	Improve parking amenity for customers of local businesses
43	Anderson Road	Weybridge	Walton South & Oatlands	Oatlands Park	Extend double yellow lines from junction with Cross Road, on eastern side of Anderson Road, southwards as far as dropped kerb at rear of 2 Anderson Road	Improve sightlines
44	Castle Road	Weybridge	Walton South & Oatlands	Oatlands Park	Introduce double yellow lines at junction with Oatlands Drive	Improve sightlines and vehicle access/egress.
45	Conifers	Weybridge	Walton South & Oatlands	Oatlands Park	Extend the double yellow lines from the junction with Oatlands Avenue - on the southern side to the beginning of the recessed parking space, and on the northern side to opposite the end of the recessed parking space	Improve vehicle access/egress.
46	Victoria Road	Weybridge	Walton South & Oatlands	Oatlands Park	Introduce double yellow lines at junction with Oatlands Drive	Improve sightlines and vehicle access/egress.

ID no.	Street	Area	County Division	Borough Ward	Description	Reason
47	York Road	Weybridge	Walton South & Oatlands	Oatlands Park	Extend double yellow lines at junction with Oatlands Drive on the eastern side up to the vehicle entrance to Bramcote	Improve vehicle access/egress.
48	Priory Lane	East Molesey	West Molesey	Molesey South	Introduce double yellow lines from the boundary of numbers 36 and 38 Priory Lane round the corner to the boundary of numbers 153 and 155 Beauchamp Road	Improve access for large vehicles
49	Cherry Orchard Road	West Molesey	West Molesey	Molesey North	Amend traffic regulation order to show double yellow lines on western side of junction with Hurst Road and introduce double yellow lines on eastern side of the junction	Rationalise traffic order and road markings and improve sightlines and vehicle access/egress.
50	Garrick Gardens	West Molesey	West Molesey	Molesey North	Introduce double yellow lines on corners to stop dangerous and obstructive parking	Improve vehicular access
51	Hurst Road	West Molesey	West Molesey	Molesey North	Introduce double yellow lines on the junctions of Hurst Road with Hurstfield Road, Balmoral Crescent and Wilton Gardens.	Improve sightlines and vehicle access/egress.
52	New Road	West Molesey	West Molesey	Molesey North	Introduce double yellow lines at the junction with Walton Road and extend them on the western side of the road as far as the junction with Churchfields.	Improve sightlines and vehicle access.
53	Victoria Avenue	West Molesey	West Molesey	Molesey North	Introduce double yellow lines on the northern side from opposite 12 Victoria Avenue to in line with rear wall of 22 Thames Meadow	Maintain access for larger vehicles through narrow section
54	Walton Road (slip road)	West Molesey	West Molesey	Molesey North	Extend double yellow lines from in front of 199 Walton Road to in front of 225 Walton Road, and from in front of 243 Walton Road to the junction with The Forum	Improve access for large vehicles
55	Tonbridge Road	West Molesey	West Molesey	Molesey South	Introduce double yellow lines on both sides from the junction with Walton Road up to outside number 10 where the road widens	Improve access for large vehicles
56	Ellesmere Road	Weybridge	Weybridge	St George's Hill	Extend double yellow lines on western side of road to northern boundary of Cedar Lodge and remove the single yellow line from in front of the dropped kerb fronting Cedar Lodge, The Pines and Tall Trees. Replace the single yellow line from the southern boundary of The Pines with double yellow lines.	Improve parking provision for residents and sightlines
57	Darnley Park	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines on the junction of Darnley Park with Portmore Park Road	Improve sightlines and vehicle access/egress.
58	Grenside Road	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines on the eastern side from the junction with Grotto Road to the entrance to the first car park.	Improve vehicle access
59	Grotto Road	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines from the junction with Thames Street - on the north side to where road widens and on the south side to the junction with the Thames Street slip road.	Improve sightlines and vehicle access/egress.
60	Jessamy Road	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines from Church Walk to the end of the road on both sides	Maintain access to the bridge to Whittets Ait

ID no.	Street	Area	County Division	Borough Ward	Description	Reason
61	Montrose Walk	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines at the junction with Thames Street	Improve sightlines and vehicle access/egress.
62	Mount Pleasant	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines on the junction with Portmore Park Road	Improve sightlines and vehicle access/egress.
63	Thames Street	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines on the junction with Old Palace Road on the eastern side of the Thames Street slip road and into the slip road along the frontage of 2 Thames Street	Improve vehicle access
64	Thames Street	Weybridge	Weybridge	Weybridge North	Introduce double yellow lines on the western side from in line with boundary of 47 and 51 Thames Street to the junction with Beales Lane	Improve sightlines for pedestrians
65	Pine Grove	Weybridge	Weybridge	Weybridge South	Extend the double yellow lines from the junction with Hanger Hill on both sides to in line with the boundary of 35 and 37 Pine Grove	Improve vehicle access/egress.
66	Springfield Meadows	Weybridge	Weybridge	Weybridge South	Remove the single yellow line and extend the parking bay across the drive way of number 2	Improve parking provision for residents
Page 7 80	Walton controlled parking zone (north and south of Walton station)			Increase on street pay & display charge in Station Avenue and Mayfield Road from £5 for 4 hours to £6 for 4 hours (which effectively allows parking all day as the CPZ only operates between 8am and 12 noon)		The fee for parking all day in the nearby Mayfield Road and Station Avenue car parks is due to rise to £5.50 in April 2013 (and to £6 in April 2014). This will mean that there would in effect be a financial incentive for motorists to park on street rather than off street. In order to avoid this, the charge for parking on street will be raised.



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

Bid to the Department for Transport for Cycling Safety Schemes

25 February 2013

KEY ISSUE:

As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council is developing a programme to encourage more people to cycle, more often, safely and conveniently. This report seeks the committee's comments and approval to proposals for an off-road segregated cycling path scheme extending from Walton Bridge through Walton Town Centre and along Terrace Road. The scheme was the subject of a bid submitted to the Department for Transport's (DfT) cycle safety scheme fund.

SUMMARY:

In July 2012 the DfT announced a £15m fund for cycling infrastructure in order to tackle cycling casualties and reduce barriers to more cycling. Following analysis of cycling collisions across Surrey, the county council has submitted a bid for funding for five cycling schemes, two of which were highlighted as a priority, offering best fit with the DfT fund evaluation criteria. One of the two priority schemes includes proposals within Elmbridge for a link from the new cycle paths on Walton Bridge extending through Walton Town Centre and along Terrace Road.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that the proposals for the Walton-on-Thames Bridge Links cycle scheme are approved and that residents and businesses will be consulted to inform upon the detailed design prior to construction, should the bid to DfT be successful.**

1. INTRODUCTION and BACKGROUND

- 1.1. In July 2012 the DfT announced a £15m fund for cycling infrastructure to be administered by Sustrans. The fund was set up due to growing concern about the number of cycling casualties across Great Britain. Following initial expressions of interest, local authorities were invited to submit bids by 30 November 2012, and the DfT will announce the outcome in February 2013. In November 2012, the DfT announced further funding of around £10m to augment the fund. Scheme implementation is required to be complete or largely complete by December 2013.
- 1.2. As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council is developing a programme to encourage more people to cycle, more often, safely and conveniently. Increased cycling will provide health benefits to participants, and will help to reduce congestion and carbon emissions on Surrey's roads. Therefore Surrey County Council has submitted a bid to the DfT fund for five schemes, two of which were highlighted as a priority because they offered the best fit with the fund evaluation criteria:

Priority Scheme Name	Borough/ District
• Walton-on-Thames Bridge Links	Elmbridge & Spelthorne
• Leatherhead Town Centre	Mole Valley

- 1.3. The bid also includes the three other schemes in order to demonstrate the scale of the county council's ambition, and in case any further funding is made available by the Department for Transport:

Additional Schemes	Borough/ District
• Leatherhead Wider Links	Mole Valley
• Kingston Road, Staines-upon-Thames	Spelthorne
• Egham, The Causeway	Runnymede

2. ANALYSIS and COMMENTARY

Cycling Casualties

- 2.1. While the overall number of road casualties has been decreasing in Surrey, the number of cycling casualties has increased sharply in recent years, over and above the increase that has also been seen across Great Britain. The number of seriously injured cyclists in Surrey has more than doubled since 2008, whereas the increase in seriously injured cyclists across Great Britain over the same period was 26 per cent.
- 2.2. The number of seriously injured cyclists in Elmbridge has also doubled (from 5 in 2008, to 10 in 2011), though the numbers are much smaller and therefore more susceptible to random fluctuation from year to year. The total number of cyclists injured in Elmbridge (all severities) has increased by 31 per cent (from 62 in 2008, to 81 in 2011).

Cycling Casualties in Surrey 2008 to 2011*

Severity	2008	2009	2010	2011
Fatal	1	2	4	1
Serious	49	78	93	106
Slight	367	390	353	422
Total	417	470	450	529

* At the time of writing the number of cycling casualties in 2012 had not yet been confirmed, however emerging results indicate a similar or greater number countywide than in 2011, despite 2012 being one of the wettest years on record.

Cycling Casualties in Elmbridge 2008 to 2011

Severity	2008	2009	2010	2011
Fatal	0	0	0	0
Serious	5	8	13	10
Slight	57	42	47	71
Total	62	50	60	81

- 2.3. It is thought likely that the increase in cycling casualties is due to an increase in the overall levels of cycling. However we cannot assume a simple direct relationship between the level of cycling and casualties, because there is wide variation across the county. For example there has been a large increase in cycling in Woking town centre following the Woking Cycle Town project, but there has not been any increase in cycling casualties there. This shows that investment in high quality cycling infrastructure, promotion and training can result in increased cycling, without increased casualties.

Scheme Design Principles and Selection

- 2.4. The five schemes submitted by Surrey County Council were developed following analysis of cycling casualties taking place across the county to identify locations and stretches of road with a concentration of cycling casualties. Guildford, Woking and Reigate/ Redhill were excluded from this

bid as these areas have already been awarded funding to improve cycling infrastructure as part of the DfT's Local Sustainable Transport Fund.

- 2.5. The proposals were then refined and prioritised in light of feedback received from Sustrans. The schemes were designed to offer a strong fit with the fund evaluation criteria set by the DfT:
- Evidence of perceived or actual risk to cyclists
 - Evidence of match funding
 - Deliverability within timescale
 - Clear demand for stakeholders for proposed solution
 - High quality design and innovation
 - Potential demand including connectivity and promotion
 - Commitment to monitor proposed scheme before and after
- 2.6. Outline design of the schemes has been undertaken following the principle of providing continuous cycle paths separated from motor vehicles along busy roads so that people who are not able or willing to mix with heavy traffic (i.e. most people) can get around by bike and so that people who already cycle find them convenient. Furthermore, segregated paths will make it easier for motorists to pass cyclists and reduced conflict between cyclists and other users of the highway, including motorists and pedestrians.
- 2.7. This approach is based on attitudinal survey research that was carried out in Walton-on-Thames and Leatherhead as part of the bid development. This research clearly indicated that Surrey residents would be far more likely to cycle if they had access to segregated cycle paths, and that sharing busy roads with vehicle traffic is a major barrier to more cycling.

3. PROPOSED SCHEME IN ELMBRIDGE

- 3.1. Drawings describing outline proposals for this scheme (which includes elements within both Spelthorne and Elmbridge), are contained within Annex 1. Following analysis it was identified that 35 cyclists have been injured, 3 of them seriously, between January 2008 and July 2012 on these roads.
- 3.2. It can be seen that within Elmbridge the scheme will provide continuous cycle paths segregated from motor vehicles and pedestrians along both sides of Terrace Road from the junction with Waterside Drive (next to Grovelands School), up to Church Street. Raised tables will be considered for the mouths of the side roads to encourage slower speeds and safer, more considerate interaction between motor vehicles, cyclists and pedestrians at these crossing points.
- 3.3. The cycle paths will proceed along both sides of Church Street and Hepworth Way, (the existing wide carriageway will be narrowed to create space for the segregated cycle track). Care will be taken to incorporate cycling facilities within the traffic signal junction with the High Street.

- 3.4. A number of options will be considered for the junction of New Zealand Avenue with Oatlands Drive to incorporate cycle and pedestrian crossings while maintaining efficient motor vehicle traffic flow through this important junction. The diagram with Annex 1 is only one illustrative layout and traffic modelling will be undertaken to determine the preferred layout. The proposed cycle paths will then link to the cycle paths that are being built on both sides of the road over Walton Bridge, and which will then continue into Spelthorne along the A244 up to Gaston Bridge.
- 3.5. The scheme is innovative because it includes continuous, separate cycle paths on both sides of the carriageway in a town centre location. This is the type of environment where in the past it has often been perceived as “too difficult” to provide dedicated continuous cycle facilities. The proposals will also provide improved facilities for pedestrians, and narrower carriageways that will reduce excessive speeding.
- 3.6. The scheme will improve access and reduce risk along desire lines to reach Walton-on-Thames town centre, and will link to the new cycle paths on the new Walton Bridge. This in turn links to the National Cycle Route 4 “Thames Valley Cycle Route” which runs underneath Walton Bridge alongside the river Thames.

4. CONSULTATIONS

- 4.1. Two general attitude surveys have been completed in Walton and Leatherhead in order to inform Surrey’s future cycling programme activities. This showed that sharing busy roads with vehicle traffic is a major barrier to more cycling, and that there was support for fully segregated cycling facilities.
- 4.2. The Local Committee Chair, Vice Chair and relevant Divisional Members were provided with a copy of the council’s initial expression of interest on 3 September 2012. They were also provided with a copy of the outline scheme drawings on 20 November 2012 and met with officers to discuss the proposals on 13 February 2013.
- 4.3. Should the bid be successful, detailed design will proceed and residents and businesses directly affected by the proposals will be consulted to inform upon the design prior to construction. For the Walton-on-Thames Bridge Links cycling scheme it is envisaged that consultation with residents and businesses could be incorporated into the ongoing communications regarding the construction of the new Walton Bridge.

5. FINANCIAL IMPLICATIONS

- 5.1. Excluding the cycle paths that form part of the Walton Bridge project, it is estimated that the scheme will cost approximately £1,409,000. This will be met by the bid to the DfT for £984,000 along with match funding of £225,000 section 106 developer contributions and £200,000 capital investment by the county council, subject to approval by county council cabinet on 26 March 2013.

6. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 6.1. Increased 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. The new routes will be marketed to residents and businesses and training will be offered to those less confident of cycling to encourage take up and to maximise the benefit of the new infrastructure.
- 6.2. Increased cycling, where it replaces motorised forms of transport, will improve air quality and reduce carbon emission levels in the county. 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 a 2007 baseline of 2,114k tonnes.

7. CRIME & DISORDER IMPLICATIONS

- 7.1. None identified.

8. EQUALITIES IMPLICATIONS

- 8.1. In developing the county council's Cycling Programme we have identified the following impacts and actions:

Key impacts

Younger people – more reliant on cycling as a mode of transport

Older people – less likely to cycle due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian routes and access.

Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than amongst females.

Disability – people with mobility problems and visual impairment adversely affected by cycle routes where they interact with pedestrian routes

Actions

Identify key routes that link school destinations

Segregation of routes from pedestrians wherever feasible

Development of segregated cycle routes designed with least confident cyclists in mind

Achieve full segregation wherever feasible.

9. CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 9.1. As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council has submitted a bid to the Department for Transport for five off-road segregated cycling path schemes. The top priority scheme (Walton Bridge Links) is within the Borough of Elmbridge and was developed following identification of routes throughout Surrey suffering higher numbers of cycling casualties.
- 9.2. The schemes were developed following attitude surveys that showed that sharing the road with busy traffic was a major barrier to more cycling, and that there was support for off-road segregated cycling facilities.
- 9.3. It is recommended that the proposals for Elmbridge are approved as they will reduce cycling casualties and other road casualties, and will encourage more cycling, and safer cycling. Increased cycling has benefits to the health of participants, helps reduce traffic congestion and will reduce carbon emissions where it replaces other motorised transport. If successful the bid will result in additional investment to increase accessibility to Walton-on-Thames town centre, which would help maintain the town's economic activity.

Report by: Duncan Knox, Road Safety Team Manager

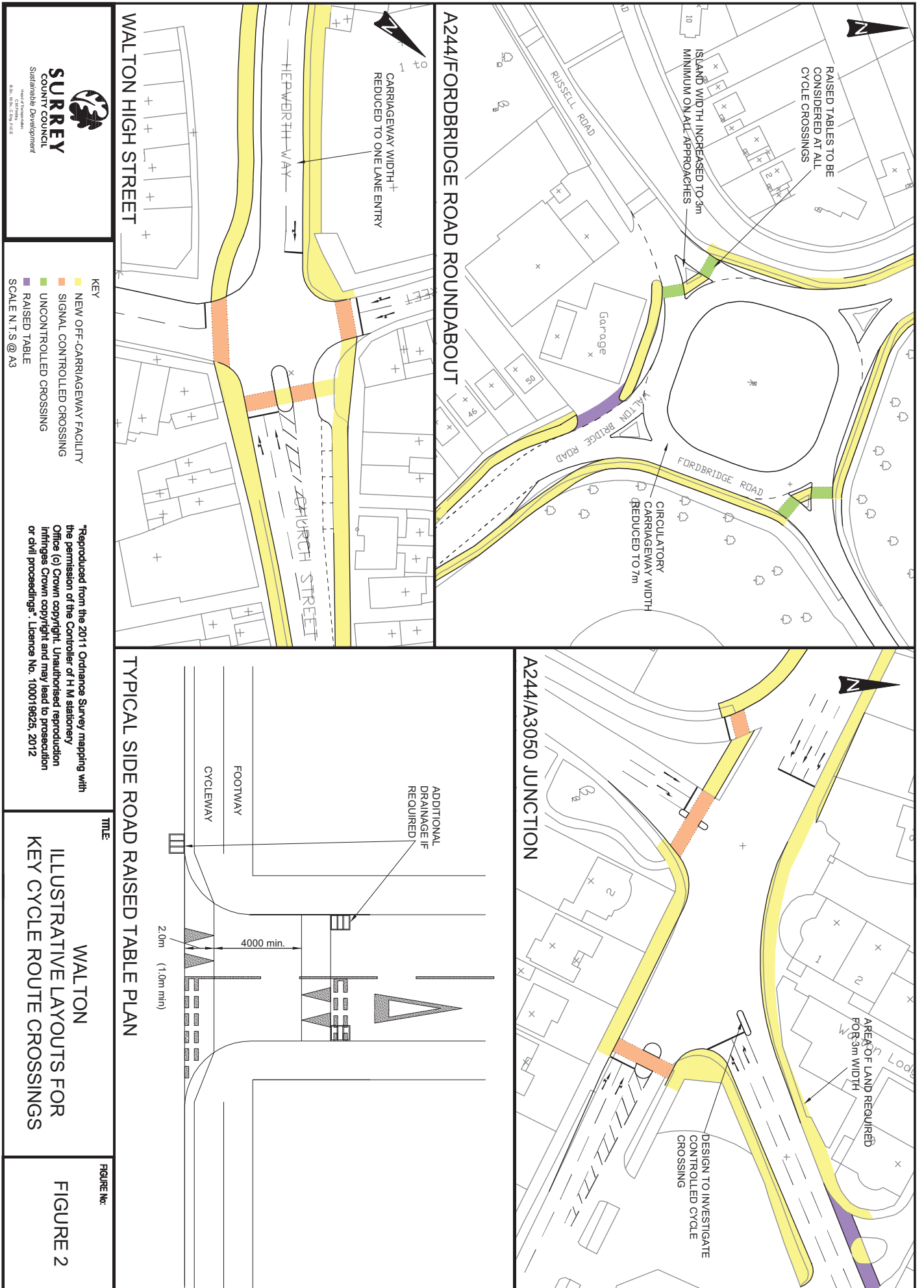
**LEAD/CONTACT OFFICER: Lesley Harding Sustainability Group
Manager**

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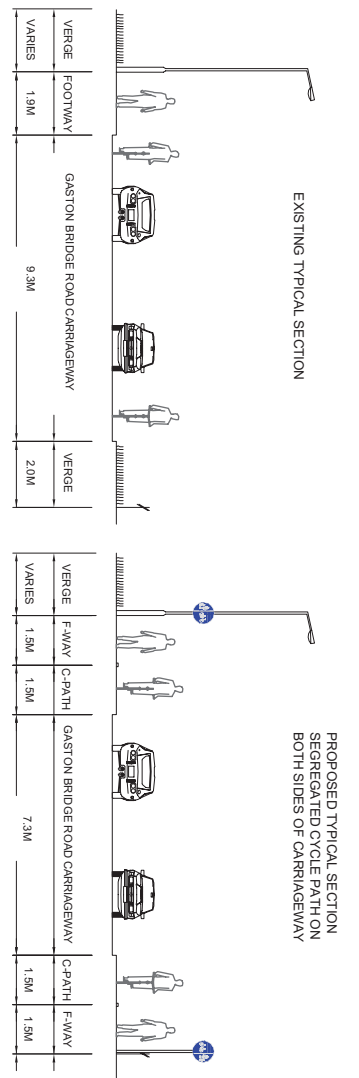
BACKGROUND PAPERS:

**Annex 1: Walton Bridge Links – route plan
Walton Bridge Links – illustrative junction layouts**

Version No. Date: Time: Initials: No of annexes:1



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- KEY**
- EXISTING SIGNED ON-CARRIAGEWAY ROUTE
 - EXISTING OFF-CARRIAGEWAY ROUTE
 - NEW OFF-CARRIAGEWAY FACILITY
 - NEW ON-CARRIAGEWAY ROUTE
 - FUTURE PROPOSED ROUTES
 - PROPOSED TOUCAN CROSSING
 - LOCATION OF SCHOOLS
 - CYCLE ROUTE ELEMENT
 - SIGNALISED JUNCTION IMPROVEMENT

TITLE:
WALTON BRIDGE
ROUTE PLAN

FIGURE NO:
FIGURE 1

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OFFICER REPORT TO LOCAL COMMITTEE (Elmbridge)

LOCAL COMMITTEE FUNDING

25 February 2013

KEY ISSUE

To give consideration to the funding requests received that have been sponsored by at least one County Councillor.

SUMMARY

Surrey County Council's Local Committees receive funding to spend on locally determined purposes that help to promote social, economic and/or environmental well-being. This funding is known as Member Allocations.

For the financial year 2012/13, the County Council has allocated £12,615 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) Agree the items presented for funding from the Local Committee's 2012/13 **revenue** funding as set out in section 2 of this report and summarised below:

ORGANISATION	PROJECT	AMOUNT
Queen Elizabeth's Foundation	Therabike for Disabled People	£2,000
SACRE	Hire of Gatton Hall & Refreshments	£ 300
Surrey County Council - Highways	Replacement Trees in New Zealand Avenue	£3,000
Elmbridge Business Network	Finance Conference	£1,998
Royal British Legion	Refurbishment of Gents Toilets	£6,385
Oasis Childcare Charity	Summer Break 2013	£8,665

Walton Cricket Club	Coaching of Colts & Girls	£3,102
Thames Ditton Foundation Charity	Marnies Pond Restoration	£2,000
The Eikon Charity	iPad II	£ 250
Oatlands Primary School	Storytelling Benches	£1,000
Oasis Childcare Charity	Counselling for Parents	£2,500
1 st Weybridge (Brooklands Own) Scout Group	Camping & Catering Equipment	£1,311.52
Girl-guiding Weybridge District	Hall refurbishment	£1,500

- (ii) The Local Committee is asked to approve the reallocation of £4,885 capital funding that was returned by Surrey County Council's Parking Team, as a contribution to the Royal British Legion refurbishment project.
- (iii) Note the expenditure previously approved by the Community Partnerships Manager and/or the Community Partnerships Team Leader under delegated authority, as set out in section 3.
- (iv) Note any returned funding and/or adjustments, as set out within the report or at Appendix 1.

1 INTRODUCTION AND BACKGROUND

- 1.1 At its 14 June 2012 Local Committee (Elmbridge) meeting, councillors agreed to pool their £35,000 capital budget but to keep their £12,615 revenue allocations separate.
- 1.2 Member Allocation funding is generally made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or a similar purpose.
- 1.3 Member Allocation funding will not usually be granted for purposes which benefit an individual, nor to fund schools for the direct delivery of the National Curriculum, nor to support political parties.
- 1.4 When considering bids, organisations applying are advised against assuming that the Local Committee will meet the total cost of their project.

2 BIDS SUBMITTED FOR APPROVAL – REVENUE/CAPITAL FUNDING

- 2.1 The proposals for revenue and capital funding for consideration and decision at this Committee are set out below:

**Queen Elizabeth’s Foundation for Disabled People
Purchase of a Therabike**

£2,000 Revenue

John Butcher

The Queen Elizabeth’s Foundation has submitted an application for £2,000 towards a therabike which will benefit service users at QEF Independent Living Services in Leatherhead. The bike will be used by wheelchair users at the service and help them with their mobility, strength and flexibility. It will also aid them in improving their independence and achieving their life goals.

This is a retrospective bid as the bike was purchased in June 2012 for a total cost of £4,015.

SACRE – Refreshments Gatton Park

£300 Revenue

Margaret Hicks

Surrey’s Standing Advisory Council on Religious Education (SACRE) has submitted an application for refreshments and the hire of the Gatton Hall Ballroom on 6 November 2012 for the launch of the new agreed Religious Education syllabus. The committee is advised that this is a retrospective application for an event that has already occurred.

This funding will cover the total cost.

**Surrey Highways/Walton Open Gardens
Replacement Trees New Zealand Avenue**

£3,000 Revenue

Tom Phelps-Penry

Walton Open Gardens Group has submitted an application for Surrey Highways to replace trees on both sides of New Zealand Avenue, Walton-on-Thames. This will form a tree-lined avenue from the traffic lights at Walton Bridge to the junction with Ashley Road/High Street. Trees will be maintained for the first two years by an external contractor to give them the best chance of survival and any that need replacing during this critical time will be replaced as part of the project.

The total cost of the project is £12,500.

Elmbridge Business Network

£1,998 Revenue

Ian Lake £999

Tony Samuels £999

Elmbridge Business Network has submitted an application for funding towards a Finance Conference in March 2013. The funding is for venue hire and catering costs. The Elmbridge Business Network is a voluntary organisation that provides assistance to local businesses in finding alternative sources of finance, making applications and increasing their knowledge.

The total cost of the project is £7,250.

**Royal British Legion –
Refurbishment of Gents Toilets**

£1,500 Revenue

£4,885 Capital

Tom Phelps-Penry £1,500

The Royal British Legion has submitted an application for funding towards the refurbishment of the Gents Toilets. This refurbishment will include the retiling of the walls, five new urinal bowls and a WC, new flooring, an extraction fan, ceiling tiles, a hand basin unit and a water heater. This project which will also benefit from the £4,885 returned capital funding, was proposed by Councillors Ernest Mallett, Nigel Cooper and Tom Phelps-Penry and has been included in the £6,385 listed in (i) above.

The total cost is estimated at £8,000

**Oasis Childcare Charity
Summer Break 2013**

£8,665 Revenue

John Butcher

Oasis Childcare Charity has submitted an application towards the cost of taking families currently under the Oasis wing on a summer break. This would benefit up to 25 families for a week away in August 2013. This is designed to enable Oasis to work closely with the whole family unit in a home style environment and monitor how their work is changing their daily lives and to establish any future work that might be required.

The total cost of the project is £8,665

**Walton Cricket Club
Coaching of Colts & Girls Group**

£3,102 Revenue

Tom Phelps-Penry £1,546

Tony Samuels £1,556

Walton Cricket Club has submitted an application for funding towards professional coaching for the Colts and Girl members of the club. There are currently 170 colts and 20 girl members aged 9-17 years old. The coaching will run from April 2013 to July 2013.

The total cost of the project is £3,102

**Thames Ditton Foundation Charity
Restoration of Milbourne Pond**

£2,000 Revenue

Peter Hickman

The Thames Ditton Foundation Charity has submitted an application for funding towards the installation of a borehole to provide an additional source of water for the pond which dries up in the summer and holds minimal levels of water in the winter. The aim is to have a permanent level of water in the pond to support normal pond ecology/wildlife. A bore hole was recommended by the ERM Foundation's detailed Hydro-Ecological Survey 2012.

The total cost of the project is £4,500

**Oasis Children's Charity
Counselling for Parents**

£2,500 Revenue

Ian Lake

Oasis Children's Charity has submitted an application for funding for one to one counselling with independent counsellors and group sessions for parents. This will address the needs of vulnerable parents and children in the Elmbridge area. The costs are £40 per group session and £25 per individual session.

The total cost of the project is £2,500

**1st Weybridge (Brooklands Own) Scout Group
Camping & Catering Equipment**

£1,311.52 Revenue

Ian Lake

1st Weybridge (Brooklands Own) Scout Group has submitted an application for funding of necessary camping equipment and also for catering equipment for their newly refurbished kitchen at its headquarters.

The total cost of the project is £1,311.52

**Oatlands Primary School
Storytelling Benches**

£1,000 Revenue

Tony Samuels

Oatlands Primary School has submitted an application for funding towards Storytelling benches to complement the Storytelling Chair that was previously funded to commemorate the 150th anniversary of the school. This will provide seating for pupils and provide an interactive play space to encourage children to develop language skills. The cost per bench is £267.

The total cost of the project is £1,068

**The Eikon Charity – On the Move!
iPad**

£250 Revenue

Tony Samuels

Eikon has submitted an application for further funding for the purchase of an iPad. £250 has previously been approved under delegated powers so, if agreed, this will constitute a repeat bid. Eikon provides support to vulnerable young people and their families and works in schools to identify 'at risk' young people, supporting them during their teenage years. The Eikon Charity has requested repeat funding for the total cost of the iPad which will make a valuable difference to the team. They will be able to become more mobile and the iPad will also facilitate them in giving presentations at various events.

The total cost of the project is £500.

**Girl Guiding Weybridge District
Hall refurbishment**

£830.48 revenue

Ian Lake

Girl Guiding Weybridge District is seeking funding for the initial stage of the renovation of its Hall. The funding would pay for the hire of a skip to allow for the clearance of rubbish, the replacement of a faulty electric oven and the preparation of architectural plans for the next stage of the renovation. It will also enable the internal walls of the hall to be painted in the interim to refresh it for current users.

The total cost of the project is £1500.

3 DELEGATED AUTHORITY APPROVED BIDS

- 3.1 The Community Partnerships Manager or the Community Partnerships Team Leader (East Surrey) has already approved the following revenue bids under delegated authority, since the last committee meeting:

COUNCILLOR	PROJECT	AMOUNT
Tom Phelps-Penry	Here, There and the Elsewhere: Adventures in Four Dimensions	£ 250
John Butcher	SCC Highways – Grit Bin at T-Junction the Ridings & Sandy Lane, Cobham	£1,000
Margaret Hicks	Hersham Bowls Club - Rewiring	£1,000

Mike Bennison	Love of Learning - Claygate & Oxshott Day & Children's Centres	£1,000
Tony Samuels	The Eikon Charity – On the Move! iPad	£ 250
Tony Samuels	Sunbury & Walton Sea Cadets - Aquadock	£ 500
Tony Samuels	Oatlands Primary School – Storytelling Chair	£ 600
Mike Bennison	SCC Countryside Access Team – Filling Potholes in Telegraph Lane	£ 860
Margaret Hicks	Elmbridge Music Club	£1,000
Margaret Hicks	Walton Youth Centre – Projector Screen	£ 583.08
John Butcher	Love of Learning – Looking Good Feel Good and Into Work	£ 450
Margaret Hicks	Grit Bin – Back Green Hersham	£1,000
Ian Lake	Elmbridge Football Scheme	£ 400
Ian Lake	Elmbridge Community Link – Monday Board Games & Numeracy Evenings	£ 675
Ian Lake	Walton & Weybridge Advocacy Group – Art Exhibition	£ 500
Ian Lake	Elmbridge Community Fishing – New Equipment 2013	£1,000

4 OPTIONS

- 4.1 The Local Committee may choose to approve all, part or none of the funding proposals under discussion in this report.

5 CONSULTATIONS

- 5.1 In relation to new bids, consultation, where appropriate, may have been undertaken by the organisation receiving the funding, the local Member or the Community Partnerships Team as required.
- 5.2 The appropriate Surrey County Council services and partner agencies are consulted when bids are submitted, as required.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made.

The County Councillor proposing each project has assessed its merits prior to the project's inclusion as a proposal for decision by the Committee.

All bids are also scrutinised to ensure that they comply with the Council's Financial Framework and represent value for money.

- 6.2 There are sufficient monies to fund all of the proposals contained within this report. If the above recommendations are approved, the remaining balances will be those set out in the financial position statement attached at Appendix 1.
- 6.3 Please note that these figures may not include any applications submitted for approval after the deadline for this report or that are currently pending approval under delegated authority. They also do not include any funding that is in the process of being returned to the Local Committee.

7 EQUALITIES AND COMMUNITY SAFETY IMPLICATIONS

- 7.1 The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is flexible.
- 7.2 The Local Committee funding can be allocated to projects that benefit a diverse range of community safety needs.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The spending proposals put forward for this meeting have been assessed against the County's standards for appropriateness and value for money within the agreed Financial Framework and the local agreed criteria, which is available from the Community Partnerships Team.
- 8.2 The Local Committee is asked to consider the items submitted for funding from the 2012/13 Local Committee delegated budget, as detailed in the report.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The Committee is being asked to decide on these bids so that the Community Partnerships Team can process the bids in line with the wishes of the Committee.

10 WHAT HAPPENS NEXT

- 10.1 If approved by the Local Committee, organisations will be approached to sign funding agreements for their projects based on the bids submitted.
- 10.2 Any changes to an approved bid will be discussed with the local Members and the Chairman, and if the changes are considered to be significant, an amended bid will be brought back to the Committee for approval. In all other circumstances, the Community Partnerships Team will process the payments as soon as possible, once the signed agreement has been received.
- 10.3 All successful applicants will be contacted for details of how the funding was spent and will be asked to supply evidence.

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Telephone Number:	
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Background Papers:	<ul style="list-style-type: none">• SCC Constitution: Financial Framework• Local Committee Protocol• Criteria and Guidance for Members Allocations• Local Committee Funding Bids

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Elmbridge Members Expenditure - Balance Remaining 2012-2013

OPENING BALANCE		REVENUE	CAPITAL
Michael Bennison		£12,615.00	POOLED
	ELM1213010A Island Revamp + Slip Road	£1,000.00	
	ELM1213017 SWISO Trips to Iceland and Germany	£1,000.00	
	ELM1213018 Sticky Fingers Pre-School & Workshops	£200.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213025 Staying Connected through The Arts	£1,000.00	
	ELM1213026 Replacement Hinchley Wood Scout	£600.00	
	ELM1213027 Claygate War Memorial	£855.00	
	ELM1213031 Holy Trinity Church AV System	£1,000.00	
	ELM1213034 1st Oxshott Scouts - Low Ropes Course	£1,000.00	
	ELM1213035 Surrey Police Safer Neighbourhood Team - Electric Bicycle	£500.00	
	ELM1213037 Love Of Learning - Arts & Crafts at the Pavilion Cafe	£1,000.00	
	ELM1213043 Love Of Learning - Play & Stay Connected Through Art	£1,000.00	
	ELM1213046 CHEER Tele-Befriending	£400.00	
	ELM1213059 Telegraph Lane Allotments - 2 x Site Gates	£700.00	
	ELM1213067 Love of Learning - Claygate & Oxshott Day & Children's Centres	£1,000.00	
	ELM1213071 Filling of Potholes in Telegraph Lane, Claygate	£860.00	
	BALANCE REMAINING	£0.00	

OPENING BALANCE		REVENUE	CAPITAL
John Butcher		£12,615.00	POOLED
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213064 SCC Highways - Grit Bin T-Junction The Ridings & Sandy Lane, Cobham	£1,000.00	
	ELM1213072 Queen Elizabeth's Foundation for Disabled People - Therabike	£2,000.00	
	ELM1213075 Love of Learning - Looking Good Feeling Good & into Work	£450.00	
	ELM1213080 Oasis Childcare Charity - Summer Break 2013 (to be confirmed & approved)	£8,665.00	
	BALANCE REMAINING	£0.00	

OPENING BALANCE		REVENUE	CAPITAL
Nigel Cooper		£12,615.00	POOLED
	ELM1213027A Radio Microphone / Speakers	£149.99	
	ELM1213013 40th Anniversary Party	£100.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213030 St Pauls Church Tower Repairs	£5,500.00	
	ELM1213039 Esher & District Citizens Advice Bureau	£547.20	
	ELM1213040 Probus Club of Molesey	£350.00	
	ELM1213041 Molesey Local History Society	£1,000.00	
	ELM1213042 Artefact Amenity Group	£124.00	
	ELM1213048 Remembrance Day Booklet	£200.00	
	ELM1213055 Molesey Second World War Memorial Records	£4,143.81	
	BALANCE REMAINING	£0.00	

Elmbridge Members Expenditure - Balance Remaining 2012-2013

	OPENING BALANCE	REVENUE	CAPITAL
Peter Hickman		£12,615.00	POOLED
	ELM1213023 Thames Ditton Summer Fair	£600.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213035 Surrey Police Safer Neighbourhood Team - Electric Bicycle	£1,000.00	
	ELM1213044 Long Ditton Infant School	£999.00	
	ELM1213050 Thames Ditton Christmas Fair	£400.00	
	ELM1213053 The Dittons Scout Group	£5,000.00	
	ELM1213061 Long Ditton Christmas Festivities & Special Events	£2,000.00	
	ELM1213081 Thames Ditton Foundation - Restoration of Marnies Pond (to be approved)	£2,000.00	
	BALANCE REMAINING	£116.00	

	OPENING BALANCE	REVENUE	CAPITAL
Margaret Hicks		£12,615.00	POOLED
	ELM1112384 Step Ladders - Returned Funds	-£302.20	
	ELM1213015 Visit of Chinese Headteacher	£1,000.00	
	ELM1213024 CYA Awards 2012 - CAMHS	£500.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213033 Hersham Youth Trust	£1,000.00	
	ELM1213045 Westcar Lane Mini VAS	£4,000.00	
	ELM1213054 Mencap - Refurbishment of Snooker and Pool Equipment	£869.00	
	ELM1213060 Belgrave Close Street Light Replacement	£1,000.00	
	ELM1213066 Hersham Bowls Club - Rewiring	£1,000.00	
	ELM1213073 SACRE - Refreshments at Gatton Park (to be approved)	£300.00	
	ELM1213076 Elmbridge Music Club - Series of 6 Concerts	£1,000.00	
	ELM1213077 Grit Bin - Back Green Hersham	£1,000.00	
	ELM1213079 Walton Youth Centre - Projector Screen	£583.08	
	BALANCE REMAINING	£164.92	

	OPENING BALANCE	REVENUE	CAPITAL
Ian Lake		£12,615.00	POOLED
	ELM1213006 Weybridge Extravaganza Lights	£1,000.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213021 The Quadrant, Weybridge Olympic	£500.00	
	ELM1213038 Fast & Loose Theatre Company	£999.00	
	ELM1213062 Elmbridge Business Network - Finance Conference (to be approved)	£999.00	
	ELM1213083 Elmbridge Football Scheme - Surrey Police & Youth Services	£400.00	
	ELM1213086 Elmbridge Community Link - Monday Board Games & Numeracy Evenings	£675.00	
	ELM1213087 1st Weybridge (Brooklands Own) Scouts - Camping & Catering Equipment (tba)	£1,311.52	
	ELM1213088 Oasis Childcare Charity - Counselling for Parents (to be approved)	£2,500.00	
	ELM1213090 Walton & Weybridge Advocacy Group - Art Exhibition	£500.00	
	ELM1213091 Elmbridge Community Fishing - New Equipment	£1,000.00	
	ELM1112315 Illumination of Weybridge Memorial (returned funding)	-£3,960.00	
	ELM1213092 Girl Guiding Weybridge District - Hall Refurbishment (to be approved)	£830.48	
	BALANCE REMAINING	£5,360.00	

Elmbridge Members Expenditure - Balance Remaining 2012-2013

	OPENING BALANCE	REVENUE	CAPITAL
Ernest Mallett		£12,615.00	POOLED
	ELM1213012 Awards Qualifications Duke of Edinburgh - Reallocation to New Roof	£1,250.00	
	ELM1213013 40th Anniversary Party	£100.00	
	ELM1213014 Inauguration of Elmbridge Seniors	£300.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213030 St Pauls Church Tower Repairs	£5,500.00	
	ELM1213029 Automatic Fire Door Closers	£300.00	
	ELM1213028 Holiday Play Scheme	£400.00	
	ELM1213041 Molesey Local History Society	£1,075.00	
	ELM1213042 Artefact Amenity Group	£500.00	
	ELM1213048 Remembrance Day Booklet	£159.00	
	ELM1213049 Kidzone Christmas Outing Programme	£816.00	
	ELM1213055 Molesey 1939-45 War Memorial	£1,091.00	
	ELM1213056 Magical Molesey	£624.00	
	BALANCE REMAINING	£0.00	

	OPENING BALANCE	REVENUE	CAPITAL
Tom Phelps-Penry		£12,615.00	POOLED
	ELM1213025A Scouts Security Fence	£500.00	
	ELM1213014 Inauguration of Elmbridge Seniors	£500.00	
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213022 Walton Heritage Day	£819.00	
	ELM1213047 Walton Christmas Festival of Light 2012	£500.00	
	ELM1213057 The Counselling Partnership Payment Assistance Scheme	£2,000.00	
	ELM1213058 Elmbridge Young Persons of Honour Awards 2013	£1,500.00	
	ELM1213065 Here, There & the Elsewhere: Adventures in Four Dimensions	£250.00	
	ELM1213074 Walton Open Gardens - Replacement Trees in New Zealand Ave Walton (tba)	£3,000.00	
	ELM1213078 Royal British Legion - Gents Toilets (to be approved)	£1,500.00	
	ELM1213082 Walton Cricket Club - Coaching for Colts & Girl Members (to be approved)	£1,546.00	
	BALANCE REMAINING	£0.00	

Elmbridge Members Expenditure - Balance Remaining 2012-2013

Tony Samuels	OPENING BALANCE	REVENUE	CAPITAL
		£12,615.00	POOLED
	ELM1213019 Leader's Bursary Fund Looked After Children	£500.00	
	ELM1213036 Oatlands Park Bowling Club - Green Renovation	£1,000.00	
	ELM1213047 Walton Christmas Festival of Light 2012	£500.00	
	ELM1213051 Flag Pole in Oatlands Park	£500.00	
	ELM1213052 Bulb planting in Painshill Park	£560.00	
	ELM1213068 Eikon - On the Move! iPad	£250.00	
	ELM1213069 Sunbury & Walton Cadets - Aquadock	£500.00	
	ELM1213070 Oatlands Primary School - Story Telling Chair	£600.00	
	ELM1213062 Elmbridge Business Network - Finance Conference (to be approved)	£999.00	
	ELM1213082 Walton Cricket Club - Coaching for Colts & Girl Members (to be approved)	£1,556.00	
	ELM1213084 Eikon - On the Move! - iPad - Fund II (to be approved)	£250.00	
	ELM1213085 Oatlands Primary School - Storytelling Benches (to be approved)	£1,000.00	
	BALANCE REMAINING	£4,400.00	

Pooled Capital	OPENING BALANCE	CAPITAL
		£35,000.00
	ELM1213010A Island Revamp + Slip Road	£6,000.00
	ELM1213022A Doventon Clark Memorial	£2,000.00
	ELM1213007 Installation of Multi-space game area (MUGA)	£3,000.00
	ELM1213008 Project Bench - Bevendean Residents Association	£1,500.00
	ELM1213009 Audio Visual System - St Peter Hersham	£4,000.00
	ELM1213010 Digital Recording news - memory sticks	£1,414.00
	ELM1213011 Ladies Toilet Facilities	£5,000.00
	ELM1213016 Set up of Bell Farm Primary School	£1,995.00
	ELM1213020 Wheelchair Project - British Red	£2,696.00
	ELM1213027 Claygate War Memorial	£2,395.00
	ELM1213032 Lower Mole Land Rover Project	£5,000.00
	ELM1112 Parking Projects - Returned Funding 2011/12	-£4,885.00
	ELM1213078 Royal British Legion - Gents Toilets reallocated funding (to be approved)	£4,885.00
	BALANCE REMAINING	£0.00