

Agenda

Surrey Heath
Local Committee

**We welcome you to
Surrey Heath Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You



Discussion

A member of the Environment and Infrastructure Team will be present for Public Question Time at 6pm to answer any questions on the Deepcut Bridge.

Cycle Link – Bisley to Knaphill

Highways Forward Plan for 2014/2015

Venue

Location: St Andrews Church Hall,
Sturt Road, Frimley
Green, GU16 6HY
(Additional Parking at Frimley
Lodge)

Date: Thursday, 5 December
2013

Time: 6.30 pm – Public
Questions at 6pm

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: nicola.enticknap@surreycc.gov.uk

Tel: 01276 800269



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

Mr David Ivison, Heatherside and Parkside (Chairman)
Mr Bill Chapman, Camberley East
Mr Denis Fuller, Camberley West
Mr Chris Pitt, Frimley Green and Mychett (Vice-Chairman)
Mr Adrian Page, Bisley, Lightwater and West End
Mr Mike Goodman, Chobham, Bagshot & Windlesham

Borough Council Appointed Members

Cllr Vivienne Chapman, St. Paul's
Cllr Rodney Bates, Old Dean
Cllr Valerie White, Bagshot
Cllr Josephine Hawkins, Parkside
Cllr Paul Ilnicki, Heatherside
Cllr Surrinder Gandhum, Lightwater

Chief Executive
David McNulty

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 Nikkie Enticknap on 01276 800269 or write to the Community Partnerships Team at Surrey County Council Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley, GU15 3HD or nicola.enticknap@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.

GUIDANCE ON USE OF INFORMATION TECHNOLOGY (IT) AND SOCIAL MEDIA AND ON THE RECORDING OF MEETINGS

Those wishing to report the proceedings at the meeting will be afforded reasonable facilities for doing so; however, there is no legal requirement to enable audio or video recordings or use of IT and social media during the meeting. The final decision on whether a member of the public or press may undertake these activities is a matter for the Chairman's discretion.

All mobile devices (mobile phones, BlackBerries, etc) should be switched off or placed in silent mode during the meeting to prevent interruptions and interference with any Public Address (PA) or Induction Loop systems. Those attending for the purpose of reporting on the meeting may use mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. This is subject to no interruptions, distractions or interference with any PA or Induction Loop systems being caused. The Chairman may ask for mobile devices to be switched off in these circumstances.

Any requests to record all or part of the meeting must be made in writing, setting out the parts of the meeting, purpose and proposed use of the recording, to the Chairman prior to the start of the meeting. In considering requests to record the meeting, the Chairman will take into consideration the impact on other members of the public in attendance. The Chairman may inform the committee and any public present at the start of the meeting about a proposed recording, the reasons and purpose for it and ask if there are any objections. The Chairman will consider any objections along with any other relevant factors before making a decision. The Chairman's decision will be final, but s/he may ask for recordings to be ceased in the event that they become a distraction to the conduct of the meeting and may request a copy and transcript of any recording made.

			
Cllr David Ivison (Chairman) Heatherside and Parkside	<i>Cllr Chris Pitt</i> <i>(Vice Chairman)</i> Frimley Green and Mytchett	Cllr Bill Chapman Camberley East	Cllr Denis Fuller Camberley West
		 SURREY <small>COUNTY COUNCIL</small> Local Committee (SURREY HEATH) County Councillors 2013-17	
Cllr Mike Goodman Bagshot, Windlesham & Chobham	Cllr Adrian Page Lightwater, West End & Bisley		

For councillor contact details, please contact Nikkie Enticknap, Community Partnership and Committee Officer (nenticknap@surreycc.gov.uk) Telephone: 01276 800269)

			
Cllr Vivienne Chapman St Pauls Ward	Cllr Rodney Bates Old Dean Ward	Cllr Paul Ilnicki Heatherside Ward	Cllr Josephine Hawkins Parkside Ward
		Local Committee (SURREY HEATH) Borough Council Co-optees 2013-14	
Cllr Valerie White Bagshot Ward	Cllr Surinder Gandhum Lightwater Ward		

For councillor contact details, please contact Nikkie Enticknap, Community Partnership and Committee Officer (nenticknap@surreycc.gov.uk) Telephone: 01276 800269)

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

Apologies have already been received from Councillors Chris Pitt, Bill Chapman and Josephine Hawkins.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 12)

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 PETITIONS

(Pages 13 - 18)

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.

A petition has been received from Mr Jeremy Wilson regarding traffic calming in The Avenue, Camberley and a report detailing work to date is attached.

5 WRITTEN PUBLIC QUESTIONS

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

6 WRITTEN MEMBER QUESTIONS

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

7 LOCAL SUSTAINABLE TRANSPORT FUND - CYCLE LINK BISLEY TO KNAPHILL (Pages 19 - 28)

The Bisley to Knaphill cycle route (Pluto Trail) is already partly established over most of its route, but is not joined up all the way nor does it have direction signs. The Local Committee is asked to adopt an official off road route between Clews Lane and Church Road and look to introduce this route at the first opportunity when sufficient funding becomes available.

8 HIGHWAYS UPDATE AND FORWARD PLAN 2014 / 2015 (Pages 29 - 36)

To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year.

To provide an update on the latest budgetary position for highway schemes, revenue maintenance and Community Enhancement expenditure.

To agree the 2014/15 programme of capital maintenance and ITS schemes

9 FIRE AND RESCUE SERVICE ANNUAL BOROUGH REPORT (Pages 37 - 48)

The report outlines the major strands of activity being undertaken within the Woking area by the Surrey Fire and Rescue Service (SFRS) teams based at Camberley and Chobham Fire Stations.

10 FORWARD PLAN (Pages 49 - 52)

This report is produced for each meeting of the Local Committee (Surrey Heath) so that members can review the forward plan.

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DRAFT

Minutes of the meeting of the
Surrey HEATH LOCAL COMMITTEE
held at 6.30 pm on 3 October 2013
at Camberley Theatre, Knoll Road, Camberley.

Surrey County Council Members:

- * Mr David Ivison (Chairman)
- * Mr Bill Chapman
- * Mr Denis Fuller
- * Mr Chris Pitt (Vice-Chairman)
- * Mr Adrian Page
- * Mr Mike Goodman

Borough / District Members:

- * Cllr Vivienne Chapman
- * Cllr Rodney Bates
- * Cllr Valerie White
- * Cllr Josephine Hawkins
- * Cllr Paul Ilnicki

* In attendance

13/13 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllrs Ilnicki and Gandhum.

14/13 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the last meeting (held on 4th July 2013) were agreed and signed by the Chair.

It was noted that no response had been given to the public question raised over Church Road and this would be chased up.

15/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

16/13 PETITIONS [Item 4/13]

No petitions were received, although notification of a petition for traffic calming at The Avenue, Camberley was given and this would be tabled at the next meeting.

17/13 PUBLIC QUESTIONS [Item 5]

Public questions raised are attached as Annex A.

ITEM 2

A written question was submitted by Mr. Paul J. Chapman, Frimley Green. The question and supplementary question are attached as Annex B.

18/13 MEMBER QUESTION TIME [Item 6]

No written member questions were received.

19/13 HIGHWAYS UPDATE [Item 7]

Andrew Milne updated the Committee on the progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works this financial year.

Members noted that further funds had been spent on Community Enhancement since the report date – namely heritage lighting at Frimley Green, Deepcut, Bagshot and Lightwater and Hanging Baskets and Bulbs at Windlesham.

The Local Committee (Surrey Heath) agreed to:

- (i) Note the progress with the ITS highways and developer funded schemes
- (ii) Note the progress with budget expenditure
- (iii) Note that a further Highways Update will be brought to the next meeting of this Committee.

20/13 SUPPLEMENTARY REPORT ON PIRBRIGHT BENDS SPEED LIMIT [Item 7a]

Pursuant to Section 100B(4)(b) of the Local Government Act 1972, the Chairman decided that the following item of business was urgent:

- i) Presentation from Andrew Milne, Area Manager, Highways on the Pirbright Bends Speed Limit.

This item was considered urgent by the Chairman as, following the 'Pirbright Bends – Speed limit Changes' report presented to Surrey Heath Local Committee on the 14th March 2013, there has been a requirement to seek the Local Committee's approval to amend the legal order for this scheme.

Members discussed the speed limit anomaly that would result from the implementation of the scheme and agreed that appropriate speed limits were required. Although against street clutter, Members agreed that the proposed way forward would improve the consistency of approach and reduce signage.

The Local Committee (Surrey Heath) agreed to:

- (i) Note the contents of the report
- (ii) Agree to authorise the change to the legal order allowing the speed limit terminal signs to remain in their existing location.

21/13 LOCAL SUSTAINABLE TRANSPORT FUND - CYCLE LINK, BISLEY TO KNAPHILL [Item 8]

The Bisley to Knaphill cycle route was withdrawn from the agenda and will be discussed at the next meeting.

22/13 FIRE AND RESCUE SERVICE ANNUAL BOROUGH REPORT [Item 9]

The Surrey Fire and Rescue Service was unable to attend the meeting so the item was deferred until the next meeting.

23/13 MEMBERS ALLOCATIONS - 6 MONTH UPDATE ON EXPENDITURE [Item 10]

Members were provided with an updated schedule on spend to date on their Members Allocation allowance. Each County Council Member has a total of £12,876 to spend on small projects that make a difference in their division.

Members also had £35,000 to spend on capital allocations – these were agreed to be for larger community projects and members have allocated amounts to Frimley Cricket Club, Bisley Village Hall, Camberley Judo Club, Lightwater Pavillion and Heatherside Defibrillator.

Members were also delighted to note that the Surrey Heath area had been successful with two bid applications for Community Improvements Funds (CIF). These had been awarded by the Leader of the County Council to Frimhurst Enterprises and the Surrey Re-use Network.

24/13 FORWARD PLAN [Item 11]

The Forward Plan is produced for each meeting of the Local Committee (Surrey Heath) so that members can review the forward plan. The reports that are currently anticipated will be received by the committee were outlined.

The next meeting of the Local Committee will be held on 5th December 2013 (moved from 12th December as a number of members could not make this date). The venue will remain as Deepcut Community Centre and the agenda will include the two deferred items from this meeting (Bisley to Knaphill Cycle link and Fire and Rescue Service report).

The Local Committee (Surrey Heath) noted the forward plan.

Annex A - Public Questions**Annex B - Written Public Questions**

Meeting ended at: 7.55 pm

Chairman

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Annex A

Surrey Heath Local Area Committee
Open Public Question Time

1. Cllr Tim Dodds, Surrey Heath Borough Council

What plans do you have for the improvement of the length of Red Road, Camberley?

Reply from Andrew Milne, Highways Area Manager (NW)

The Red Road is of key concern due to the number of accidents along the stretch. This has been partly addressed with the introduction of a 50mph speed limit and vehicle activated speed signs. A meeting has been held to look at options for further improvements and a number are being investigated. We will, of course, consult extensively on available options.

Reply from Mike Goodman, SCC

Red Road is a major issue for residents and we have been working with the Cabinet Member, John Furey, to ensure that options are considered. One scenario that we are looking at is to have no right turn from Macdonald Road and a roundabout installed at Lightwater Road, but we mustn't shut off other potential solutions.

Reply from Andrew Milne, Highways Area Manager (NW)

The above is a conceptual idea and we would need to look at modelling and costs as we need to ensure that it would resolve issues and not create further problems. To give a very indicative idea as to costs, this could be in the region of £300,000 to £600,000, depending on work required and underground utility services.

2. Mr K Malcolm, Cedar Lane, Frimley

My wife was injured in an accident at Cedar Lane Car Park on Saturday evening. There is no lighting by the ticket machine as the lights do not come on until 9pm, she tripped on a post in the darkness and suffered a fractured wrist. We are concerned for safety in this area, but cannot find out who owns the car park.

Reply from Denis Fuller, SCC

This is a private car park – I will link with you over who owns it and how to contact them to make a complaint.

3. Tina Carney, Bagshot resident

There is a real issue with College Ride, by Pennyhill Park Hotel as HGVs and delivery vehicles use the footpath / bridleway as a roadway. Parked vehicles make access very difficult in this narrow road.

Reply from the Chair

I know the area in question and this is the second time that this has been brought to my attention. I will write to the Managing Director of

Pennyhill Park. I believe that this is a public Right of Way, so should not be used for traffic / parking in this way.

Reply from Valerie White, SHBC

I know that residents have tried to deter vehicle access by closing the gate, but they just open it. College Ride is a narrow road and this gate should not be used for deliveries as they have a separate delivery entrance.

4. Carol Gregorious, Chobham Parish Councillor

There are problems with Chobham car park. This used to offer free parking but is now charged by the Borough Council. Workers cannot afford the daily charges, so now park on residential roads instead, leaving the car park half empty and our roads congested! This must only bring in a low revenue, with high operational costs – but with a high impact locally.

Reply from Vivienne Chapman, SHBC

The Executive are reviewing the out of town car parks and I will take this up with them as an issue.

5. Cllr Tim Dodds, Surrey Heath Borough Council

Surrey Heath is a green Borough, but what can we do about trees and shrubs that block sightlines on junctions? What are the standards for cutting back and what should we report?

Reply from Andrew Milne, Highways Area Manager (NW)

We are very lucky to have such a green Borough, but vegetation can grow quickly. Please do report all concerns to the Highways team. Most cuts are programmed in, but we do have capacity to address safety issues. However, some junctions historically have poor sightlines and we do not want to have to cut down trees unnecessarily.

6. Murray Rowlands, Camberley Resident

I know from the Citizens Advice Bureaus in the area that there are difficulties with crisis loans from SCC. CAB's can help with food and furniture but no longer have funds to hand out. Does the new crisis loan system give the same assistance to residents as before?

Reply from Vivienne Chapman, SHBC

The Borough Council gives grants to the CAB to aid residents.

Reply from the Chair

We will need to look at this issue of crisis loans and come back to you outside of the meeting.

7. Jeremy Wilson, The Avenue, Camberley

The Avenue in Camberley is increasingly being used as a high speed rat run, to and from the town centre, which is making life a misery for residents and posing a significant danger to children attending Lyndhurst School and Camberley Infants.

DRAFT MINUTES – 3 Oct 13 - to be formally agreed at the next meeting

In March this year, 57 residents of The Avenue petitioned that they had had enough of the increasing volume and speed of traffic, with 65% of those petitioned, favouring 'speed platforms' similar to those in Southwell Park Road, to police speed along the entirety of The Avenue.

In the last two years, The Avenue has had one fatality, in the tragic case of Monica (Paolo) Hart, one child hit by a van and both incidents were attended by helicopter ambulance.

Do we really have to wait for another fatality and after six months, aren't the residents due a response to their petition and their demands for speed platforms?

Reply from Denis Fuller, SCC

This road is of concern and I have taken this up with Officers on behalf of residents. I am not convinced that speed humps are the answer and I would prefer a 20mph speed limit, but these are not supported by Central Government.

Jeremy Wilson, The Avenue, Camberley

There are a number of different problems in different areas along the Avenue, with parked cars and a bad camber on a corner. The speed needs to be policed. However, residents are not keen to see flashing signs or chicanes but want speed humps like those in Southall Park Road.

Reply from Andrew Milne, Highways Area Manager (NW)

I am aware of this issue and residents concerns, but was not aware that this was subject to a petition. We would normally try to work with residents over a range of potential traffic calming solutions. There is an ongoing access and movement study for the Town and this area falls under this. Traffic modelling will be used to look at different restrictions and options. The Avenue is one of a number of roads with issues. It can be difficult for even experienced highways officers to accurately measure speeds and speeding can sometimes be a perception issue – the last two surveys recorded speed as 30mph along this road. Physical measures can be used as limits are sometimes not upheld by motorists – but residents limit this by cutting back on what they want. Speed tables on such a long stretch of road would take the entire capital budget of this Committee – removing funding from elsewhere.

Reply from the Chair

We will have a further look at this situation and report back.

8. Cyril Pavey, Local resident

The A30 is a nightmare already – Do County Councillors have any early thoughts on the proposed Camberley Town Centre development and the impact this might have on traffic? The plans shown at the

exhibition just covered the retail offer and not traffic and traffic flows around the Town.

Reply from Vivienne Chapman, SHBC

The Town Centre Plan will involve a series of consultations – the first being the retail offer, with roads following in a second consultation.

Reply from the Chair

The County Council has statutory processes for consulting over any major road changes. In this case, there is currently not a specific highways issue to consult on yet. The County Council is also asked to comment on every planning application.

9. Question read by the clerk on behalf of Denise Taylor, Keswick Drive, Lightwater

I would like a speed restriction to 30mph be discussed for Lightwater Road (Lightwater). The speed limit is too high (40mph) in a residential area – many cars exceed this. My daughter was knocked over on this road and I know she has not been the only one. Several school buses collect children here. Lightwater Road is also very narrow. Two lorries cannot pass each other without one resorting to the curb/pavement unless they wait to pass each other using Colville Gardens/Derwent Road or Lightwater Meadow as a 'pass by'. I have had two near misses where I have been slowing to turn right into Derwent Road only to have cars approaching too fast from behind, around the blind bend coming out of the village, and needing to overtake me on the wrong side to avoid a collision with my car. I am only grateful nothing was coming in the opposite direction at the same time!!

Reply from Valerie White, SHBC

As a regular user of this road, I agree that 40mph is too high. We have also discussed this at a Parish level and would support a reduction in speed limit.

Reply from Andrew Milne, Highways Area Manager (NW)

Highways can review this in consultation with safety management and the Police and bring a report. This road does connect with Red Road and could be considered as part of a package scheme for the area or can be considered on its own.

10. Tina Carney, Bagshot resident

Some areas have 20mph in villages – especially outside schools. What are Councillors thoughts on this?

Reply from the Chair

Reduced limits can work in some areas – but enforcement can be an issue. Statistics show that there are very few accidents outside schools, so a blanket policy of introducing them throughout Surrey would not be the most effective use of limited resources.

DRAFT MINUTES – 3 Oct 13 - to be formally agreed at the next meeting**11. Carol Gregorious, Chobham Parish Councillor**

Is the junction at the High Street and Chertsey Road in Chobham on the list of priority roads?

Reply from Andrew Milne, Highways Area Manager (NW)

I will investigate and let you know.

Further Public Questions and Comments were raised during the meeting under specific items on the agenda:-

Item 7 - Highways Update**Katia Malcaus Cooper, Lightwater**

The recent census caused chaos on the Red Road and the A31 – nobody seemed to know it was happening or why.

Reply from the Chair

This was a Police initiative that aimed to gather data on journeys being travelled.

Item 9 - Surrey Fire and Rescue Service Report**8. Murray Rowlands, Camberley Resident**

The report does not mention the recent strike action and the cover that was arranged. I would have liked to ask a question about the Fire Service bringing in cover – which was not done anywhere else.

Rodney Bates, SHBC

The report mentions Junior Citizens, but states that this did not take place this year. I would like to know the reasons and whether this will be undertaken in future.

Item 11 - Forward Plan / Date of the next meeting**Cyril Pavey, Local resident**

Would the Committee consider holding meetings during the daytime?

Reply from the Chair

I am willing to discuss this, but we did decide that evenings were best for community engagement.

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ANNEX B – TABLED ITEM 5

**Item 5 – Written Public Questions****Q. Written question from Mr. Paul J. Chapman, Frimley Green.**

"Given the traffic chaos witnessed in Frimley Green recently due to the temporary lights placed on the mini-roundabouts around the green that mimic the mitigation measures proposed for the PRB development, will the council promise to look again at the potential traffic problems and carry out their own investigations into the mitigations proposed, to prevent Frimley Green and nearby areas becoming gridlocked with traffic?"

A. Written response provided by Andy Stokes, Principal Transport Development Planning Officer on behalf of the Committee

The Princess Royal Barracks Planning Application considered the likely impact of the development on the junctions of Wharf Road and Sturt Road on Frimley Green Road.

In order to adequately accommodate the development impact it is proposed that traffic signals be installed, replacing the existing roundabouts. The installation of permanent traffic signals at this location has been carefully considered by Surrey County Council, who is content that they can be satisfactorily accommodated.

Temporary traffic lights are often less efficient than a permanent installation which are carefully programmed to ensure that a maximum amount of 'green time' is available, and where safe to do so, allowing differing streams to negotiate the junction at the same time.

The County Council will not be carrying out its own investigations into the use of traffic signals at these junctions, it will however ensure at the appropriate time that the permanent signals are designed and installed to operate safely and as efficiently as possible.

Q. Supplementary question from Mr. Paul J. Chapman, Frimley Green

Whilst I appreciate that temporary lights are less efficient than permanent ones, the settings seemed reasonable (although there was no pedestrian crossing) and yet the lights caused chaos. This was before the additional traffic of the new development. I would urge that consideration be given to mitigation works before the new development goes ahead.

A. Response from Chris Pitt

This did cause chaos and I agree with you. The lights were also in place over the weekend with no-one working there – leading to congestion and loss of business.

A. Response from Andrew Milne, Highways Manager (NW)

The temporary lights were installed by BT, not SCC – but we do have responsibility for managing temporary works on the Highway. We would normally expect modelling works on traffic flows and timings to ensure that works cause as little problems as possible.

A. Response from Rodney Bates

There were clearly a number of people inconvenienced by these lights and we could have communicated this in a different and better way.

A. Response from Andrew Milne, Highways Manager (NW)

Anticipated works on the Highway are publicised on the SCC website with bulletins to Members and Parishes. We do try to pick out the most relevant issues for the public as we cannot put out every single highways work on bulletins.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE: 5 DECEMBER 2013****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: THE AVENUE, CAMBERLEY – RESPONSE TO QUESTION REGARDING TRAFFIC CALMING MEASURES****DIVISION: CAMBERLEY WEST****SUMMARY OF ISSUE:**

To respond to the question received by Surrey Heath Local Committee on 3 October 2013, worded as follows:

“The Avenue in Camberley is increasingly being used as a high speed rat run, to and from the town centre, which is making life a misery for residents and posing a significant danger to children attending Lyndhurst School and Camberley Infants.

In March this year, 57 residents of The Avenue petitioned that they had had enough of the increasing volume and speed of traffic, with 65% of those petitioned, favouring 'speed platforms' similar to those in Southwell Park Road, to police speed along the entirety of The Avenue.

In the last two years, The Avenue has had one fatality, in the tragic case of Monica (Paolo) Hart, one child hit by a van and both incidents were attended by helicopter ambulance.

Do we really have to wait for another fatality and after six months, aren't the residents due a response to their petition and their demands for speed platforms?”

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to:

- (i) Note the contents of this report.

REASONS FOR RECOMMENDATIONS:

The Avenue is used by a lot of traffic as a route between Frimley Road and the town centre or the A40. Several personal injury collisions have occurred, although not all are attributable to this through traffic.

Traffic flows on the A30 may be causing drivers to use The Avenue, although proposed changes along the A30, if successful, may result in some traffic migrating back onto the main road. Placing The Avenue on the ITS works schedule means that the situation can be monitored and any effect of the changes on the A30 can be taken account.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition regarding traffic issues on The Avenue, Camberley was brought to the Surrey Heath Local Committee meeting on 3 October 2013. The question was initially responded to by Andrew Milne with further investigation and response requested.
- 1.2 The Avenue is a D-class road approximately 800m in length. The extents of the road are between London Road (A30) and Frimley Road (B3411). The road generally runs north-south and, apart from a relatively sharp corner near the junction with Forest Hills, the road is straight or has long, gentle bends. The road is linked to the town centre via Southwell Park Road and is in close proximity to two schools and nurseries.
- 1.3 The majority of The Avenue is covered by the Camberley Controlled Parking Zone. This includes formalised parking restrictions between London Road and Seaton Road. Other parking restrictions are located on The Avenue between Frimley Road and Donnington Close but parking is largely uncontrolled between Seaton Road and Donnington Close.
- 1.4 The residents' concerns on traffic behaviour, including speeds, were raised with the local area office earlier in the year. This resulted in a request for the road to be added to the Speed Management Plan for assessment against other roads in Surrey Heath.
- 1.5 Surrey County Council have bid to the Local Transport Board covering Camberley for funding towards a major scheme to improve access along the A331 and A30 corridors, including the Meadows Gyratory. The second stage of this process is underway with a full business case being prepared for submission in 2014. Should this be successful, the scheme will address current traffic issues along the A30.
- 1.6 Accident statistics provided by Surrey Police show that there have been five personal injury collisions between September 2010 and September 2013. This includes three slight casualties, a serious casualty and a fatality.

2. ANALYSIS:

- 2.1 As part of the Speed Management Plan assessment, Surrey Police located a Speed Data Recorder (SDR) on The Avenue between 18 June 2013 and 26 June 2013. This device was used to record the number of vehicles that use the route as well as their speed and an indication of the class of vehicle. The device was located near the southern junction with Heatherley Road as this was believed to be the busier section of the road. The SDR recorded that the average speed of vehicles was 30mph in both directions. When considered as part of the Speed Management Plan, the combination of good compliance with the speed limit and a relatively low number of accidents, it was decided to "archive" the road. This means that the road would remain on the Speed Management Plan but would not currently receive any enforcement. The average speed results from the assessment suggest that the road is suitable for the 30mph speed limit and further concerns regarding vehicle speeds should be addressed to Surrey Police.
- 2.2 The SDR data is also able to distinguish between cars, lorries and "long" vehicles. The data collected shows that 28183 journeys were made past the

SDR in a full week while the device was in position. Less than 1% of these journeys were either lorries or “long” vehicles. Although the number of vehicles using this route is roughly 4000 vehicles per day, it should be considered with the location and the surrounding situation. The Avenue is in close proximity to Camberley centre which is a hub for shopping with two shopping centres, The Atrium and The Mall. It is also in close proximity to schools and nurseries that could have a considerable impact on journeys on The Avenue. For example, a parent dropping their child off may contribute to as many as four journeys in a day. The first two journeys in the day would be in the morning when driving to and from the school. The second two would be the same journeys when picking up the children.

- 2.3 A further investigation into the accident history along The Avenue showed that one of the five accidents were attributed to exceeding the speed limit. The police report for the fatal accident in September 2011 identifies odd behaviour by the driver and identified a contributory factor as poor turning or manoeuvring. The only serious injury on The Avenue in the three years assessed included a small child that ran out into the road in front of an oncoming vehicle.
- 2.4 Surrey County Council is currently in the process of bidding for funds to address the access along the A30 London Road and A331. The scope of these works and the outcome of the bidding process should be known in the summer of 2014. If this bid is successful, the works could improve the situation on The Avenue if traffic migrates on to the A30. However, it may be prudent to add an item to our ITS works programme for traffic calming along The Avenue and rank it against the schemes on the list in case the bidding process is unsuccessful or the A30 works do not have as favourable effect on the traffic situation along The Avenue.

3. OPTIONS:

- 3.1 Local residents are against significantly altering the outlook of the road and prefer physical measures to deal with the concerns raised earlier. The options include:
- Speed tables – raising the level of the road across the full width means that vehicles of any size are all required to traverse the raised section of the highway. Placing speed tables also makes pedestrian access across the road easier without installing dropped curbs but can encourage pedestrians to cross where we would not otherwise promote a crossing. Speed tables extend from kerb to kerb and, therefore, block the channel that allows the highway to drain. Depending on the position of any existing gullies, it may be necessary to install additional gullies. Emergency services are generally opposed to this form of traffic calming as it impedes their ability to respond to emergencies quickly.
 - Speed cushions – raised rectangular sections in the vehicle’s path. Larger vehicles, such as emergency or buses, are able to traverse the structure without slowing. However, correct design and positioning requires drivers to concentrate on the road and improves vehicles positioning as well as reduces overall speeds. However, larger personal or commercial vehicles are also able to traverse with limited affect to their speeds, although in roads with higher traffic flows, such vehicles are often slowed down by smaller vehicles in front of them.

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Both forms of traffic management are high cost compared to other traffic management methods. They will also require numerous features at regular intervals along the length of the road in order to produce a consistently low speed along the road, dissuading drivers from accelerating and braking between each feature.

4. CONSULTATIONS:

- 4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Without undertaking a full assessment, vertical traffic calming measures along the length of The Avenue could cost between £80,000 and £150,000. The variation depends on the type of vertical measures and the regularity of them, and the possible need to provide additional gullies.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 For the reasons outlined in this report, it is recommended that The Avenue, Camberley is scored and ranked on the ITS works program until the conclusion of the A30 London Road scheme is made. If the situation is improved then the requirement for the scheme will be reassessed and scoring adjusted appropriately.

10. WHAT HAPPENS NEXT:

- 10.1 Subject, to Committee agreeing with the recommendations of this report, Surrey Highways will review the condition of the road and add the scheme to the ITS works program. Once the outcome of the bidding process has been determined, the circumstances will be reconsidered and the position of the scheme on the ITS works program will be adjusted appropriately.

Contact Officer:

Andrew Milne, Area Highways Manager (NW) – 03456 009 009

Consulted:

-

Annexes:

-

Sources/background papers:

-

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)



DATE: 5 December 2013

LEAD OFFICER: Paul Fishwick, Project Manager, Transport Policy

SUBJECT: PROPOSED CYCLE ROUTE FROM BISLEY TO KNAPHILL

DIVISION: LIGHTWATER, WEST END and BISLEY

SUMMARY OF ISSUE:

The county council in partnership with three borough councils were successful in obtaining over £18 million in grant funding from the Local Sustainable Transport Fund (LSTF), focused on Woking, Guildford and Redhill-Reigate.

Some of this work is not confined to the borough of Woking where a cycle route is planned to link Bisley to the existing Cycle Woking route at Knaphill.

The extended route though Bisley could use either existing off road shared routes and quiet streets, estimated at £8,500 or an off road route adjacent to the A322 between Clews Lane and School Close, estimated at £140,000. However, currently there is not sufficient funding available to carry out the A322 option.

The Local Committee is asked to approve the recommended option.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to agree :

- (i) To adopt Option 2 as the official off road cycle route between Clews Lane and Church Road.
- (ii) To Option 3, do nothing now, but retain the £8,500 developer contribution and put this towards creating the option 2 route at a later date..

REASONS FOR RECOMMENDATIONS:

The Bisley to Knaphill cycle route (Pluto Trail) is already partly established over most of its route, but is not joined up all the way nor does it have direction signs. The Local Committee is asked to agree to option 3, do nothing now, but adopt option 2 as the official off road route between Clews Lane and Church Road and look to introduce this route at the first opportunity when sufficient funding becomes available, as indicated in Annex A.

Option 1 route could be used by local people if desired, until the option 2 route has been constructed, but would remain un signed.

This will enable people to use this route legally for local journeys by cycle, which will provide local residents with an alternative to the car and will assist in reducing local

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car journeys.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Department for Transport (DfT) awarded Surrey County Council £3.93 million in July 2011 for its Local Sustainable Transport Fund bid (Key Component), which is branded as Surrey Travel SMART.
- 1.2 On 27 June 2012 the DfT offered Surrey County Council £14.304 million for its £16 million Local Sustainable Fund Bid (LSTF) known as the Large bid, again under the project name of Travel SMART.
- 1.3 Both the Key Component and Large bid were focused on the three towns of Woking, Guildford and Redhill-Reigate.
- 1.4 Some of the schemes within the two successful bids join together Woking and Guildford, such as the cycling and bus priority and corridor topics. In other cases the schemes cross into adjacent borough areas surrounding Woking, such as Surrey Heath.
- 1.5 There are two possible options for the Bisley scheme within Surrey Heath. Option 1 would be to follow a route using quiet streets and existing off road cycle ways. Option 2 would be to create an off road shared cycle pedestrian route on the east side of the A322 Guildford Road.
- 1.6 Option 1 could form a temporary route, until such time as funding has been found to create the option 2 route. Option 1 could then revert to a 'local route'.

2. ANALYSIS:

- 2.1 The two key objectives of the LSTF is to support economic recovery and growth and reduce carbon emissions, and in doing so, reduce the reliance on car traffic, especially local journeys.
- 2.2 The Cycle Woking Cycling Towns project (2008 to 2011) created a network of quality cycle routes within Woking and saw cycle trips rise on average by 27%. One of these routes the *Pluto Trail* extended out from Woking town centre to Knaphill and then to the junction of the Limecroft Road and the A322 Guildford Road, just inside the Surrey Heath area, where it links with an off road route on the eastern side of the A322 Guildford Road that extends to the Pegasus Crossing just to the south of the former Fox public house.
- 2.3 However, the off road shared route then ceases outside of the former Fox public house and the former Fox garage, but is established again to the north of the former engineering works at 317-319 Guildford Road outside of the residential properties outside of 309 Guildford Road.
- 2.4 The existing off road route than continues to the junction with Clews Lane and extends into Clews Lane to the junction with Oakwood Court.
- 2.5 There is no signed route between Clews Lane and School Close. At the junction of A322 Guildford Road and School Close, the shared

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footway/cycleway is established again and continues north to a point almost opposite Ford Road, close to the West End / Bisley boundary.

3. OPTIONS:

Option 1(Local / temporary route)

- 3.1 Option 1, which could become a temporary route until such time as funding has been located for Option 2, or remain as a 'local route' would commence at the junction of the A322 Guildford Road with Clews Lane, use a short section of Clews Lane, on road until it reaches Pilgrims Way and then winds its way through Cobbetts Walk and Grey Friars Drive using these quiet residential streets as an on road route. The planned cycle route then joins the existing off road shared route on Church Lane, or could use Church Lane towards the A322 Guildford Road and then join the existing 'off road route towards West End.
- 3.2 However, option 1 could be used now by local people if desired, without signing and lining and retain the £8,500 of developer funding and put this towards the overall cost of introducing option 2.

Option 2 (A322 off road route)

- 3.3 Option 2, would be to create an off road shared footway/cycle route on the east side of the A322 Guildford Road between Clews Lane and Church Lane. However, considerable work is required over parts of this route to establish a minimum 2.5 metre width, and where possible a 3.5 metre width would be created.

Option 3 (Do nothing)

- 3.4 Option 3 would be to do nothing now, but retain the £8,500 developer contribution, and put this towards creating the Option 2 route at a later date.
- 3.5 The options described above provide a solution to create a route in the near future (option 1) and keep this as a 'local route' when funding has been found for option 2. However, local people may wish to use this route without the additional expense of signing and lining, until the A322 option 2 route was constructed.

Extending this route to West End and Brookwood railway station

- 3.6 There is the potential to extend this route further north to join to the village of West End, when the opportunity arises.
- 3.7 A further extension of this route could be made in the future to connect directly to Brookwood railway station (0.912 million passenger journeys per annum (2010/11)), using the existing Pegasus crossing just to the south of the village and use off road route (still to be established).
- 3.8 However, the majority of this route is within the borough of Woking, where potential routes are being considered.

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- 3.9 The existing off road shared use route adjacent to the A322 Guildford Road on both sides of the road, from Ford Road south to Church Lane, which was the subject of a report to this Local Committee on 9 March 2006 (minute 20/06 refer) and was constructed as part of the A322 Guildford Road 'Hen and Chickens' roundabout works that were completed in 2007.
- 3.10 The development that is currently taking place outside of the former Fox garage will construct a 3 metre wide footway suitable for shared use (pedestrians and cycles) under a section 278 agreement.
- 3.11 The former Fox public house has recently been the subject of a planning application, and although this has not yet been determined, the formal response from the county council would request a 3 metre wide footway suitable for shared use along the site frontage.

4. CONSULTATIONS:

- 4.1 The majority of the off road shared use route is already in place and signed, but the sections around the former Fox public house and garage are the missing link in this network.
- 4.2 The route from Clews Lane to Church Lane (Option 1) uses on road quiet streets, and it is not normal practice to consult on what is already a right for cyclists.
- 4.3 The off road route (Option 2) adjacent to the A322 Guildford Road between Clews Lane and Church Road; frontagers should be consulted on this option.
- 4.4 The Local Committee is only required to agree to the use of an existing footway to be converted to shared or segregated use as in Option 2. There are no legal notices or orders to be made and there are no approvals required for the use of the carriageway.
- 4.5 As part of the consultation process comments have been received from Bisley Parish Council and Divisional Member (Lightwater, West End and Bisley).
- 4.6 Bisley Parish Council considered the options at their meeting on 11 November 2013 and commented as follows; "Bisley Parish Council has determined that its preferred option is Option 3 in your report, which is to hold the £8,500 identified from s106 contributions for the time being to then be used on Option 2 (A322 Guildford Road proposal) when further funding becomes available. It was felt that the reality is that cyclists will not use the route from Clews Lane, through Pilgrims Way, Cobbetts Walk and Greyfriars Road to Church Lane identified under Option 1 and that using £8,500 from s106 funding for signing this proposed route would be wasteful. You will also probably be aware that these roads also operate as a voluntary one way system for school traffic at drop off and collection times".
- 4.7 Divisional Member Adrian Page has commented "I am not sure that routing cyclists through a maze of residential streets is the right thing to do. I am sure most cyclists would ignore the route and stick to the A322.

I am supportive of the cycle strategy linking Knaphill and West End. However, it has to be a realistic and straightforward route that would be embraced by cyclists not ignored because it is too tortuous to follow”.

- 4.8 These comments have been taken into account when drafting this report and are reflected in the recommendation to this Local Committee.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost to provide the planned cycle route as in Option 1 is £8,500. However, this option could remain as it is now, without signing or lining and used by local people.
- 5.2 Two local developments could provide this funding under section 106 (Town and Country Planning Act) contributions and this will provide for the improvements and signing to the route.
- 5.3 However, Option 2 has been estimated at £140,000. Currently there are not sufficient funds available (£8,500 only) to carry out option 2.
- 5.4 Option 3 would be to ‘hold’ the £8,500 for the time being to be used on option 2 when further funding becomes available, which is not time limited.
- 5.5 This proposed options have been checked with officers within Development Control who agree that it satisfies the terms of the agreement with the developer.
- 5.6 In addition, as part of the Section 278 agreement (Highways Act), the developer of the former Fox garage will also construct a 3 metre wide footway along the site frontage that will form part of this planned cycle route.
- 5.7 The potential developer of the former Fox public house site, will also be requested to construct a 3 metre wide footway outside the site frontage that will also form part of this planned cycle route.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 In developing the county council’s LSTF and cycling programme the following impacts and actions have been identified:

Key Impacts	Actions
Younger people-more reliant on cycling as a mode of transport	Identify key routes that link school, retail, leisure and business destinations (For Bisley, establish link to Bisley Primary School, and link to existing Pluto Trail for wider area connections).
Older people – less likely to cycle	Segregation of routes from

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due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian routes and access	pedestrians wherever possible. (For Bisley most of the off road route is already established as shared footway, is less than 3m (minimum for segregation) and pedestrian flows are low, therefore retain the shared use).
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of off road / quiet streets cycle routes designed with least confident cyclists in mind. (For Bisley, this will improve connectivity between Bisley and retail/business areas. Also, observational evidence indicates that females are using the route already).
Disability – people with mobility problems and visual impairment adversely affected by cycle where they interact with pedestrian routes.	Achieve full segregation wherever possible. (For Bisley as for Older people see above).

7. LOCALISM:

- 7.1 The planned cycle route for option 1 uses residential streets and shared use footways through a residential area of Bisley, on the eastern side of the village and A322 Guildford road, providing easy access for much of the population, as well as access via Hawthorne Way to Bisley Primary School. This route could also be retained as a 'local route' when option 2 was implemented.
- 7.2 The option 2 route will provide a good direct route joining up the existing two section of shared use adjacent to the A322.
- 7.3 Both options will provide an alternative mode of travel other than the car, especially for local journeys and it is hoped that the route can be extended north to West End village and south to Brookwood railway station in the future.
- 7.4 However, option 1 will allow Bisley to be connected to the Cycle Woking cycle network, providing cycling time of approximately 25 minutes (based on cycling at 9 mph) to the centre of Woking from Bisley, with the potential of an off road link to Brookwood railway station in the future.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below

Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health implications

Increased cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the LSTF.

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 2007 baseline of 2,114k tonnes.

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 benefits of the new infrastructure.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The two main key objectives of the LSTF project are to support the economic growth and reduce carbon emissions.
- 9.2 The creation of good quality continuous cycle routes will assist Surrey County Council and its partners in achieving those objectives. The Bisley to Knaphill cycle route is a small piece of a much larger network, but the route within Woking is well established from the Cycle Woking Cycling Towns project, and this connects to business and retail areas.
- 9.3 It is recommended that option 2 is adopted as the official off road route between Clews Lane and Church Road Bisley, and is introduced as soon as possible.
- 9.4 It is also recommended that Option 3, do nothing now, but retain the £8,500 developer contribution for the option 2 route should be agreed.

10. WHAT HAPPENS NEXT:

- 10.1 In conjunction with the former Fox garage and Fox public house developments, it is planned to create a continuous cycle route between Clews Lane (Bisley) and Knaphill, as indicated on the attached Annex A..
- 10.2 Funding opportunities should be explored to provide the £140,000 to introduce the off road route adjacent to the A322 between Clews lane and Church Road Bisley..

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Contact number 03456 009 009

Consulted:
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Melanie Cawkell, Andrew Milne, Kevin Patching, Heena Pankhania
Surrey County Council Member for Lightwater, West End and Bisley Adrian Page
Bisley Parish Council

Annexes:
Annex A.

Sources/background papers:
Local Sustainable Transport Fund (Key Component) – June 2011
Local Sustainable Transport Fund (Large Bid) – July 2012

POSSIBLE FUTURE ROUTE TO WEST END

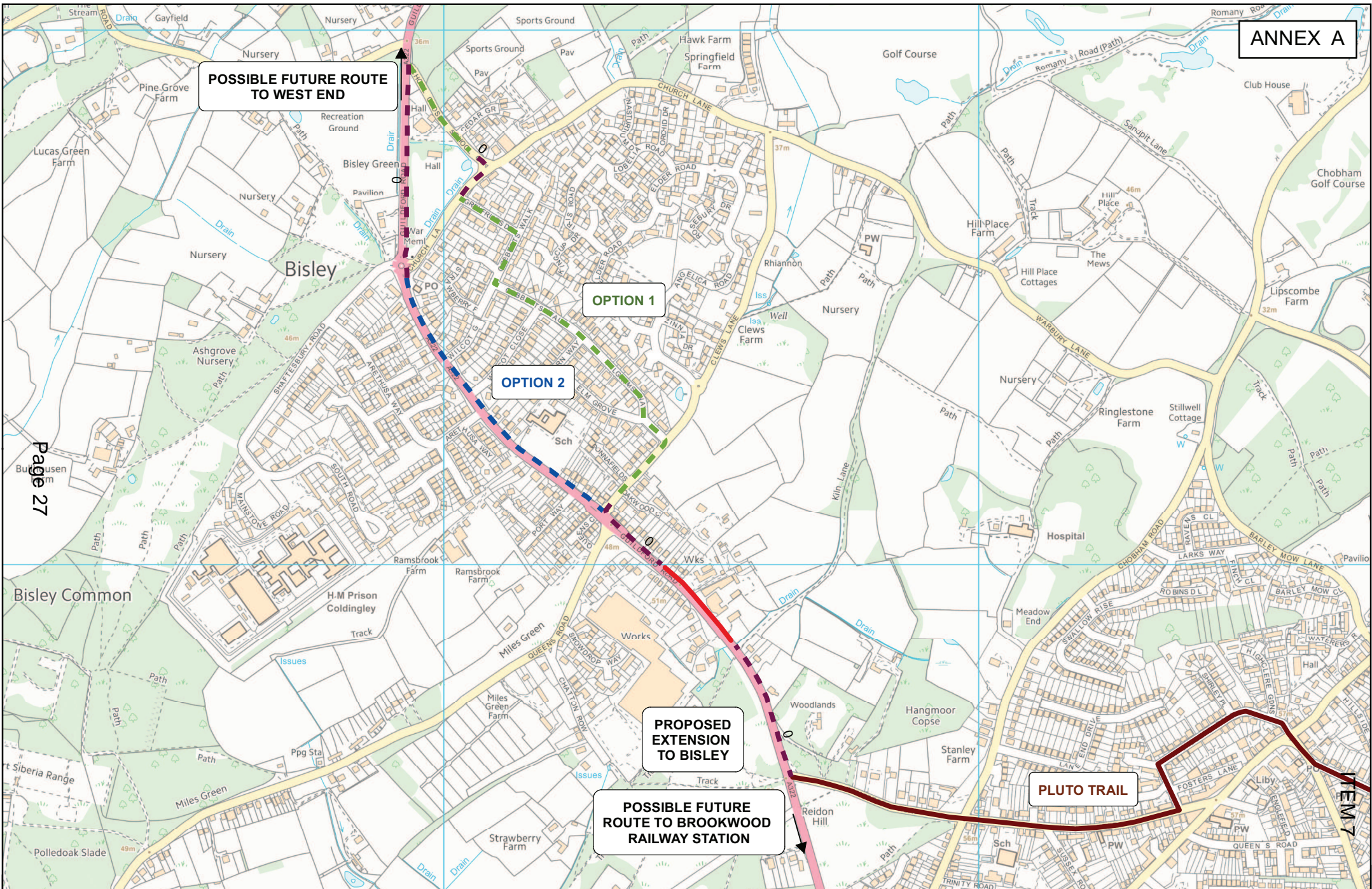
OPTION 1

OPTION 2

PROPOSED EXTENSION TO BISLEY

POSSIBLE FUTURE ROUTE TO BROOKWOOD RAILWAY STATION

PLUTO TRAIL



Legend

- PLANNED OFF ROAD SHARED USE
- OPTION 2
- EXISTING SHARED USE
- OPTION 1
- PLUTO TRAIL

Drawn by: SR
 Approved by: PF
 Drawing No: PLUTO/0000/02
 Scale: 1:9,000 Original Size A4

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**PROPOSED BISLEY TO KNAPHILL CYCLE ROUTE
 (PLUTO TRAIL)**



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 5 DECEMBER 2013

LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year.

To provide an update on the latest budgetary position for highway schemes, revenue maintenance and Community Enhancement expenditure.

To agree the 2014/15 programme of capital maintenance and ITS schemes

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to:

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2013/14 financial year,
- (ii) Note the progress with budget expenditure,
- (iii) Note that a further Highways Update will be brought to the next meeting of this Committee,
- (iv) Agree the capital scheme and contingency plan proposals for 2014/15 shown in section 2.5 subject to the anticipated provision of capital budget.

REASONS FOR RECOMMENDATIONS:

The above recommendations are made to enable progression of all highway related schemes and works.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

2. ANALYSIS:

2.1 2013-14 Integrated Transport and Developer Funded Schemes

- 2.1.1 Following the Surrey Heath Local Committee held on 18th October 2012, it was agreed to promote the Toshiba Roundabout Improvement Scheme. This is a major project, and the highest priority on the Surrey Heath list of potential works.
- 2.1.2 Both the 2013/14 ITS and capital maintenance allocations have been committed to this project to enable delivery (£306,702 in total). This has been combined with use of appropriate developer deposits of £435,132 to provide an overall scheme budget of £741,834.
- 2.1.3 Design work on the proposed signalisation has concluded, with video surveys, traffic counts and modelling work all undertaken to evaluate the effectiveness of introducing signals. This exercise led to the conclusion that signals would not have a beneficial effect at this location. The outcome recommendation was that an additional lane between Toshiba roundabout and Frimley Park hospital roundabout would provide a significant improvement to journey times and a decrease in congestion.
- 2.1.4 Additional scheme details were presented to Committee Members during the private meeting held on 20 June 2013. During this meeting Committee gave approval to progressing with the design of the additional lane for potential delivery in 2014/15, delivery of two upgraded pedestrian crossing points on the A325 Portsmouth Road arm of the Toshiba roundabout this financial year, and to review the potential for pedestrian crossing improvements on B3411 Frimley Road.
- 2.1.5 Detailed design of the additional lane is nearing completion. To ensure best value, early contact has also been made with Skanska so that the proposed lighting replacement works under the Streetlighting PFI contract are carried out in a way that accommodates the additional lane.
- 2.1.6 Delivery of the pedestrian crossing improvements on the A325 Portsmouth Road commenced in October 2013 with the installation of ducting. Remaining works are scheduled for completion by the end of this financial year.

2.2 Revenue maintenance allocations and expenditure 2013/14

- 2.2.1 The 2013/14 revenue maintenance allocation for Surrey Heath is £226,525. Table 1 shows how these funds have been allocated, and the spend progress to date.

Item	Allocation (£)	Committed as at 20 th Nov 2013
Drainage / ditching	40,000	£32,838
Carriageway and footway patching	80,025	£79,309
Vegetation works	60,000	£60,000
Signs and markings	30,000	£8,599
Parking	6,500	£6,500 committed. £3.5k of the original £10k allocated has been reallocated to the patching budget as these funds are no longer required by Parking to complete their works in Surrey Heath.
Low cost measures	20,000	£6,495
Total	226,525	£203,771 committed

Table 1 – 2013/14 Revenue Maintenance Expenditure

2.3 COMMUNITY ENHANCEMENT FUND

2.3.1 The total 2013/14 Community Enhancement allocation for Surrey Heath is £30,000. Committee have previously determined to divide this fund equally between County Councillor Committee Members.

2.3.2 The Maintenance Engineer for Surrey Heath will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.

2.3.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, it is recommended that all works should be agreed by 31st October 2013, and in the event of no firm spending decisions being made, the Maintenance Engineer will determine suitable works and organise their delivery.

2.3.4 As this deadline has now passed, the Maintenance Engineer is progressing suitable local works where spending plans have not been put forward.

2.3.5 A summary of spend progress is shown in Table 2.

Member	Allocation (£)	Committed as at 20 th December 2013
Bill Chapman	5,000	£5,000
Denis Fuller	5,000	£5,000
David Ivison	5,000	£5,000
Chris Pitt	5,000	£5,000
Mike Goodman	5,000	£5,000
Adrian Page	5,000	£5,000
Total	30,000	£30,000 committed

Table 2 – Community Enhancement Fund spend progress

2.4 2013-14 Capital Maintenance Budget

2.4.1 This budget has been allocated to the Toshiba Roundabout Improvement scheme as detailed in section 2.1 of this report.

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2.5 Capital programme proposals for 2014/15

- 2.5.1 Following the Surrey Heath Committee private meeting held on 7 November 2013, it was agreed in principle to promote delivery of the additional lane between the Toshiba roundabout and Frimley Park Hospital roundabout.
- 2.5.2 This project remains the highest ranking priority for Surrey Heath, and considerable investment has already been made in the design process.
- 2.5.3 The cost of constructing the additional lane is estimated to be between £604,000 and £846,000, with the higher figure including an allowance of £254,000 towards diversion of utility apparatus and unforeseen construction risks.
- 2.5.4 To date, £741,834 has been set aside for this project, comprised of:
- a) £130,872 PIC monies
 - b) £304,260 s106 funding (risk element)
 - c) £306,702 Local Committee capital
- 2.5.5 Taking into account the cost of design and modelling to date, and the completion costs of the crossing upgrades this financial year, approximately £200,000 of this will have been used in the 2013/14 period. This allows for £540,000 to be taken forward into the 2014/15 financial year for this project.
- 2.5.6 Assuming that the cost of delivery is £846,000, and allowing for the £540,000 carry forward, a further £306,000 of capital would be required to complete this project.
- 2.5.7 It is assumed that the level of capital funding provided to the Surrey Heath Local Committee in 2014/15 will be the same as for this financial year (£306,702). As such, to ensure delivery of this project, it would require Committee to support this work with the entirety of their 2014/15 capital allocation.

2.5.8 Benefits

Based upon the analysis of AM and PM weekday travel times, it is estimated that the reduction in journey times will result in an economic benefit of £180,000 per annum for the locality.

If the inter peak period is included (time saved between 10:00 and 16:00), the total annual economic benefit increases to approaching £700,000.

It is useful to note that when applying for funding for schemes of this nature from the Department for Transport, it is necessary to appraise the economic benefits over the life of the scheme (based on a 60 year period). Taking the lower value of £180,000, the total economic benefit of this scheme would equate to £7.67M.

The estimated cost benefit ratio, assuming construction costs are £846,000, is 9.06, which, according to DfT guidance demonstrates very good value for money.

2.5.9 Risks

The £304,260 s106 developer deposits remain under discussion, and so at this time it cannot be confirmed that all of these funds will be available. There is though a strong likelihood that in the worst case scenario, a minimum of £120k of these monies will be retained for this project.

If Committee are willing to support this project for the 2014/15 financial year, there will be adequate time to provide an update to Committee on the developer deposit position prior to March 2014, and if necessary, review the status of this scheme.

In comparison to the economic benefits, the risks are proportionally low. Close liaison will continue with Surrey Heath Borough Council, and other developer funds will be sought to support these works where possible.

2.5.10 Contingency planning

Contingency planning is necessary to ensure the effective use of Committee capital funding in the event of unforeseen circumstances. Although it is unlikely that contingency works will be necessary, the following prioritised list of Localised Structural Repair works is proposed in the event of the Toshiba Project not being able to progress in 2014/15. It is recommended that items would be funded from this list in the order shown, to the value of any remaining capital funding:

Priority	District	Road Number	Road Name	Location	Limits	Length	Estimated Area m2	Estimated Approx Cost £22/m2	Running Total
1	Surrey Heath	D533	Oakwood Rd	Windlesham	From outside no.1 to no.7	35	196	£4,312	£4,312
2	Surrey Heath	D3502	Holly Hedge Close	Frimley	Whole length	142	800	£17,600	£21,912
3	Surrey Heath	D3441	Chantry Court	Frimley	Approach & turning area	61	396	£8,712	£30,624
4	Surrey Heath	D3439	Apex Drive	Frimley	Full Length	174	1030	£22,660	£53,284
5	Surrey Heath	D3546	Kirkstone Close	Frimley	Whole Length of cul de sac	94	655	£14,410	£67,694
6	Surrey Heath	D3488	Edgemore Rd	Frimley	junction edgemore / martindale rd / goldney rd	60x6m 10x6m	420	£9,240	£76,934
7	Surrey Heath	D3522	Highclere Drive	Camberley	cw heavy crazing / structural failure	at junction with A325 portsmouth rd 40x6m	240	£5,280	£82,214
8	Surrey Heath	D3502	Holly Hedge Rd	Frimley	Section from Holly Hedge Close Jct to J/W Lauder Close	71	451	£9,922	£92,136
9	Surrey Heath	B3012	Guildford Road	Frimley Green	Section - Both approaches and over canal bridge	100	511	£11,242	£103,378

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10	Surrey Heath	D3567	Cheylesmore Drive	Frimley	Bell mouth & J/W Old Bilsey Rd		75	£1,650	£105,028
11	Surrey Heath	D3488	Old Bisley Rd	Frimley	Bell mouth & junction with The Maultway		252	£5,544	£110,572
12	Surrey Heath	D0004	Mill Pond Rd	Windlesham	Bell mouth & junction Nr no. 18	50	340	£7,480	£118,052
13	Surrey Heath	D3532	Kingsclear Park	Camberley	Full Length	333	1510	£33,220	£151,272
14	Surrey Heath	D3542	Inglewood Ave	Camberley	Full Length	698	4718	£103,796	£255,068
15	Surrey Heath	D3486	Tomlins Ave	Frimley	Whole length	282	1596	£35,112	£290,180
16	Surrey Heath	B383	Windsor Rd	Chobham	J/w Little Heath Rd, Windlesham Rd & Red lion Rd		575	£12,650	£302,830

2.5.11 In summary, it is recommended that Surrey Heath Local Committee give approval to the delivery of this scheme and the contingency plans as presented.

3. OPTIONS:

3.1 Options, where appropriate, have been presented in this report.

4. CONSULTATIONS:

4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.

5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated in Table 1.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

8. OTHER IMPLICATIONS:

- 8.1 Other implications, such as the contribution that a well-managed highway network can give to reducing crime and disorder, are considered in relation to individual schemes, and specific details are included in individual reports as appropriate.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Committee is asked to note the progress with all schemes and budgets.
- 9.2 The Committee is asked to agree the capital ITS programme and contingency plan proposals for 2014/15.
- 9.3 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

10. WHAT HAPPENS NEXT:

- 10.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

Contact Officer:

Andrew Milne, Area Highways Manager (NW) – 03456 009 009

Consulted:

-

Annexes:

-

Sources/background papers:

-

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 5th December 2013

LEAD OFFICER: ALAN CLARK, AREA COMMANDER, SURREY FIRE AND RESCUE SERVICE

SUBJECT: SFRS ANNUAL REPORT 2012-13

DIVISION: SURREY HEATH BOROUGH DIVISION



<p><u>SUMMARY OF ISSUE:</u></p> <p>The report appended as Annex 1 outlines the major strands of activity being undertaken within the Woking area by the Surrey Fire and Rescue Service (SFRS) teams based at Camberley and Chobham Fire Stations.</p>
<p><u>RECOMMENDATIONS:</u></p> <p>The Local Committee (Surrey Heath) is asked to:</p> <ul style="list-style-type: none"> (i) Recognise the achievements of the borough teams within the Surrey Heath Borough and support their commitment to improve initiatives to reduce risk and make the Surrey Heath Borough safer through the delivery of the borough/station plan. (ii) Note the targets and initiatives set within the Surrey Heath borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan. (iii) Support the achievements of the whole time/ retained duty personnel at Camberley and Chobham and acknowledge the availability offered by employers who release staff, and those who are self-employed.
<p><u>REASONS FOR RECOMMENDATIONS:</u></p> <p>To update the Local Committee (Surrey Heath) on the work of Surrey Fire and Rescue Service teams within the borough.</p>
<p>Please refer to the annual report appended as Annex 1.</p>

Contact Officer: Karen Pointer/Paul Kenny 01737 242444

Consulted: SFRS officers

Annexes: Annex 1 – Annual Report

Sources/background papers:

- Surrey Heath Borough Plan 2012/13
- SFRS Public Safety Plan

www.surrey-fire.gov.uk



MISSION

To provide a professional and well supported Fire and Rescue Service which reduces community risk in order to save lives, relieve suffering, protect property and the environment

*Surrey Fire and Rescue
Local Committee Report
April 2012 – March 2013*

*Completed by
Assistant Group Manager*

*Karen Pointer
Community Impact West Area
Surrey Heath Borough*

ITEM 9
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KEY ISSUE

- 1.1 This report outlines the major strands of activity being undertaken within Surrey Heath area by the Surrey Fire and Rescue Service (SFRS) teams based at Camberley and Chobham Fire Stations.

SUMMARY

- 1.2 The report contains information on the various activities undertaken by the Borough team to reduce the risk from fire, water and road traffic incidents to the residents of Surrey Heath Borough, including direct contact, public education programmes and campaigns.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- 1.3 Recognise the achievements of the borough teams within Surrey Heath Borough and support their commitment to improve initiatives to reduce risk and make Surrey Heath Borough safer through the delivery of the borough/station plan.
- 1.4 Note the targets and initiatives set within the Surrey Heath Borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan.
- 1.5 Support the achievements of the wholetime/retained duty personnel at Camberley and Chobham and acknowledge the availability offered by employers who release staff, and those who are self-employed.

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SURREY HEATH STATISTICS

Within Service/Borough Target		
Close to Service/Borough Target		
Above Service/Borough Target - Action Required		
Key Performance Indicators for 2012/13	2012/13	2011/12
Percentage of Fires attended in dwellings with no smoke detection fitted	Service Target: < 38%	Service Target: <33 %
	23%	26%
No of fatalities due to primary fires	Service Target: 7	Service Target: 7
	0	0
No of injuries arising from accidental dwelling fires	Borough Target: 6	Borough Target: 6
	6	2
No of false alarms caused by AFA's (automatic fire alarms)	Borough Target: 146	Borough Target: 146
	130	130
No of calls to malicious false alarms attended	Borough Target: 12	Borough Target: 12
	10	9
No of deliberate Primary & Secondary Fires (excluding vehicles)	Borough Target: 127	Borough Target: 127
	44	127
No of deliberate & Secondary vehicle fires	Borough Target: 15	Borough Target: 15
	6	9
No of calls to fires attended - primary	Borough Target: 126	Borough Target: 126
	105	95
No of calls to fires attended - Accidental fires in dwellings	Borough Target: 35	Borough Target: 35
	40	28
Percentage of accidental dwelling fires confined to room of origin	Borough Target: >91%	Borough Target: >88%
	90%	93%
No of fires in non domestic premises	Borough Target: 20	Borough Target: 20
	23	7
No of HFSVs (Home Fire Safety Visits)	Service Target % at Risk >60%	Service Target % at Risk >50%
Visits to Risk Households	148 (70%)	151 (54%)
Total Visits	210	281

REPORTING AGAINST TARGETS NOT ACHIEVED

1.6 Accidental Dwelling Fires

2012/2013	2011/2012
Borough Target 35	Borough Target 35
40	28

- 1.7 There is a 14% increase on the borough target which is due to 3 fires that occurred at the same premise over a period of 5 months. These were small fires in a kitchen and bathroom that involved an elderly gentleman. This gentleman is listed for other calls such as false alarms and work is ongoing to support him within his home setting. No fires have been identified at this address since September 2012.

1.8 Number of Fires to Non Domestic Premises

2012/2013	2011/2012
Borough Target 20	Borough Target 20
23	7

- 1.9 Although this appears to be a large increase on the previous year it is not a true reflection as the average number of 20 fires are recorded for earlier years pre 2011-12. No trends have been identified for fires in non domestic premises but this does include Frimley park hospital with small fires recorded. Ie. Burnt toast that has caused damage to the toaster.

COMMUNITY FIRE PROTECTION

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1.10

	2012	2011
Prosecutions	3	-
Prohibition Notice - Formal	0	-
Enforcement Notice - Formal	4	-
Deficiencies Notice - Informal	23	-
Licensing Consultations	18	-
Building Regulation Consultations	70	-

(Currently I have no data for 2011)

- 1.1 Himchuli, A30 Camberley, all 3 prosecutions relate to individuals who failed to comply with an article 27 notice. Each was fined £500 plus £415 costs.

COMMUNITY FIRE PREVENTION

- 1.2 We will undertake intelligence-based Home Fire Safety Visits (HFSV), in the areas most in need of this service, using the provided data and local knowledge to target this work. Currently a target of 60% is expected for our crews to reach vulnerable people and the most at risk from fire in our communities. SFRS will work closely with Adult and Social Care teams to ensure the following are targeted.

- Adults over the age of 65 (Worse at 75)
- Individuals who live alone
- Individuals with Mental Health illnesses, including Dementia & Memory Loss
- Individuals with disability and mobility difficulties
- Individuals who are either Alcohol or Drug dependant
- Individuals who smoke (The above will be compounded if coupled with smoking)

- 1.3

2012/13	2011/12
Service Target % at Risk >60%	Service Target % at Risk >50%
148 (70%)	151 (54%)
203	281

SAFEGUARDING REFERRALS

- 1.4 The Service works in collaboration with Social Services to ensure vulnerable adults/children are identified and care action plan is

formulated.

2012/13	2011/12
Totals	Totals
9	8

VOLUNTEERS SERVICE

- 1.5 Our Volunteers assist firefighters in prevention and education activities. The volunteers work alongside the firefighters delivering crucial safety information to the general public at a wide variety of events, from Open Days to Public Events, and also delivering Home Fire Safety Visits to the general public. Our volunteering scheme has proved to be highly successful and we have a high number of volunteers out in the community assisting our firefighters in delivering safety information. As a result we have managed to reach more households and importantly, more vulnerable people.
- 1.6 If you know of anyone who would be interested in becoming a volunteer for the service please can you provide this link for them which gives you all the information you need to know about being a [Surrey Fire Volunteer](http://www.surreyfirevolunteer.org).(www.surreyfirevolunteer.org)

COMMUNITY RISK REDUCTION

1.7 Community Fire Protection

As part of our protection information crews and dedicated teams of fire safety officers visit premises to gather information on specific risks. This information is recorded and placed on our mobile data terminals for reference if we are to attend an incident at the premise. 12 high risk premises were visited during 2012/13 giving us valuable information on their specific risks.

1.8 Community Fire Prevention

Due to the particularly wet weather throughout 2012 very little action has been required from Surrey Heath crews to attend wildfire incidents. During April wildfire patrols took place in areas that required a fire service presence. Although outwardly crews have not been highly visible in relation to wildfires, a lot of internal work has been carried out to update fire plans of commons and identify tracks suitable for certain Fire Service vehicles. Additional work is being carried out for the entire service with a dedicated wildfire officer to improve wildfire procedures, policies and training, which is reflected through other Fire Services and national guidance.

Surrey Heath crews have attended various mini targeted campaigns identifying streets where people are at a higher risk of fires.

Volunteers Service

Within the Surrey Heath Borough volunteers have supported the fire station open day which raised a large amount of money for the firefighter's charity. They have played a supportive role with the targeted HFSVs ensuring that the most vulnerable individuals are approached to ensure they are safe in their homes from fire related issues.

COMMUNITY ENGAGEMENT

1.19 Education

The Services education team currently attends Special Educational Needs schools to deliver fire safety advice.

Number of Schools	Number of Pupils
2	65

1.20 Junior Citizens

No Junior Citizens was run in the Surrey Heath borough for this current year. The Junior Citizens scheme is aimed at children aged between 10-11 years (Year 6)

Number of Days	Number of Pupils
-	-

1.21 Firewise Scheme

The Service has a successful referral scheme aimed at young people, who have shown an interest in fire setting.

Surrey Heath Borough	
Number of Referrals	11

1.22 Youth Engagement Scheme

The Youth Engagement Scheme is an innovative scheme run by the Service with support from partners such as the Youth Support Service, Brooklands College. (Public Service tutors) The aim of the scheme is to divert young people from anti-social behavior and youth crime.

Surrey Heath Borough	
Total Number of Referrals	6
Total Number Offered Taster Session	3
Total Number Started	3
Total Number Graduated	2

1.23 Safe Drive Stay Alive

The main aim of the Service has always been to reduce the injuries and deaths of young people aged 16-25. This is achieved through various activities, mainly Safe Drive Stay Alive.

Surrey Heath Borough	
Number of Pupils	405

WHAT HAPPENS NEXT

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1.9 Members asked to support the Station(s) plan for 2012/13
Members asked to recognise good performance by Surrey Heath personnel
in 2012/13

LEAD OFFICER: Alan Clark, Area Commander

TELEPHONE NUMBER: 01737 242444

E-MAIL: alan.clark@surreycc.gov.uk

CONTACT OFFICER: Karen Pointer Assistant Group Manager –
Community Impact – West

TELEPHONE NUMBER: 01737 242444

E-MAIL: Karen.pointer@surreycc.gov.uk

BACKGROUND PAPERS: Surrey Heath Plan 2012/13
SFRS Public Safety Plan.
Web: www.surrey-fire.gov.uk

File Ref: Surrey Heath Borough Report April 2012-March 2013	Owner: AGC Karen Pointer Community Impact West Area
Date of Issue: 9 th September 2013	Version Number: 1
Consulted: Yes	

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 5 Dec 2013**LEAD OFFICER:** Nikkie Enticknap**SUBJECT:** Forward Plan**DIVISION:** All**SUMMARY OF ISSUE:**

This report is produced for each meeting of the Local Committee (Surrey Heath) so that members can review the forward plan. The reports that are currently anticipated will be received by the committee are outlined in paragraph 3.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note and comment on the forward plan contained in this report.

REASONS FOR RECOMMENDATIONS:

The report contains an updated version of the Local Committee's forward plan.

1. INTRODUCTION AND BACKGROUND:

1.1 The Local Committee (Surrey Heath) may receive a forward plan at each meeting setting out the anticipated reports for future meetings. The forward plan will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change.

2. ANALYSIS:

2.1 No analysis was required for this report.

3. OPTIONS:

3.1 In addition to the following, requests from Members for other reports will be welcomed.

Thursday 13 March 2014

1. Highways Update
2. Operation Horizon – Year 1 review and Year 2 list approval
3. Youth Local Prevention Framework
4. Members Allocations – end of year report on projects funded
5. Forward Plan

Thursday 3 July 2014

1. Highways Update
2. 2014/2015 Parking Review
3. Forward Plan

4. CONSULTATIONS:

Members and Surrey County Council officers have been consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no financial implications of the forward plan.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no equality and diversity implications arising out of the forward plan.

7. LOCALISM:

- 7.1 Future reports and discussion topics for the Local Committee are included in the forward plan, giving all residents and businesses in the Surrey Heath area notice of topics on future agendas.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The committee is asked to note the forward plan contained in this report.

10. WHAT HAPPENS NEXT:

- 10.1 No further action is required.

Contact Officer: Nikkie Enticknap, Community Partnerships and Committee Officer (Surrey Heath)
01276 800269

Consulted: Members and Surrey County Council officers have been consulted.

Annexes: None

Sources/background papers: None

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